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Fighting Men
of Arkansas
and
A History
of World War II

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And this copy is dedicated to

Freddy R. Coleman

In commemoration of services
rendered our Country

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A History of

World War II

By Granville D. Davis

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FOREWORD

Great care has been taken in the compilation of this work and every possible effort has been made to insure correctness in what has been written. An account of any war prepared in the first months after the cessation of hostilities must necessarily be imperfect and incomplete. Omissions will often do unforeseen injustice. Errors of fact cannot be eliminated until official papers are made available for study. Errors of judgment must await the passing of the years for the verdict of history.

This volume then makes no claims of omniscience. The biographical section, as an example, by no means contains narratives regarding all of the Arkansas participants in the Second World War. Only those who chose to share in the expense of the book could be included. For them these pages will be an enduring record of their war and the part they played in it. None of them needs to be apologetic for any seeming smallness of the role selected for him in the course of the conflict. In an undertaking so vast as World War II, one man among fifteen million Americans could accomplish very little.

What those fifteen million men together achieved is recounted in the historical section. Therein, for reasons of convenience in discussion, the names of generals and admirals appear frequently, and the reader may receive the erroneous impression that the leaders were more important than the men they led. As a matter of fact, a more complete understanding of the nature of warfare can be gained from a study of the biographies, for young men such as those are the stuff of which battles are made. New interpretations can outdate a history and can relegate a general to comparative obscurity, but no amount of research can change the fundamental significance of the contribution of the individual soldier to victory.

Both the historical and the biographical divisions, therefore, are essential to even a partial comprehension of the war. In a sense, the complete history of the Second World War will never be written, for the whole truth about any episode of the past never finds its way to the printed page. Other generations than ours, of course, will know more of the real story than we now know. When that time comes, they may find it profitable to study our mistakes and philosophize upon our misapprehensions. Here then is the way the war and the peace that followed looked to us in 1946.

O. D. CAUBY,
Editor and Publisher.



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Introduction

To all who were active participants in the Second World War, that terrible conflict was made up of intensely personal matters. The causes of the war, the many incidents that heralded its coming, the actual outbreak of hostilities, all for the most part passed unnoticed. The vast majority of Americans scarcely took cognizance of the war until an Act of Congress, passed a full year after the conflagration had flamed up in Europe, had required them to visit registration centers so that their names and lives could become a part of the vast lottery known as Selective Service.

Then had followed anxious days of scanning lists, either printed in newspapers or posted on Selective Service headquarters doors, to determine the registration number, and weeks of feverish examination of the mail for the inevitable "greetings" and subsequent classification card from the draft board. Ultimately the day of induction had arrived, and the war then began, for the first time, to crowd out all other matters.

The selectee and the volunteer are apt to think of World War II not in terms of costly, bloody invasions, or of great campaigns, or of major battles won or lost. Debates relative to the comparative value of the land and sea and air arms are of secondary importance. Instead, such relatively minor interests as basic training and first furloughs tend to loom large in the focus of the memory.

In retrospect the principal beachheads for the individual service man would include: close order drill, infiltration courses, map reading, waiting in line, gas chambers, latrine orderly, dispensaries, bivouacs, first sergeants, kitchen police, rifle marksmanship, promotions, inspections, guard duty, cur-

few, retreat parades, military police, orientation lectures, reviews, bed check, extra fatigue, police details, bayonet courses, maneuvers, desert training, troop trains, staging areas, ports of embarkation, troop ships, replacement pools, new continents, new languages, new people, air raids, fox holes, "K" rations, keeping dry, keeping warm, keeping clean, "D" day, "H" hour, Purple Heart, Bronze Star, Silver Star, Air Medal, Navy Cross, "V" days, point systems, redistribution stations, separation centers, and discharges. There was their war.

All of that is as it should be, for war, just as is anything else, is important to anyone only as it affects him personally. Yet one of the principal lessons taught by both World War I and World War II is that today, with the nations of the world completely inter-dependent, no event however minor or however distant can fail to have import for each individual. An insignificant skirmish between opposing garrisons on a bridge in far off China did not envelop America in war immediately, but five years later Americans were fighting in World War II that developed, in part, from that incident.

Consequently the story of the Second World War is herewith presented to show how the individual pattern of life in war time merged with the pattern of a world at war. Pieces in that pattern are scattered in space to the ends of the earth, where lie the seas and islands and continents where the war was fought, and in time from the era of the First World War, when the second conflict had its inception, to the period of the struggle to win the peace. Fitting those pieces together is a challenge to skill and patience, but the completed picture is a record of remarkable human endeavor.



CHAPTER I

The Coming of the War

Most of the peoples of the earth will remember such dates as September 1, 1939, the day of the German invasion of Poland, and December 7, 1941, the day of the Japanese attack on Pearl Harbor, as the dates that mark the beginning of the Second World War. Actually, however, the war had been in progress for many years before the autumn of 1939. Indeed one may believe that those who labeled the document closing the fighting of the First World War "an armistice" had been granted special powers of prophecy; for an armistice literally is a "brief cessation of hostilities." So brief was this truce that it may be questioned whether peace ever really was achieved after November 11, 1918.

Certainly there were those who participated in the making of the treaty closing the First World War who had no doubts that an enduring peace had been guaranteed. Woodrow Wilson, for example, announced that the provisions against the Prussian power were so severe that none could doubt that the might of the German Empire was gone forever.

Nor could it be denied that the terms of the treaty were harsh enough to crush any major nation. The Treaty of Versailles reduced the area and population of the German Empire in Europe by about one-tenth; Alsace, Lorraine, Eupen, Moresnet, Malmédy, Memel, Posen, the Polish Corridor, Schleswig, Holstein, and Upper Silesia were among the provinces ceded to neighboring nations. In addition, all of the German overseas domain was seized and parceled out to the victorious Allied powers. Moreover, the Germans yielded thousands of locomotives and railway cars and most of their merchant vessels and promised to give up billions of dollars in manufactured commodities. The German army was cut down to only 100,000 men, the navy and air force were reduced to impotence, and the production of war materials was curtailed to a point where Germany could no longer be dangerous.

Nor did Germany's allies escape unpunished. The Austro-Hungarian Empire was sundered, and the successor states, Austria and Hungary, were forced to give up so much territory that neither was thereafter able to be counted as important among the family of nations. Bulgaria too suffered the usual fate of the vanquished, but lost less than Germany or Austria-Hungary since she had less to lose. Turkey was fortunate enough to be favored with moderate terms of peace.

Out of the conferences that made the treaties closing the First World War, two nations emerged more embittered than all the rest. One of those nations, as could be expected, was Germany. The other was one of the victorious states, Italy. Italy's bitterness stemmed from the fact that her people felt that they had not received a fair share of the spoils of war.

Thus it was that in those two countries the people were prepared to listen to the claims of self-proclaimed champions of their nations' greatness who asserted that once they came to power never again would their people suffer humiliation at a conference table. Economic instability and the impotence of political forces then in control aided those opportunists of Italy and Germany. Thereupon, Mussolini and Hitler emerged as leaders and ultimately as dictators, and thereafter Europe was to know no peace while those two lived.

As the dictators of Italy and Germany went about wrecking the peace, and particularly as Hitler set out to abrogate the terms of the Treaty of Versailles, the question at once arises as to what the victors of World War I did to preserve their victory.

Machinery designed to guarantee the treaty terms had been established by the Allies at the peace conference. A League of Nations had been established, a League intended to correct any mistakes made at Versailles and designed to prevent future wars by cooperative action against aggressor nations.

During the two decades between the two World Wars, the League of Nations proved powerless to enforce the noble principles upon which it had been founded. The refusal of the United States to participate got the League off to a bad start, and thereafter few successes marked the history of the organization. In time it became apparent that the leading states in the League of Nations were making no honest effort to preserve world order; instead they were using the League as an agency to protect their own interests. Thus the League was guilty of ignoring Asiatic quarrels that were of slight concern to the major members, whereas Mediterranean or African controversies involving identical principles would cause the strong powers to prod the League into action. As a consequence the League of Nations lost world favor and influence. And thus was the peace after the First World War lost.

The first of the post-war dictators to rise to power was Benito Mussolini in Italy. As organizer of the new political party, the Fascist Party, Mussolini slowly gained national attention; and with the weakening of rival factions, the Fascists in time came to control both politicians and army. In October, 1922, Mussolini became prime minister, a title he later changed to "Duce" or leader. Although the Duce maintained the fiction of constitutionalism in his system of government, he year by year assumed increasingly dictatorial authority until finally the Fascists were written into the constitution as the only legal party.

Ten years later Adolf Hitler was to complete his seizure of power in Germany. Hitler too was a party organizer, his faction, similar in ideology and purposes to Mussolini's Fascism, being the National Socialist or "Nazi" Party. The program of the Nazis as early as 1920 was clearly revealed as a source of trouble. It denounced the Treaty of Versailles and urged the union of all Germans in a great new German Empire. Hitler's frenzied oratory promising a restoration of German greatness created enthusiasm among his listeners, and each succeeding election added strength in the German parliament for the Nazis. In January, 1933, Hitler became the constitutional chancellor of Germany. Within four months the constitution which had enabled Hitler to gain power had been overthrown, the Third Reich had been proclaimed, and the Hitler dictatorship was at hand.

The methods by which Mussolini and Hitler had established themselves as dictators, the promises they had made, their use of the military, all gave warning to the world that attempts to override the League of Nations in an effort to gain territory and prestige would soon be made by both leaders. The world did not have long to wait.

From the start of Hitler's campaign for leadership in Germany, the "Fuehrer" had persistently denounced the Treaty of Versailles as the cause of all German ills. In March, 1935, he announced the repudiation of those terms of the treaty which had placed limitations on Germany's right to maintain a large standing army. Universal military service was now established in Germany, and a submarine and an air force second to none projected. This first of Hitler's many breaches of treaty terms could have been instantly corrected by any one of the nations

he later was to endanger, but no neighboring leader possessed sufficient confidence or courage to make the matter an issue. It was a costly decision for the democratic states, for that success encouraged Hitler to try other means of abrogating treaties.

Next it was Mussolini's turn to upset the hopes for peace. Much of the Duce's popular appeal had been based on an insistence that the Italian imperial domain be increased until its grandeur rivaled that of ancient Rome. One of the few remaining independent areas of Africa, Ethiopia, offered an opportunity for territorial aggrandisement. In October, 1935, despite the protests of the League of Nations and the hostile action of Great Britain in massing her fleet in the Mediterranean, Italian armies invaded Ethiopia. The only excuse offered was that Ethiopia was permitting disorders along the frontier of Italy's colony, Eritrea. By May, 1936, the conquest of Ethiopia had been completed. No democratic nation and no League member had offered Ethiopia any aid other than sympathy.

While Mussolini was having his way in Africa, Hitler again threatened the general peace by taking still another step in his program of rearmament. In March, 1936, he dispatched German troops into the Rhineland, into a zone demilitarized by the Treaty of Versailles. This clear threat to France was allowed to go unchallenged; France manifested concern but took no forceful course to prevent the German action.

The two dictators presently acted in concert to give Europe and the world another war threat. In October, 1936, they jointly intervened in a civil war in Spain. Three months before, an insurrection had broken out among Spanish royalists and conservatives who sought to overthrow a duly elected, constitutional republic. The leader of the rebels, Francisco Franco, had ambitions to become a dictator in Spain, and not unnaturally the sympathies of Hitler and Mussolini were with him. Approximately 200,000 Italian and German troops were sent to Spain to aid Franco, and those armies were abetted by tons of arms and munitions. The interests of the democratic nations, England, France, Russia, and the United States, were bound up with the republican government of Spain; and the people of all of those countries talked much, but did little, about aid for the forces opposed to Franco. While no help came from the democracies, as such, to the republic, many soldiers of fortune from democratic lands offered their services to that hard-pressed government. Thus with participants from so many nations involved, the Spanish Civil War was frequently referred to as the "Little World War."

But again the dictators won out. The republic was beaten down, and Franco was finally, early in 1939, established as Spain's dictator. A further blow to the cause of democracy was the extension of Nazi influence into the Iberian Peninsula. For Spain held a strong position in the western end of the Mediterranean; German strength there was a menace to the commerce and prestige of Great Britain. Moreover, many felt that in Spain a battle had been waged between dictatorship and democracy with democracy coming out second best. Democratic nations and democracy as a system of government lost caste.

Further crises that led Europe ever nearer war occurred in 1938. March, 1938, saw the "anschluss" or unification of Austria and Germany. The treaties closing the First World War left Austria a helpless fourth-rate state; and since its population was wholly Germanic, Austria was obviously to be an early Nazi objective. After a preliminary softening of the Austrian government by edging Nazis into positions of influence, Hitler gave the signal for his armies to march into Austria. Four days later the Fuehrer rode in triumph down the streets of a cheering Vienna, the bloodless conquest having been completed. By that one stroke 7,000,000 Germans were added to the Nazi's growth strength.

Later in the same year Hitler turned eastward in search of new lands with which to increase the German domain. The Treaty of Versailles again offered him an excuse to make trouble. A new nation, Czechoslovakia, had been created after World War I, and part of the German Empire had been severed to round out the Czech state. Prompted by Nazi leaders, the Sudeten Germans of Czechoslovakia began to demand that the Sudeten area be returned to Germany. The loss of that crescent-shaped fringe would have left Czechoslovakia defenseless, for the Sudetenland contained the natural mountain barrier throughout which the Czechs had constructed fortifications for defense against Germany. As German pressure mounted, Czechoslovakia made it clear that she was determined to save the Sudetenland by war if necessary. Since France and Russia were bound by treaty to defend the Czechs, and since England could be expected to offer aid, it began to appear that this was the crisis that would at last start war in Europe.

Hitler and his foreign minister Von Ribbentrop made use of every trick in the diplomat's repertoire to bring about the annexation of the Sudetenland without war. The prime minister of England, Neville Chamberlain, the premier of France, Edouard Daladier, and the two dictators of Germany and Italy held a series of conversations on the Czech problem; and thus it came about that the fate of Czechoslovakia was sealed not on the battlefields of central Europe but rather in the conference rooms at Berchtesgaden, Godesberg, and Munich.

The climax came at Munich during the last two days of September, 1938. There Chamberlain, Daladier, Hitler, and Mussolini gathered and reached an agreement. Their joint statement to President Edward Benes of Czechoslovakia amounted to an ultimatum: the Czechs must accede to the German demands for the Sudetenland. With her allies determined to sell her out in order to preserve peace, or at least to postpone war, Czechoslovakia had no other course but to yield.

Chamberlain thus could return to London to announce that the Munich Conference had secured "peace for our time." This complacent attitude was rudely jarred the following March when Hitler, despite his pre-Munich profession that the Sudetenland would be his last territorial demand in Europe, took over control of all Czechoslovakia by making it a protectorate.

Within a year after the Munich Conference, the Second World War had begun. For it developed that the Sudeten area, far from being Hitler's last territorial demand in Europe, was but a preliminary. First came the pocketing of the remainder of Czechoslovakia in March, 1939. Later in the same month Hitler went on to a "demand" for Memel in Lithuania. Now it was Mussolini's turn to "demand"; in April, 1939, Italian troops invaded Albania and within a few weeks all resistance had been suppressed. It began to appear that there would be no end to German and Italian "demands" and further that success would attend their every move as the democracies pursued their course of appeasement.

At last in September, 1939, Hitler made what was to prove to be an actual last territorial demand in Europe. This time Europe was confronted with a crisis that could not be passed without war. The Second World War was at hand.

The place was Poland. In building up pressure against Poland as a prelude to the appropriation of Polish territory, Hitler followed what was by that time a familiar pattern. First came the appeal to the world in the form of a citation of the wrongs done Germany by the signatories to the Treaty of Versailles together with a frenzied insistence that the Polish Corridor and Danzig be restored to the Third Reich. Second, came the usual charge that the Poles were mistreating their German subjects. Third, Nazi troops were gathered on the borders facing Poland, and large forces were transported by sea to East Prussia, which lay east of the Polish

Corridor. Finally, month by month increasing demands were made of Poland, concessions that would have put Poland in Hitler's power just as surely as the Czech concessions a year before had made Czechoslovakia unable to defend herself.

Nor was diplomacy neglected. Hitler was ready to fight, but he preferred another bloodless victory. Quiet negotiations had been pursued with Russia for some time, with the result that the Soviet Union and Germany agreed to a Non-Aggression Treaty, an accord in which peace for ten years was promised between these two previously antagonistic neighbors.

The announcement, on August 23, 1939, of the Soviet-Nazi pact electrified the democratic world. Since the Soviet and Nazi philosophies were so completely at variance, since Hitler's earlier written and spoken words had been so openly anti-Russian, since Hitler had so ruthlessly suppressed communism within Germany, and, finally, since Hitler's announced territorial ambitions included Russian holdings, democratic leaders had scarcely considered an alliance between Germany and Russia a possibility. In fact, the principal purpose of Prime Minister Chamberlain at Munich appears to have been to lend encouragement to a war between Russia and Germany, a war in which Nazis and Communists could decimate each other's ranks while the democratic states watched without visible pain or regret.

This Chamberlain anti-Soviet policy seems to have been largely responsible for driving Premier Stalin of Russia temporarily into the Nazi camp. No action of Stalin after August, 1939, indicated that he believed that the pact with Hitler offered permanent safety for Russia; on the contrary he moved swiftly to make the Soviet Republic as secure as possible against Nazi attack. When the Non-Aggression Pact became a scrap of paper two years later, Russia was ready.

But the democracies were not ready for the treaty when it was announced in August of 1939. The removal of the danger of attack by Russia, hitherto one of the greatest checks to aggressive action on the part of Hitler, meant that a European war was brought that much closer. And contrary to Chamberlain's fatuous dreams, it would be a war between democracy and Nazism, not between Germany and Russia. The consternation of England and France was one of the major accomplishments of the Soviet-Nazi pact sought by Hitler. Indeed, he may have invaded Poland feeling that the British and French would be too overwhelmed to offer opposition.

This time, however, there was no appeasement. The people of both Great Britain and France realized that their nations were unprepared to wage war, but, nevertheless, they were insistent that there be no more conferences such as the one held at Munich. From March until September of 1939, the French and British ministers announced on several occasions their determination to make war to aid Poland in any fight for independence. Three times in that same period the President of the United States, Franklin D. Roosevelt, made direct appeals to Hitler and Mussolini urging a peaceful adjustment of all differences, all without result. War was the only instrument of policy that remained.

The Second World War officially began when, on September 1, 1939, Germany invaded Poland. On September 3, 1939, Great Britain and France declared war on Germany. Italy, for the time being, kept out of the war but instead announced that she was a non-belligerent ally of Germany. Unofficially, of course, the German-Italian Axis had been waging war for some years.

During the period immediately following the First World War, histories of the conflict customarily assigned the full responsibility for the war to Germany and her central European allies. Within a decade, however, a new school of "revisionist" historians had arisen to debate with those who wrote of German blame from the traditional point of view. The revisionists, while admitting German and Austrian wrong-doing, contended that a study of the African and the Near Eastern crises that preceded the outbreak of war showed that the Allies, England and France and Russia and Serbia, must share the blame. As more and more official documents were made public property by the nations of the world, the traditionalists and revisionists sifted the papers carefully in search of quotations with which to bolster their arguments. In time the revisionists succeeded in gaining the admission that the Allies had not been entirely blameless, and perhaps a majority of the students of history came to feel that the guilt for the First World War was shared about equally by Allied and Central Powers.

As the Second World War draws to a close, it is difficult to believe that a revisionist school of historians will get much of a hearing in the decade that follows the conclusion of the war. As the secret state papers of all nations become open pages to scholars, doubtless it will be possible to show that various Allied statesmen would have done better to let this thing or that be left unsaid or undone. And probably a certain amount of blame will be attached to the Allies for their misguided policy after the First World War, a policy which should have been either less severe at the writing of the peace or more severe in the enforcing of it.

Yet a consideration of the crises which served as a prelude to the Second World War shows Germany and Italy almost wholly in the wrong. The crises that marked the way down the road to war included the militarization of the Rhineland, the intervention in the Spanish Civil War, the conquest of Ethiopia, the annexation of Austria, the seizure of the Sudetenland, the absorbing of Czechoslovakia, the ravishing of Albania, the pocketing of Memel, and the invasion of Poland. Each succeeding crisis brought Europe nearer to war, and the yielding of one side or the other was necessary to prevent the outbreak of conflict. In no instance did Hitler or Mussolini yield; each time the objective they had set out to obtain was fully achieved. The Munich Conference symbolizes at once the Allied desire for peace and their lack of a resolute policy. The revisionists will find it difficult to find the democracies guilty of anything except the unfortunate possession of inept leadership. The guilt of causing the Second World War in Europe rests squarely with the dictators of Germany and Italy.

CHAPTER II

First Campaigns

On September 1, 1939, Adolf Hitler stood before the German parliamentary body and announced that since early morning war had been in progress between Germany and Poland. He wore the field-gray uniform of the German officer, and he told his audience that he would not take it off until victory had been won. German successes in the first year of war made it appear that Hitler might be able to put aside his field-gray tunic sooner than he could possibly have hoped. The Battle of Poland, the invasion of Denmark and Norway, the Battle of the Low Countries, and the Battle of France were marked by sensational Nazi victories. Only in the Battle of Britain did Hitler's plans fail to materialize.

That year of conflict illustrates clearly the advantage that Germany held as a result of its decade of preparation for war. Nearly all of Germany's industry had been geared to the production of weapons, the Nazi philosophy being that the deprivation of comforts was worth while in view of the advantages to be gained later. This policy of "guns rather than butter" provided Germany with such a store of war materials that the Nazis were able to take and hold the offensive throughout the first three years of war. It was a policy, moreover, that very nearly brought total victory.

Against Poland, Hitler had at battle stations not less than a million men, while only half that number of Poles were immediately available. Field Marshal Hermann Goering had 7,000 first-line planes ready and waiting, and the Nazis actually used over 2,000 planes against Poland. In their defense the Poles were able to muster less than 700 aircraft. Moreover, the Germans had overwhelming strength in armored and mechanized might. Poland had almost no motorized equipment, and against Germany's armored divisions the Polish cavalry could scarcely be expected to make a successful stand.

In addition the Germans had all the geographic factors in their favor. Poland was a nation possessed of few natural barriers in the form of rivers or seas or mountains that might offer an obstacle to an aggressor. Poland's flat plains made defense against mechanized attack virtually impossible for a country without armored divisions of its own. Finally, Poland's isolated position on the map of Europe rendered the possibilities for aid from England and France negligible. The French armies were held back from a concerted attack of diversion by the German "west wall" of concrete fortifications and pillboxes facing France; and since Great Britain's navy could gain no entrance to the Baltic Sea, it was of little value to a nation without a coast line. And neither France nor England had a large enough air force to divert the German *Luftwaffe*.

Reduced then to a contest simply between powerful Germany and powerless Poland, the unequal struggle was not of long duration. Considering the overwhelming odds against them, the Poles put up a valiant fight; but cavalry was not a match for tanks, and infantry could offer no defense against dive bombers.

The German air force opened the attack by delivering paralyzing blows from which the Poles never recovered. The first action of the war, in fact, was the dawn bombing of Polish air fields. Thus by the time the Poles knew their nation was at war most of their planes had been put out of commission, and the majority of Polish planes were never able to take to the air. Thereafter the Nazis had complete command of the air, an advantage that was fully exploited. Communications were soon torn apart. Polish ground forces were continuously strafed. And

cities and towns were ruthlessly bombed, industrial and residential areas alike feeling the terrible weight of the Nazi blows.

The armies of Von Brauchitsch, Von Bock, and Von Rundstedt completed the work of destruction. Their strategy was to separate Marshal Smigly-Rydz's forces by driving wedges between units and then to encircle them. In this fashion the Polish armies were broken up and destroyed. The destruction took less than five weeks. On September 27, 1939, Warsaw was forced to end its heroic stand, and a few days later the unequal struggle was ended. Europe and the world were thus introduced to the Nazi lightning war, *blitzkrieg*.

Not all of Poland fell to Hitler, however, for as the Battle of Poland neared an end unwelcome aid was thrust upon the Germans by their Soviet ally. Ten days before Warsaw surrendered, Russian armies moved across the Polish eastern frontier and occupied half of the country. Nevertheless the overrunning of Poland had given the Nazis the resources of 73,000 square miles of territory and the command of 22,000,000 people.

From October, 1939, to April, 1940, virtually all land operations between the opposing forces came to a halt. As a result the neutral press came to refer to the war as a "sitzkrieg" and as a "phony war." The explanation for this period of inactivity, according to Chamberlain and Daladier, was that the fortifications of the Maginot Line guarding France offered such an obstacle to the Nazis that they would never dare to open an offensive against the combined British and French forces guarding the approaches to France. The Allies, said Chamberlain, had plenty of time in which to accumulate sufficient materials of war with which to overpower Germany. There were some who hoped that a blockade of Germany by the British fleet would bring about the collapse of the Nazis by the same process of starvation that had defeated the Prussians in 1918.

Only at sea was the war pressed with any vigor. German submarines again began to stalk British shipping, and early in the war the sinking of merchant vessels began to be a regular occurrence. More disastrous to the British was the torpedoing of the aircraft carrier *Courageous* in September, 1939, and the sinking of the battleship *Royal Oak* a month later. In December, however, the British retaliated by battering the German pocket battleship, the *Graf Spee*, to such an extent that it was scuttled by its crew.

With the approach of spring and better weather, the warring opponents again offered proof that this was to be no "phony war." The scene of the new activity was Denmark and Norway. On April 8, 1940, the British announced that they had mined the seas off Norway to prevent Germany from using Norwegian territorial waters as a route for her merchant shipping. This action would have brought to an end the transshipment of iron ore from Sweden by way of the Norwegian city of Narvik.

Immediate retaliation came from Germany; the British action was a signal for the opening of a Nazi operation that had long been in preparation. On April 9, 1940, German troops simultaneously invaded Denmark and Norway. Hitler gave as his excuse for the invasion of these neutral nations the British navy's mining of Norway's home waters. Yet the Nazi troops that moved on April 9, the day after the British announcement, were ready and waiting, and the prompt appearance of fifth col-

umnists within Norway indicates that they had been stationed there long before April.

The skill of the German planners enabled Hitler to make quick work of the Danish and Norwegian campaigns. The Danes, apparently impressed by the object lesson of the Polish blitzkrieg, offered no resistance, and Denmark was overrun in one day. Norway took little longer. Small forces of Nazis made swift landings at such coastal cities as Narvik, Bergen, Trondheim and Stravanger. Cooperating air forces and airborne troops quickly seized all available air fields, and again the Germans obtained immediate air supremacy. Reinforcements streamed in from Germany in transport planes. Tactics of that sort put Oslo, the Norwegian capital, in Nazi hands on the first day of the invasion. Meanwhile, all German efforts were seconded by pro-Nazi collaborationists in Norway led by Vidkun Quisling whose name thereafter became synonymous with traitors, fifth columnists, and saboteurs everywhere.

A week later, the British and French finally aroused themselves enough to send a small expedition of less than 15,000 men to Norway. Outnumbered ten to one this Allied force could not have been expected to expel the Germans, who had spent a week in securing their position. Within a few days the Allies were forced to withdraw.

Defeat in Norway was the last failure the British people were willing to accept from Prime Minister Neville Chamberlain. To the last Chamberlain persisted in demonstrating his lack of understanding of the desperate position of England. Only a short while before Hitler's invasion of Denmark and Norway, Chamberlain announced that the Fuehrer's inactivity during the winter had enabled Allied factories to catch up in the production of munitions. Hitler, said Chamberlain, had "missed the bus." That announcement made the news from Norway all the more disappointing, and the House of Commons thereupon gave expression to that feeling of disappointment and dismay by voting Chamberlain out of office. Upon Chamberlain's resignation, Winston Churchill, a frequent critic of the "too little and too late" policy of his predecessor's administration, was named as the new head of the British government.

In France also the Norwegian debacle had created a cabinet crisis, although the differences of the cabinet ministers had not yet been made public. Two months earlier, the French people had forced Daladier from office, and Paul Reynaud had succeeded him as Premier. As a result of Nazi success in Norway, Reynaud determined to get rid of General Gamelin, the commander in chief of the armies of France. General Gamelin had strong support among the cabinet members, and Reynaud had made up his mind to seek a show-down on the issue.

Yet before a decision could be reached, Hitler struck again by sending his troops into Holland, Belgium, and Luxembourg. The cabinet quieted its bickering, and Reynaud postponed the removal of Gamelin. Again Hitler had chosen his time for an offensive well. Both England and France were now forced to fight for their existence at a time when the central administration of each nation was badly divided. The prospect was discouraging enough to prompt Winston Churchill to warn the people of the Allied nations in realistic terms that all he could offer was "blood, toil, tears, and sweat."

On May 10, 1940, Germany fell upon the Low Countries without warning, without the issuance of an ultimatum. While these small nations were not defenseless, they had less than a million men and a thousand planes between them. This deficiency in numbers was in part made up when the French armies and the British Expeditionary Force moved northward to the aid of Holland and Belgium.

Yet from the outset the Allies were impeded by their long-standing policy of defensive warfare. Long before the war began, France had prepared for a future contest with Germany by constructing the

elaborate system of fortifications known as the Maginot Line which extended from the Swiss Border northward to Montmedy. Natural obstacles, the Meuse River and the forest of Ardennes, had been depended on to slow a German advance until troops could move into position. Behind these barriers, believed to be impregnable, France felt ready to make its stand. This strategy of the defensive was her undoing.

The German offensive tactics for a war on France had been developed by General Von Schlieffen long before the First World War began. The Schlieffen Plan called for a vast enveloping movement by German armies advancing through Belgium and northern France in wide sweeping arcs that stretched from a pivot in eastern France on to the sea. In this fashion, the Germans intended to push the French army before them until they could be hammered against German forces lining the eastern frontier of France. The Schlieffen Plan had almost been made to work by the German armies of 1914; the plan was made to function smoothly by the Nazis of 1940.

In opening their drive, the Nazis used the tactics of blitzkrieg which by this time had become standardized. Secret agents and fifth columnists proved effective again in Holland, and on this occasion they were aided by thousands of parachutists. Again the Luftwaffe smothered opposing air forces and bombed into ineffectiveness Allied air fields. Again major cities were made to feel the frightfulness of Nazi "schrecklichkeit," a practiced, studied, and systematic policy of terror. Again armored columns penetrated far into Allied territory destroying communications and driving opening wedges that infantry could later exploit. Again the Nazi advance was so swift that vital bridges fell into alien hands before they could be destroyed. Fortresses hitherto considered impossible to storm were quickly captured; and road blocks and cut dikes failed to slow down the Nazi thrusts.

Dutch resistance against such a blitzkrieg lasted only five days. Rotterdam, with much of the city destroyed by bombardment, capitulated in one day. Queen Wilhelmina and her cabinet ministers were forced to flee to London, and on May 14 The Netherlands joined Poland, Denmark, and Norway as a Nazi conquest.

The German blitzkrieg in Belgium steadily increased in violence. The Belgian Meuse River and the Albert Canal had been crossed by the Nazis on May 10 and thereby the Allies lost their forward line. Attempts of the High Command to establish a stable line of defense thereafter proved only temporarily effective. On May 12 the Meuse was again forced farther south at Sedan, and General Gamelin was compelled to draw his armies back. The breakthrough at Sedan, lying north of the Maginot Line, made the position of Allied troops in Belgium untenable, and the widening of this Nazi spearhead in time rendered the Maginot Line useless and left France wide open to attack. The Battle of Sedan was the decisive battle of the campaigns in Belgium and France.

As soon as the Nazis had made their position at Sedan secure, their panzer divisions began a race westward to the sea. On May 21, they reached the English Channel at Abbeville, and promptly they swung northward to trap the British and French armies. It was while this immense encircling movement was in progress that General Gamelin was relieved of his command and seventy-three-year-old General Maxime Weygand was named as his successor as leader of a cause already lost.

The blame for the French defeat subsequently was assigned to Gamelin and many felt that his was a criminal guilt. Yet Gamelin cannot alone be censured. Premier Reynaud, certainly no apologist for Gamelin, probably gave the most accurate estimate of the reason for France's military failure in an address to the French Senate. "The truth is," he said,

"that our classic conception of warfare has run counter to a new conception. The basis of this conception is not only in the massive use of armored divisions and of fighting airplanes; it is in the disorganization of the enemy rear by deep raids by parachutists. . . ." Stated differently, a strategy of stationary defense could not work successfully against an offense powered by armored divisions and airplanes. Gamelin had studied military tactics in the wrong school.

It was too late, however, for the Allies to talk of assuming the offensive. The Germans continued to press their attack north of Abbeville. Boulogne was the next port to fall to the Nazis, and by May 26 the stubborn British defense of Calais had been overcome. Only Dunkirk remained in Allied hands as a port from which to evacuate the considerable force encircled in Flanders; and when on May 28 King Leopold of Belgium accepted the German demand of unconditional surrender of all of Belgium, it appeared that the Nazi's giant pincers would now be snapped shut on Dunkirk.

On May 29 the evacuation of Dunkirk began. The Luftwaffe was held back by the British Royal Air Force, and the British Navy, making use of anything that would float, carried the trapped Allied troops to safety in England. 300,000 men were saved in that gallant action, but 50,000 men were left behind either dead or prisoners. All equipment had to be abandoned on the Flemish beaches. The Battle of Flanders could be marked down as another Allied disaster.

Now began the Battle of France. While the Germans were concentrating their attention on Dunkirk, General Weygand sought to reestablish a French line along the Somme and Aisne rivers. Yet by June 8 the Somme line had been breached and all efforts to restore a front thereafter failed. On June 14 the Germans entered Paris, and all realized that the Battle of France was at an end. On June 16 Reynaud was replaced by Marshal Henri Petain as Premier, and promptly Petain asked for an armistice.

On June 21, at Compiègne, in the same railway car used to work out the terms of the armistice of 1918, French representatives met a German delegation and received the terms of surrender. By these terms, northern France was to be occupied by the Nazis, and a pro-Nazi French government, headed by Petain, was permitted to hold nominal control in the south. Thus died the Republic of France.

Some in France, however, refused to let the ideals of democracy and republicanism come to an end. Led by General Charles de Gaulle, they made their way to England and there organized a French National Committee to serve as a working government for the "Free French." Especially did they seek to keep resistance in the colonies alive and to prevent hope from dying within France.

Prophetically Winston Churchill on July 14, Bastille Day, spoke to the French and to the free world: "Who could foresee what the course of a year would bring? Who can foresee what the course of other years will bring? Faith is given to us as a help and comfort when we stand in awe before the unfurling scroll of human destiny. And I proclaim my faith that some of us will live to see a Fourteenth of July when a liberated France will once again rejoice in her greatness and in her glory, and once again stand forward as the champion of the freedom and the rights of man. When that day dawns, as dawn it will, the soul of France will turn with comprehension and kindness to those Frenchmen and Frenchwomen, wherever they may be, who in the darkest hour did not despair of the Republic."

Similar words of encouragement Prime Minister Churchill was having to utter to the people of the British Empire, for now the British were alone. The Battle of Britain would soon reveal whether England was to suffer the same fate of all other nations upon whom the Nazis had unleashed their

fury. Practically unarmed and with only the remnant of a battered army as a result of the disaster in Flanders and the evacuation at Dunkirk, the British were felt by many neutral observers to be in no condition to continue. That Britain did continue can be attributed to the courage of the people and their faith in their way of life. They used Churchill's words as a cry of defiance: "We shall defend our island whatever the cost may be. We shall fight on the landing grounds, we shall fight in the fields and in the streets, we shall fight in the hills; we shall never surrender."

The fall of France brought Britons to full realization, for the first time, the danger that their empire faced. Until then they had refused to believe that they might lose the war. Now all complacency was gone. After nearly a year of fighting, the English finally entered on a program of full-time, full-scale armament production. Workers, regardless of age or sex, were drafted for employment in munitions plants. A civilian home guard of 500,000 was organized. Trenches, pillboxes, and air raid shelters were prepared in city parks and along the streets. Barrage balloons were put up over London to entangle low flying enemy bombers. If the Nazis tried invasion, the British were determined to make the venture costly.

Hitler and his High Command elected to bomb England into capitulation. Just as terror by aerial bombardment had forced Warsaw and Rotterdam to surrender, so would London and other English cities, according to the Nazi plan, be compelled to yield. On August 8, 1940, the *blitz* by air on England began and from that time until October the attacks continued. Military, industrial, and residential areas were pounded in turn. In the month from August 8 to September 5, sixty major German attacks were made on such targets as the Portsmouth naval base, the industrial sections of Birmingham, Manchester, Plymouth, and Belfast, the Croydon airport, the port of Liverpool, and, continuously, the city of London.

The Royal Air Force used sparingly the seven hundred fighter planes available at the start of the *blitz*. Airfields were scattered throughout the countryside in order to avoid the danger of concentrating too many planes where a single enemy attack might bring disaster. The British fighter planes were held out of hopeless engagements; risks were run only when the conditions were entirely favorable. It was a policy that saved the R.A.F., and the R.A.F. saved England.

On one day, one squadron of Spitfires took to the air twenty-one separate times to attack raiding Nazi bombers. On another occasion, two flights of 250 German planes each were met over London by Hurricanes and Spitfires during a noon raid, and not less than 185 of the Nazi ships were knocked out of the air. Thereafter the Germans saw fit to switch from daylight raids to night bombing. Small though the English force was, the pilots were skilled and courageous enough to prevent bombers from flying at tree-top level over British cities; London was never the easy target that helpless, defenseless Rotterdam and Warsaw had been.

Civilians too showed remarkable powers of endurance. A million went at nights to sleep out the ceaseless raids in subway stations. Other millions worked tirelessly to dig away rubble and to fight fires. Civilian morale refused to be broken by the Nazi *schrecklichkeit*. The terroristic raids simply made them more doggedly determined.

In October, the foggy weather of winter made air attacks on England more hazardous, and thereafter strikes of the *Luftwaffe* were less frequent. Occasional nuisance raids were made, and before the end of the year two of the worst attacks of the *blitz* were delivered. On November 14, some 500 German planes blasted Coventry and almost leveled the city. Then on December 29, London was set aflame by an incendiary bomb assault that ruined a square mile

within the heart of the city. By the end of 1940, the British had counted nearly 23,000 dead and 32,000 seriously injured in the Battle of Britain.

Yet by that time, England had begun to feel that the danger, at least for the time being, was past. English skies, while far from cleared of Nazi planes, were freer of enemy ships than they had been for months. Moreover, heartening announcements of R.A.F. raids on German cities acted as a tonic to Britons. True the British possessed no bases comparable to those the Nazis had in Norway, Holland, Belgium, and France, but at least some satisfaction could be found in reading of the strikes at Berlin, Mannheim, and Bremen. And real damage could be steadily inflicted on the invasion ports of the Low Countries and France that might be used as a starting point for a land and water assault on the British Isles.

The superb showing of the Royal Air Force nullified the vast numerical superiority of the *Luftwaffe*. Again, it was Prime Minister Churchill who voiced the popular opinion: "Never in the field of human conflict was so much owed by so many to so few."

The importance to the course of the war of this checking of the Nazi aerial assault cannot be over-emphasized. As long as Great Britain remained undefeated, Hitler could not be completely successful; just as England over a century before had thwarted Napoleon so now Hitler was to be thwarted. As long as Britain's isles remained free, they would be able to serve as a base of operations for a fight for freedom.

Hitler had come close to European victory. But the Battle of Britain had not gone his way.

CHAPTER III

New Fronts

Failure of Hitler to achieve a quick victory in the Battle of Britain forced him to turn to other sections where new fronts could be established. Reasons of strategy, as well as the need for natural resources, caused him to wheel his war machine in the direction of the Mediterranean Sea, the Balkan Peninsula, and the Soviet Union.

The Mediterranean has for many centuries been the scene of conflict between contending powers seeking to control the trade and politics of the surrounding lands. Not alone are the neighboring states such as Italy concerned with the control of the Mediterranean; equally interested are the distant nations that want to use the old Middle Sea for a route for trade. For example, Russia is always on the alert to prevent any nation from endangering her access to the Mediterranean from the Black Sea; and Great Britain jealously guards Gibraltar at the western end of the Mediterranean, Cyprus at the eastern end, and Malta at the half-way point, in order to be sure that the British channel of commerce between England and India will be kept open.

One way for Germany to strike at Britain, then, would be to attempt to cut that "life-line" of empire. North Africa had already been the scene of military activity since the rivals of the British there had been on the move from the time that the Nazis had begun to menace the British Isles. Italy, particularly, had challenged Britain, and the Italian colony of Libya had become a base from which Mussolini planned to extend his own empire at the expense of the British.

Italy had entered the war on the side of its Axis partner, Germany, in the last days of the Battle of France. On June 10, 1940, within two weeks of the date on which France surrendered, Italy abandoned its position as a "non-belligerent ally" of Germany and declared war on the Allies. It was evident that Mussolini felt that he might not be able to profit from the division of conquered Allied territory unless he brought Italy into actual participation in the war. Some of the spoils he sought lay in North and East Africa.

By the end of the summer of 1940, the Italians had massed an array of power in the northern and eastern sections of Africa. Approximately 300,000 men had been concentrated in Libya, and about 200,000 had been gathered in Italian East Africa. To supplement these ground troops, a considerable air force, using bases in Sicily and Libya, was in constant operation. Axis air power had succeeded in driving British merchant ships out of the Mediter-

anean, and England's supply ships to Egypt were having to round the southern tip of Africa at the Cape of Good Hope. Thus thirteen weeks were added to the length of time it took to complete the voyage. Then to make matters worse the Italians in East Africa seized areas of British Kenya and the Anglo-Egyptian Sudan, conquered British Somaliland, and thereby threatened the use of the Red Sea by Allied ships.

Finally, on September 13, 1940, the Italians opened a drive from Libya which it was hoped would carry them through Egypt and on to the Suez Canal. Marshal Graziani's attack went well until the Italians reached Sidi Barrani across the Egyptian frontier, but at that point the Italians came to a halt and remained inactive for three months.

When active fighting was renewed in Egypt, it was the British, under the command of General Sir Archibald Wavell, that held the initiative. The British launched a surprise attack on December 9 against the Italians' southern flank outside of Sidi Barrani, and for weeks thereafter armored and motorized units of the British kept the Italians on the verge of disaster. The main Fascist force was thrown back five hundred miles across the deserts of Egypt and Cyrenaica, and British patrols stabbed deep into the heart of Libya. By February 8, 1941, General Wavell's army had captured El Agheila in Libya. With only 33,000 men the British general took 133,000 prisoners and captured 420 tanks and 1,300 guns. Wavell, in this fashion, proved that Allied commanders could also master the technique of *blitzkrieg*.

Other British forces were ordered by General Wavell to open a drive against Italian troops holding territories in East Africa. Throughout 1941 the struggle continued. By spring Somaliland had been recovered, Italian Eritrea had been seized, and Ethiopia had been freed. By the end of the year the last pockets of Italian resistance in East Africa had been eliminated. German aid at this point was the only factor that saved the Italian African Empire from immediate extinction.

In other sections of Africa and of the Near East, Allied energies had to be devoted to a considerable variety of military actions. At the time of the fall of France and the ensuing establishment of the Petain government at Vichy, a great deal of concern had been shown by Axis and Allies alike over the control of the colonies of France. Equally pressing was the problem of the management of the French fleet. With so much military activity in North and

East Africa, interest in the French fleet and the French colonies naturally began to run higher than ever.

The issue of the French fleet was partially settled in July, 1940, when the British took such steps as were deemed necessary to keep the French vessels from falling into German hands. Surrender of the French fleet to Hitler would have taken from England the one advantage she still held in her death struggle with Germany. Consequently in all ports where French craft were stationed, British seamen on July 3 seized or sank as much of the French navy as could be reached. In the British Isles two battleships, two light cruisers, submarines, and some two hundred mine-sweepers and anti-submarine chasers were boarded. In the Mediterranean, warships at Alexandria surrendered without offering too much opposition, but a tremendous naval engagement occurred between the fleets of the former allies in the bay of Oran on the Algerian coast. In the Battle of Oran three of four French capital ships were sunk, and only one, the *Strasbourg*, managed to make good its escape to France.

The "Free French," organized and led by General de Gaulle, did everything within their power to turn the colonies against the Vichy government. At times the Free French joined with the British and engaged in open battle with the Vichy French, the most notable occasion being at Dakar in September, 1940.

Dakar was a French stronghold in West Africa, defended by strong shore batteries and some naval units, including the powerful *Richelieu*, stationed in the harbor. A British fleet and a large contingent of Free French made the attack, but Dakar's defenses were too strong. After three days of futile and costly effort, the attempt to storm the prized port had to be abandoned. Allied failure was attributed to the refusal of the residents of Dakar to rally to the leadership of General de Gaulle.

Collaboration between the British and the Free French was more successful in Syria, but again Vichy French resistance within the colony exceeded Allied expectations. In time, however, Syria was overrun by the Allies. Surprisingly the Axis allowed Syria to fall without making any attempt to send aid. On July 12, 1941, British control of the area was recognized.

Meanwhile, the Nazis had not failed to be alert to the importance of the struggle in North Africa. The defeat of the Italians at the hands of Wavell's British columns made it necessary that Germany take an active part in the campaign. By the spring of 1941, the Germans had flown enough men and supplies across the Mediterranean to launch an offensive of their own.

On March 24, 1941, the German *Afrika Korps* struck. The commander of this force, General Erwin Rommel was then a comparative unknown, but in time he was to be recognized as one of the most resourceful of Nazi marshals. He chose his time of attack well, at a time when the British were heavily involved in the Balkans and in East Africa; and since his men and *materiel* had been flown to Tripoli in secret, the all-out offensive was a complete surprise. General Wavell's depleted army proved to be no match for the *Afrika Korps*. All British bases in Libya, wrested from the Italians two months before, had to be abandoned. By the middle of May, the British had retreated again to the Egyptian frontier; only at Tobruk did a courageous British garrison hold out against the Nazis. Rommel might have swept across Egypt to Suez had not the Berlin High Command refused to send reinforcements.

This time it was the Nazis who were too concerned with events in Europe to have enough men for an African campaign. Hitler had thrown his armies against the Soviet Union and he had no men to spare for Rommel. The British were not slow to take advantage.

General Sir Claude Auchinleck, successor to General Wavell as leader of the British African forces, opened his attack from his Egyptian bases on November 17, 1941. Rommel's resistance was so formidable that the British were compelled to pay heavily in casualties for all ground gained. By January 7, 1942, the British had succeeded in retaking El Agheila, but pockets of enemy troops still remained besieged far behind the British lines. Within a month, however, Rommel had counter-attacked and had driven the English out of El Agheila back to El Gazala. Auchinleck's costly offensive had achieved no lasting victory for the British cause in North Africa.

Across the Mediterranean in Southern Europe, the course of the war had been disastrous for the British. In the Balkan Peninsula the Nazis had been able to have their way, regardless of the amount of opposition. More often than not there had been no opposition at all.

In Hitler's gospel of Naziism, *Mein Kampf*, the Fuehrer revealed that he was the inheritor and protagonist of the long-standing Pan-German doctrine of a *Drang nach Osten* or "Drive to the East." He envisioned a mighty German Empire stretching from the Baltic Sea to the Black, an empire which would include in addition to Germany the nations of Austria, Czechoslovakia, Poland, Hungary, Rumania, and the Russian Ukraine. Hitler sooner or later, therefore, was bound to turn to the Balkans in order to make that drive to the East which would make his dream of a great empire a reality.

Some of the Balkan states became more or less willing collaborators with the Axis. Hungary, Bulgaria and Rumania had economic tie-ups with Germany; and since fascist factions were already strong in each land, their leaders allowed them to be drawn into an Axis alliance. They were all impressed with German victories in Western Europe, and all thereafter were guilty of unneutral acts that caused Great Britain to break off diplomatic relations with each of them.

The nature of the pressure placed on these small states of the Balkans actually left them no other course than to make hopeless war or to allow themselves to be drawn into the Hitler orbit. Rumania, for example, held off from joining the Axis while Russia seized one province, Bessarabia, and the Nazi Foreign Minister Ribbentrop handed over another, Transylvania, to Hungary. Finally to save what was left Rumania's desperate diplomats joined with the Axis.

Two of the Balkan states, however, chose the course of hopeless war rather than to permit the Axis to have its way unopposed. Yugoslavia fought against the Nazis, and Greece struggled against both Italians and Germans. It is probable that neither the Greeks nor the Yugoslavs were greater lovers of freedom or more ardent nationalists than their neighbors; it is likely that each was simply more astute at picking the ultimate victors in World War II. Nevertheless, the stand of Greece and Yugoslavia was a splendid tribute to the courage of their people.

Greece was the first to be forced into the war. Once Mussolini had established himself on the eastern shores of the Adriatic at the expense of Albania, the Greeks began to brace themselves against attack. Italian propagandists paved the way for this new aggression by publishing charges that the Greeks were permitting the British fleet to use their ports. At last, on October 28, 1940, the Italian government demanded, as a guarantee that the Greeks had no intention of cooperating with the British, that Italian troops be allowed to occupy key positions in Greece until the end of the war. The answer of tough old Premier George Metaxas to this ultimatum was to mobilize the Greek army. Italian forces promptly violated the Albanian-Greek border.

Within two weeks it was clear that the Fascists

were to have their hands full with the Greeks. The Greeks were badly outnumbered, they were lacking in mechanized equipment, their air force was wholly inadequate, but they fought with courage, and they knew well the mountains in which the campaign was conducted. As the war ran on into the winter, the superior ability of the small Greek mountain army enabled the defenders to take 30,000 prisoners and drive the Italians back to Albanian soil.

Yet fate did not decree that the Greeks were to remain triumphant for very long. A heavy blow was dealt them when on January 29, 1941, Premier Metaxas died. Then two months later German legions moved in to bolster the faltering Italian cause.

Thereafter, in spite of Prime Minister Churchill's moving some 60,000 of Wavell's desert troops across the Mediterranean from Libya to aid the Greeks, the Nazis swept all opposition aside. On the fourth day of *blitzkrieg*, the strategic city of Salonika was in German control, and by that action the Nazis split the Greek armies in two. Athens fell to the Germans before the first month of warfare had ended.

Again the British were compelled to withdraw by sea from an untenable position in a fashion reminiscent of the Dunkirk retreat. Forced out of historic Thermopylae, the British made their way across the Gulf of Corinth to the isle of Crete. Against that stronghold the Germans opened a vigorous air assault; from May 4, 1941, to May 29, 1941, the attack continued. In what was felt by many to be a dress rehearsal for a Nazi invasion of the British Isles, the Germans used paratroops, glider-borne forces, and heavy aerial bombardment to bring Crete to terms. The British withdrew yet another time; on this occasion to Egypt. Never had Allied prestige fallen so low. The Nazis had, at least temporarily, made good Von Ribbentrop's boast made at the opening of the Greek struggle: "The German Armies will make it clear once and for all to Churchill and his notorious war-mongering, intriguing allies that Great Britain has no chance in Europe."

As an adjunct to the Greek campaign, the Nazis had simultaneously made war on a second non-cooperative Balkan state, Yugoslavia. Prior to the actual outbreak of hostilities the German government had followed its customary practice of bringing pressure to bear on Yugoslav leaders in an attempt to force them to yield without fighting. The leaders did at last give in but the people did not. When Premier Cvetkovitch announced that he and his cabinet had signed a pact with the Axis, a popular uprising drove from power not only the ministry but also the Prince Regent who had been acting for the youthful King Peter I. Peter was installed as ruler in his own right and a new prime minister and cabinet took charge.

Immediately the Germans retaliated by attacking, on April 6, Belgrade without a declaration of war. The Yugoslavs fought back with courage in an uneven struggle that could have had only one outcome. Yugoslavia was surrounded by neighbors that had offered no resistance to Hitler's demands, and from each of those adjoining jackal states German armies poured into Yugoslavia. From Austria, Bulgaria, Hungary, and Rumania came thirty-three Nazi divisions with the usual complement of mechanized and aerial forces. The Battle of Yugoslavia lasted only ten days.

The Germans, on April 17, declared that all Yugoslav resistance had ceased, but events were to prove that the announcement was far from the truth. The formal capitulation of the defenders had in fact taken place, but active fighting was to continue in Yugoslavia for the remainder of the war. Two guerrilla leaders, General Mikhailovitch and Marshal Tito, kept resistance to the Nazis alive, and more effective opposition might have been afforded had the two chieftains and their bands fought less with each other and more with the Germans.

The Germans, having overrun the Balkans, could now turn to other matters. The subjugation of Yugoslavia, however, was to prove to be Hitler's

last conquest. His armies were still to win many great victories, but never again was the campaign for a whole nation to be counted as a Nazi victory. The Battle of Russia, soon to begin, was to become in time the Battle of Germany.

The struggle with Germany was not the first contact that the Soviet Union had made with the Second World War. In occupying their share of Poland, the Russians had fought minor engagements, and in a conflict with Finland they had been compelled to fight a surprisingly difficult foe. During the period of the "phony war," Russia had forced concessions from the Finns but only after a conflict of three months duration. Those two acts of aggression, coupled with the pact with Germany, served to make the democratic world look on Russia as a full-fledged member of the Axis.

The German invasion of the Soviet Union on June 22, 1941, demonstrated that Russia had been an Axis partner in name only. Negotiating the pact with Russia had been an advantage to Hitler since its promulgation was bound to create a stunning surprise in England and France on the eve of the invasion of Poland. The Russians probably expected to gain nothing from the arrangement except additional time in which to rearm; and doubtless Russian leaders, angered at the Chamberlain regime's pointed lack of interest in a Soviet alliance, derived some satisfaction in observing the dismay of the English and French. Yet both Joseph Stalin and Adolph Hitler understood that their treaty did not mitigate the differences in Nazi and Communist ideologies and did not eliminate the Ukraine from the *Drang nach Osten*.

The Union of Soviet Socialist Republics, with its population of 180,000,000 and its area which covered one-sixth of the earth's surface, was a constant threat to the military strategy of Nazi Germany. The eastern frontier of Germany lay exposed to the Russians at any time they chose to disregard their treaty obligations. And conflicting ambitions of the two powers, especially in the Baltic and Balkan areas, gave the Germans an understanding of just how unstable the non-aggression pact was and of how that eastern border might some day become their major problem.

Moreover, the natural wealth of Russia served as an ever-present temptation. The conqueror of the Soviet Union would gain the oil of the Caucasus, the wheat of the Ukraine, and the mines of the Ural area, to say nothing of the easy access to Turkey and the riches of the East. Hitler's *Mein Kampf* had dwelt upon these matters long ago, and his speeches continued to reiterate an interest in the acquisition of the region. "If the Urals," he once said before the outbreak of war, "with their immeasurable treasure of raw materials, Siberia, with its rich forests, and the Ukraine, with its limitless grain fields, were to lie in Germany, this country under National Socialist leadership would swim in plenty."

At the time of their declaration of war against Russia, the Germans, while not desperate, were at a point where vast stores of resources could be seen as an essential to continued success in the war. The air *blitz* of England had failed, and it was clear that if Britain was to be beaten, the prerequisite to ultimate victory, then the British Isles would have to be invaded. Such a prodigious undertaking could not be embarked upon unless the Nazis were certain of a free hand on the continent.

In the blockade and counter-blockade contest between the British fleet and the German submarine and air forces, the Nazis found the British gradually drawing ahead. Victory in the Battle of the Atlantic was proving as elusive for Hitler as was success in the Battle of England. And loss of the Battle of the Atlantic brought Hitler face to face with the danger of the same sort of strangling blockade that had defeated Germany in World War I.

All of these matters must have been studied by Hitler and the German High Command for many

months before the decision was reached to attack Russia. Doubtless among the factors influencing the German leaders was the knowledge that Russia was growing more ready to challenge them with each passing month. Joseph Stalin was able to announce on January 1, 1941, that the Soviet was totally mobilized, and the following month he revealed that one-third of the national budget was earmarked for defense.

Since the beginning of the war in September, 1939, Russia had materially improved its defensive position. She had overrun eastern Poland, she had absorbed the Baltic states, Lithuania, Latvia, and Estonia, she had established a base on the Gulf of Finland at the expense of the Finns, and she had taken Bessarabia from Rumania. The excuse offered in each instance was that the territory seized had belonged to Russia before the First World War, that the Soviet Union was simply reclaiming its own. Yet each annexation created new suspicion among the Nazi leaders.

Other Russian acts were overtly unfriendly to Germany. In the Balkans, Soviet diplomacy openly sought to check German advances. On several occasions when Hungary and Bulgaria gave aid to Germany, the Soviet Union made plain its displeasure. Pointedly the Russians announced the signing of a treaty of non-aggression with Yugoslavia on April 5, 1941, the day before Germany invaded that helpless nation.

Historians may later be able to answer, in the light of more complete information from within the Nazi inner circle, the question of the High Command's real estimate of the strengths and weaknesses of the Union of Soviet Socialist Republics. Some American observers, for example, erroneously interpreted the Communist "blood purges" of anti-Stalin leaders as a sign of Russian party disintegration. Other American publicists were equally misinformed about Russia's industrial strength; one scholarly journal wrote in its January, 1941, issue: "Hitler need have no fear of an assault from a Russia in which, as he knows from the German specialists who have been working in the U.S.S.R. since the signing of the Russo-Soviet Pact, industry and transport are in a state approaching chaos. Russia is much too weak economically and politically to challenge Germany." One wonders whether Hitler misinterpreted, as did "experts" the world over, Russia's blundering campaign against Finland. Did Hitler agree with the "experts" that Russia would be beaten in a few months?

Whatever may have been Hitler's estimate of Russia's power to wage war, he ordered Nazi armies into action against the Soviet Union on June 22, 1941. This time Germany chose to issue a declaration of war, citing the Soviet seizures in Finland and along the Baltic, the steady Communist campaign against the *Reich*, and frequent Russia violations of the frontier. "The task," he concluded, "is to safeguard Europe and thus save all."

If Germany's declaration of war was intended as a play for Allied sympathy, the reaction in the British Empire must have been a bitter disappointment. Immediately Winston Churchill declared that Russia's danger was Britain's danger. Without reservation the traditional policy of distrust of Communism was set aside, and all aid possible for the Soviet Union was promised.

In one day the entire two thousand-mile front from the Baltic to the Black was aflame. Three days later Finland joined with Germany against Russia, so that thereafter the fighting front extended over three thousand miles from the Barents Sea to the Black, from Murmansk to Sevastopol. The Axis used three million men in six armies, while the Soviet had fifteen million men from whom to draw. It was to prove to be one of the titanic struggles of history.

The German High Command chose three Russian key cities towards which to direct their first attacks: Leningrad, Moscow, and Kiev. For the north-

ern offensive against Leningrad, Field Marshal von Lieb was chosen as commander. Field Marshal von Bock was in charge of the army of the center which stormed toward Moscow. Field Marshal von Rundstedt led the southern forces against Kiev. The Soviet defenders included Marshal Voroshilov at Leningrad, Marshal Timoshenko at Moscow, and Marshal Budenny at Kiev.

From June until the first of December, 1941, the German's advances were so sweeping that it began to appear that those who had predicted a speedy Nazi victory would be proved accurate in their estimate. By July Smolensk, a city vital to the defense of Moscow, had fallen into German hands. Novgorod, only seventy miles south of Leningrad, was captured on August 21, and Leningrad was soon virtually encircled. One of the three major objectives, Kiev, was reported as a Nazi prize on September 19.

The loss of Kiev meant that the whole of the Ukraine was lost to the Russians. German columns swept on to the Sea of Azov and invested the Crimean Peninsula. By the middle of November the siege of Sevastopol, a Soviet bastion at the southern tip of Crimea, had begun. Other great cities of the region which were overrun by the Germans in this southern offensive were Odessa, on October 16, and Kharkov, on October 24. By November 22, the Germans had captured Rostov, an advance of nearly six hundred miles since the beginning of the Battle of Russia.

Despite these German successes, however, the Russians were far from being the beaten nation that Adolph Hitler described in a message to his people on October 3: "The enemy is already broken and will never rise again." Severe as the losses of the Soviet Union had been, Hitler's pronouncement failed to measure correctly the vast distances involved, the severe climate to be encountered, and the undaunted spirit of the people he was attempting to defeat.

The grim courage of the Russian defenders kept resistance alive even behind the Nazi lines. Troops facing the invaders were on the whole well led, well disciplined, and thoroughly loyal. Doubts of outsiders as to the strength of the Stalin regime were soon proved to be groundless by the unhesitating obedience to the orders of the administration. Only a united people would have heeded Stalin's appeal for a "scorched earth" policy; great projects, such as the Dnieperstroi dam, and small, such as the smallest of grain fields, were destroyed so that nothing would be left to the conqueror. It was a costly policy, but the Soviet Union was great both in size and in purpose. Heroic measures stopped the Germans short of victory in 1941. Succeeding years were to see help brought from Britain and the United States, and thus those early sacrifices were not to be in vain.

In each of the new fronts opened by Hitler in 1941, many initial successes were scored. The North African campaign had resulted in victories for both the Allies and Axis, but the depleted British forces seemed at the end of the year to be in no position to stand against Rommel's *Afrika Korps*. In the Balkans, the Nazis had been completely successful; they could call the entire peninsula their own, with only guerrilla bands holding out against them. The Battle of Russia, by December, 1941, was proving to be the most taxing struggle of all for the Germans, but the number of important Soviet cities under German control demonstrated the enormous amount of Russian territory that had been overrun.

This was the course of the Second World War in Europe prior to the entry of the United States in the conflict. These were the Allies, both fighting and fallen. These were the campaigns in which they had been engaged in Europe for over two years before war came to America. This was the desperate position of the Allies on the eve of Christmas in 1941. This was the war into which America was drawn by the bombing of Pearl Harbor.

The United States at War

Within America, all of the events of the Second World War that had transpired from the invasion of Poland to the invasion of Russia produced an instant reaction. Crises in Europe from the fall of France to the siege of Moscow had intensified the public sentiment that had been with the Allies from the start, and the official attitude of the Washington administration had reflected that pro-Allied point of view. The greater the need of the Allies, the greater was the aid granted them by America, and by the autumn of 1941 the national government had adopted measures just short of belligerency.

Active participation in World War II on the part of the United States, however, was to be brought about by another means than a European crisis. While the majority of Americans had expected some incident in Europe, such as the sinking of an American vessel, to lead to the involvement of the United States, it was in the Pacific theatre of war that events were occurring that were hurrying the nation toward war.

War in Asia had begun between China and Japan in 1937, and two years later, when Japan had become an Axis partner, that conflict had merged with the European phase of World War II. The causes and course of that Sino-Japanese War are essential segments of the story of the Second World War. Without an undertaking of them, it would be impossible to comprehend the reasons for the bombing of Pearl Harbor.

The first nation to demonstrate the impotence of the League of Nations was Japan. Hitler did not rise to power in Germany until two years after the Japanese had defied the League by seizing territory from China in 1931. The origin of the Second World War might be traced, therefore, to the Mukden Incident and the subsequent Japanese conquest of Manchuria nearly a decade before war started in Europe.

The Japanese attack on Manchuria in 1931 was but one of a long series of efforts to dismember the Chinese Empire. China, with its vast land mass, its wealth of natural resources, and its teeming population, was a rich prize for which the European nations had contended for centuries. Lacking a strong central government and devoid of any strong sense of nationalistic feeling, China proved an easy prey for the aggressors.

It was inevitable that China's island neighbor, Japan, would observe the method employed by the European powers in obtaining concessions and would in turn seek territories for herself. In 1894 Japan made war on China, and the ease with which the Chinese were brought to terms revealed the complete helplessness of the "Celestial Empire." The success of the Japan was especially remarkable in view of the fact that Japan had been opened to modern western methods and industrialization by the voyages of Commodore Perry only forty years before. The methodology of western imperialism and conquest the Japanese mastered quickly.

Thereafter Japan was to be the most aggressive advocate of the partitioning of the territories of the "sick man of Asia." Korea, because it offered the readiest access to the mainland, and Manchuria, because it possessed the richest resources, were the lands which attracted the initial attention of the Japanese.

Korea had been the prize sought by Japan in the war of 1894-1895, and one of the peace terms the victors secured at the conclusion of the war was the recognition by China of Korean independence. With the tie between China and Korea severed, Ja-

pan could bide its time until Korea could be annexed outright. That step was taken in 1910.

The European nation which most actively opposed the expansion of the Japanese Empire was Russia. Russia's lands reached out from Europe across to Manchuria, and as a neighbor of Japan, Russia, for reasons of both ambition and fear, was unwilling to acquiesce in any territorial changes in that region.

The clashing imperialistic interests of Russia and Japan led to the Russo-Japanese War of 1904-1905. In this struggle between David and Goliath, David was prepared and Goliath was not, and as a result the Japanese enjoyed an uninterrupted series of victories. In the Treaty of Portsmouth closing the war, the Russians were forced to recognize the hegemony of Japan in the Manchuria-Korea area.

Once Korea was pocketed in 1910, the Japanese again awaited a favorable opportunity to obtain the second of its principal objectives. Up to that time, Japan had acquired for its empire, in addition to Korea, the island of Formosa, half of the island of Sakhalin, Port Arthur, and the Liaotung Peninsula. American and European hostility might have been aroused if the Japanese leaders had moved into Manchuria immediately, and too much opposition at that stage might have imperiled the ambitious new empire.

The leaders of the United States, however, showed no desire in that period to have the Japanese drive for a strong empire halted. The passive attitude of America is perhaps best illustrated by Secretary of State Lansing's words in 1917: "The Governments of the United States and Japan recognize that territorial propinquity creates special relations between countries, and, consequently, the Government of the United States recognizes that Japan has special interests in China, particularly in the part to which her possessions are contiguous."

Japan was too busy in the next two decades with the consolidation of her already extensive gains and with the problems arising from the First World War to reach out for new lands that were part of her "special interests in China." Then in the 1920s two developments began to threaten the Japanese design. First, there was the united effort of the nations of the world to achieve international peace through written agreements such as the Kellogg-Briand Pact and the Nine Power Treaty. Second, there arose within China, under the leadership of Chiang Kai-shek, a National Government which made tremendous strides toward the goal of a unified, centralized administration sought by patriotic Chinese for many years.

In 1931 Japan's imperialist leaders acted before Chiang Kai-shek's National Government had had time to achieve unity. Despite the fact that Japan was a signatory to the Kellogg-Briand Pact outlawing war and to the Nine Power Pact guaranteeing the territorial integrity of China, the Japanese in 1931 conquered Manchuria and over the feeble protests of the League of Nations established its suzerainty over the redesignated puppet state of Manchukuo.

After the invasion of Manchuria the Japanese never actually ceased their war on China until the Second World War came to an end. In 1933 the province of Jehol was annexed to Manchukuo, 100,000 square miles of territory thus being acquired in a ten-day campaign. During the next years mounting pressure was applied to the Chinese government for the recognition of the independence of five provinces of North China. This war of nerves, while not

wholly successful, was having the desired effect at the time that a full-scale war between China and Japan broke out.

On July 7, 1937, at the Marco Polo Bridge near the Chinese city of Peiping a skirmish between Japanese and Chinese soldiers began the "China Incident." This "incident" appears to have been planned by the Japanese as a climax to their war of nerves on North China; this shooting scrape between rival patrols was to be but a prelude to the seizure of the northern provinces. Yet the conquest proved more difficult than had been expected and the incident became an international war.

The stand of the Chinese against the Japanese invader is one of the heroic episodes of history. With the aid of overwhelming sea power, the Japanese quickly took possession of the coastal area and the principal port cities and extended their control into the interior along the Yangtze River. The Nationalist armies, however, made their stand in the hilly area west of the Peiping-Canton line, where the Japanese motorized equipment and air power would be of smallest value. There Chiang Kai-shek pursued a Fabian campaign which he called "magnetic warfare." Every major Japanese attack would be countered by a Chinese retreat into the interior, the Japanese being drawn along as if by a magnet. In this way, the Japanese were scattered over a wide area where Chinese guerrillas could operate against them to best advantage. Thus in spite of a Japanese war of terror, a war of rapine and pillage and murder, the Chinese will to resist not only survived but grew stronger with each long harrowing year.

Through two years and three months of troubled neutrality the people of the United States had watched World War II in Europe, and for four years and five months they had followed its course in Asia. During the years of crisis preceeding the start of the war, American determination to stay out of foreign conflicts had permeated the written and spoken words of the nation's leaders. After the outbreak of hostilities, the policy of neutrality was by degrees abandoned in favor of a program of aid to the Allies. In the end it was again proved that isolation for America, whether geographic, or economic, or political, was a *modus operandi* of foreign policy that had gone out of fashion with the passing of sailing craft.

Before that lesson was learned, however, the Congress of the United States between 1935 and 1937 sought to guarantee peace by the enactment of a series of "Neutrality Acts." Munitions, it was decreed, were not to be shipped to nations at war. Belligerents were to trade in America only on a "cash and carry" basis. Loans to warring states were forbidden. By these measures, proponents argued, the United States would be able to avoid the mistakes that had drawn the nation into the First World War.

Events of the next few years were to make this position of strict neutrality untenable. The Sino-Japanese War, for example, demonstrated the fallacy of the cash and carry scheme; for the Japanese with their navy in control of the China coast could guarantee safe passage for their own ships loaded with American goods, suppressing at the same time all Chinese trade with the United States. Cash and carry put the United States into partnership with Japan.

Similarly the neutrality acts were an advantage to Germany in the European theatre. Great Britain's pre-war preparations had been directed toward building a large navy. Any limitations on seagoing traffic would limit, at least to a degree, the British use of their best weapon. American restrictions on trade, therefore, were bound to be harmful to Britain and helpful to Germany.

Faced with the fact that the American stay-at-home policy was proving beneficial to the Axis, the people of the United States began to urge a modi-

fication of neutrality legislation. As rapidly thereafter as public opinion would permit, the retreat from neutrality continued.

The public statements of President Roosevelt helped guide the people away from isolation. In October, 1937, shortly after Japan had invaded China, the President made an address in Chicago in which he advocated the quarantining of aggressor nations. More pointed and more urgent were his comments as the war in Europe approached, as Poland was invaded, as the Axis forces monotonously won victories. Even in the period of Allied complacency prior to the Nazi spring offensive of 1940, the President counseled a stiffening of American policy. Before the houses of Congress in 1939, he barely stopped short of denouncing the Axis nations by name:

"There comes a time in the affairs of men when they must prepare to defend not their homes alone, but the tenets of faith and humanity on which their churches, their governments and their very civilization are founded. . . . We know what might happen to us if the new philosophy of force were to encompass the other continents and invade our own. We, no more than other nations, can afford to be surrounded by the enemies of our faith and out humanity. The world has grown so small and weapons of attack so swift that no nation can be safe in its will to peace so long as any other single powerful nation refuses to settle its grievances at the council table."

Modification of the neutrality laws, however, was not easy to secure. The President's appeal for a removal of the arms embargo on the eve of the invasion of Poland went unheeded by Congress. A similar request of September 21, 1939, launched a bitter partisan debate that was still in progress when France capitulated the following summer. Yet the Nazi successes in Norway, Holland, Belgium, and France brought about an abrupt change in the American attitude. That change the President reflected in an address in June, 1940, at Charlottesville, Virginia: "Let us not hesitate—all of us—to proclaim certain truths. Overwhelmingly we, as a nation—and this applies to all the other American nations—are convinced that military and naval victory for the gods of force and hate would endanger the institutions of democracy in the Western world."

"In our unity, our American unity, we will pursue two obvious and simultaneous courses: we will extend to the opponents of force the material resources of the nation and at the same time we will harness and speed up the use of those resources in order that we, ourselves, in the Americas may have equipment and training equal to the task of any emergency and every defense."

Legislative and executive actions were soon suited to the President's words. A Selective Service Law was passed, setting up the nation's first peacetime draft. In the summer of 1940 ten billion dollars were appropriated for national defense. On September 3 announcement was made of a trade by which Great Britain yielded bases in Newfoundland, in Bermuda, and in the Caribbean to the United States and received in return from the American navy fifty sorely needed destroyers, conveniently declared to be "overage." And throughout the year 1941, the President, the Congress, and the people devoted most of their thought and energy to matters of foreign policy and national defense.

As the Seventy-seventh Congress began its session shortly after the opening of the fateful year of 1941, President Roosevelt went in person to deliver an address calling for "full support of all those resolute peoples everywhere, who are resisting aggression and are thereby keeping war away from our hemisphere." He outlined "the four essential human freedoms" as freedom of speech and worship and freedom from want and fear and urged that America do its part to establish those freedoms by acting as

an arsenal for democracy. The Allies, he said, did not need man power. "They do need billions of dollars worth of the weapons of defense. The time is near when they will not be able to pay for them in ready cash. We cannot, and we will not, tell them they must surrender merely because of present inability to pay for the weapons which we know they must have. . . . I recommend that we make it possible for those nations to continue to obtain war materials in the United States, fitting their orders into our own progress."

The President in his message was proposing to substitute a policy of lend and lease for the policy of cash and carry. Although Lend-Lease was described by the administration as "short of war," it nevertheless amounted to a war by proxy with Britain serving as the American agent in the struggle against the Axis. Prime Minister Churchill, in a London broadcast, indicated that he would welcome the opportunity to act as the American proxy. "We do not need the gallant armies which are forming throughout the American Union," he insisted. "We do not need them this year, nor the next year nor any year that I can foresee. But we do need most urgently an immense and continuous supply of war materials and technical apparatus of all kinds. . . . Put your confidence in us. Give us your faith and your blessing, and under Providence all will be well. We shall not fail or falter; we shall not weaken or tire. Neither the sudden shock of battle nor the long-drawn trials of vigilance and exertion will wear us down. Give us the tools and we will finish the job."

For two months the debate on the Lend-Lease proposal raged in Congress. The opposition, led by Senator Bennett Champ Clark of Missouri, Senator Gerald P. Nye of North Dakota, Senator Robert A. Taft of Ohio, and Senator Burton K. Wheeler of Montana, was bitter in denunciation of both the bill and its proponents. Senator Clark spoke for all of them when he declared: "It is simply a bill to authorize the President to declare war . . . and to establish a totalitarian government."

Another opponent of Lend-Lease was Adolf Hitler. In a Berlin address, the Fuehrer warned the United States that every ship bearing aid to Britain that came within range of German torpedo tubes would be sunk. Despite all opposition, however, the Lend-Lease Bill was passed and on March 11 received the approval of the President. Shortly thereafter seven billion dollars were appropriated to make the "arsenal of democracy" a reality.

The passage of the Lend-Lease Act marked a pronounced change in the traditional American policy of isolation. It was a recognition of the fact that neutrality in a modern world war is impossible. It was proof, moreover, that the majority of the Congressional representatives of the American people agreed with the President's assertion that democracy itself cannot survive in isolation. Lip service was paid to neutrality by professions that Lend-Lease was a measure short of war, but no prophet was required to foresee that the purpose of the law, to put the weapons of war into Allied hands, would call for acts that would not be short of war. Lend-Lease made the United States the non-belligerent ally of Great Britain.

Within a few weeks Administration spokesmen, in the Cabinet and in Congress, began to talk of a naval convoy for merchant ships to Britain and began to urge the repeal of the remaining sections of the Neutrality Act. On May 27 President Roosevelt proclaimed a state of emergency and called for all to be prepared to repel attack. "We will not accept a Hitler-dominated world," he declared.

To that end American fighting ships were sent out on neutrality patrol to try to prevent Nazi vessels from entering the waters of the Western Hemisphere. The boundaries of the Western Hemisphere, moreover, were extended considerably by the establishment of naval and air bases on Greenland in April

and on Iceland in July and the occupation of those lands by American troops.

Questions arising out of the administration of Lend-Lease were multiplied many times over by the German invasion of Russia in June. The unpopularity of Russia's Communistic system, coupled with the Soviet's earlier attacks on Poland and Finland, caused many in America to oppose the granting of aid to Russia. President Roosevelt, however, promptly extended the benefits of Lend-Lease to the Soviet Union, apparently taking the point of view that with the menace of Hitler more pressing than the menace of Communism he would settle with the Nazi host first.

If other evidence was needed that the United States had moved far from its traditional isolation, it was furnished by a dramatic meeting between President Roosevelt and Prime Minister Churchill on shipboard in the North Atlantic in August. There the two leaders drew up a program for peace, known thereafter as the "Atlantic Charter." In this declaration of common principles, they asserted that they sought no territorial aggrandizement, promised that the wishes of the people of all lands would be adhered to in drawing up boundaries and in selecting forms of government, agreed on principles of economic collaboration and the freeing of raw materials to all nations, envisioned a peace that would be perpetuated by the establishment of a "permanent system of general security." Thus by a remarkable extension of his executive authority, the President had virtually allied with Britain in a crusade for his four freedoms, the Senate to the contrary notwithstanding.

Additional fighting words were used by the President in a challenging Labor Day broadcast on September 1. He stated his belief that our fundamental rights had been "threatened by Hitler's violent attempt to rule the world." "The task of defeating Hitler may be long and arduous," he added. "There are a few appeasers and Nazi sympathizers who say it cannot be done. They even ask me to negotiate with Hitler—to pray for crumbs from his victorious table. They do, in fact, ask me to become a modern Benedict Arnold and betray all that I hold dear—my devotion to our freedom—to our churches—to our country. This course I have rejected—I reject it again. Instead, I know that I speak the conscience and determination of the American people when I say that we shall do everything in our power to crush Hitler and his Nazi forces."

The President's words indicate that he no longer considered this country to be at peace with Germany. Since summer as a matter of fact, a "shooting war" had been in progress between the naval forces of the two nations. On May 21 an American ship, the *Robin Moor*, was sunk in the South Atlantic by German submarine action; and three weeks later a United States naval vessel, on patrol duty off Iceland, retaliated by dropping depth charges on a German submarine which had attacked a British convoy. A similar brush between the two navies occurred near Iceland on September 4 when the destroyer *Greer* and a Nazi submarine traded blows.

President Roosevelt immediately made it known he had issued a shoot-on-sight order to the American navy. The President asserted Germany had begun a "campaign to rule the seas by ruthless force," and he promised that the ships of any flag engaged in commerce in this hemisphere would be protected. "From now on," he warned, "if German or Italian vessels of war enter the waters the protection of which is necessary for American defense, they do so at their own peril." An informal naval war was thereby announced.

A month later the President sent a message to Congress requesting the repeal of that section of the Neutrality Act which forbade the arming of American merchant vessels. Only by such an action could the true intent of the Lend-Lease Act be carried out, the President declared. In the midst of the discussion

on this proposal, the United States Navy again announced losses; the destroyer *Kearny* was damaged by a torpedo and the destroyer *Reuben James* was sunk at cost of one hundred American lives. Yet the Presidential resolution for armament was passed in the House by the slim margin of 212 to 194.

This close vote for the repeal of the Neutrality Act reflected a surprising division of public opinion less than four weeks prior to the outbreak of war. In August, moreover, an even closer vote, 203-202, was recorded by the House in favor of the extension of the length of service of those drafted for a year of military training. The strength of the anti-war group in Congress in the face of tension and crisis makes it doubtful whether anything short of an act of flagrant aggression would have aroused the American people sufficiently to permit the nation to be led into a declaration of war.

That flagrant act was performed by Japan on December 7. Yet up to that time the people of the United States had paid little heed to Asia; Hitler's armies and submarines had received most of the nation's attention. An examination of newspapers throughout 1941 will show only a fraction of the space given over to a discussion of the growing tension between the United States and Germany devoted to the events that were bringing the nation to the verge of war with Japan.

On the whole there were fewer incidents in the Far East to record. Whereas Germany sank thirteen American-owned merchant ships with the loss of 71 lives and one destroyer with the loss of a hundred lives, Japan engaged in no naval raids on American shipping. Merchant vessels of the United States destined for Pacific ports were not armed despite the repeal of the Neutrality Act.

Occasionally a news item would bear import of impending trouble in the Far East. On February 20, 1941, for example, General George C. Marshall, Chief of Staff of the Army, was reported to have told a secret session of the Military Affairs Committee of the Senate that the situation in the Far East had grown serious and that planes had been sent to reinforce the air forces in the Pacific. Again in June the dangers latent in the Asiatic war were implied in an address of Paul V. McNutt, a high government official close to the President; he stated that "the time has come to act" against Japan, "a distant temporizing partner of the Axis thuggery." For the most part, however, strained relations between the United States and Japan developed in comparative privacy.

Two actions of Japan prior to December 7, 1941, received more than passing attention. The first was the signing by Japan in September, 1940, of an alliance with Germany and Italy, establishing thereby the Berlin-Rome-Tokyo Axis. Within two weeks the Japanese sought to make capital of the Axis agreement by seeking the lifting of the American embargo placed in July on the export of petroleum and scrap iron; on this occasion the Japanese ambassador made the diplomatic blunder of stating that a continuation of the restrictions might be looked upon as an unfriendly act. Secretary of State Cordell Hull was blunt in his reply: it was "unheard of for a country engaged in aggression and seizure of another country to turn to a third nation and seriously insist that the latter would be guilty of an unfriendly act if it did not cheerfully provide some of the necessary implements of war to aid the aggressor in carrying out its policy of invasion." President Roosevelt publicly supplemented these diplomatic exchanges by serving notice on the Axis: "No combination of dictator countries of Europe and Asia will stop the help we are giving to almost the last free people fighting to hold them at bay. . . . The people of the United States, the people of the Americas, reject the doctrine of appeasement. They recognize it for what it is—a major weapon of the aggressor nations."

The second of the highly publicized Japanese ventures was the invasion of Indo-China. Important bases in the northern part of this French possession had been occupied soon after the fall of France, and a year later German pressure on Vichy had gained for Japan bases in South Indo-China. The Japanese penetration of Indo-China was objectionable to the United States not only because it was indicative of the far-flung nature of Japan's imperialistic ambitions but also because of the direct threat that the new holdings offered to the Philippine Islands. The Philippines lie immediately off the Indo-China coast of Asia, and planes and ships based on the mainland would have easy access to the heart of the islands.

Sumner Welles, then acting as Secretary of State, was bitter in his denunciation of Japan's act. Speaking for the United States, Welles declared that the bases were "primarily for purposes of further and more obvious movements of conquest in adjacent areas." Since the Philippines were endangered by the seizures, the whole matter, according to Welles, bore "directly upon the vital problem of our national security."

The occupation of Indo-China in July, 1941, proved to be a turning point in American-Japanese relations. Until that time the American Administration had engaged in prolonged diplomatic negotiations with Japan in an effort to secure restraint in the Far East while concentrating the nation's naval strength in the Atlantic. Thereafter, while negotiations continued, war preparations were hurried and a more hostile tone with Japan was assumed.

On July 26, by Presidential order, all Japanese assets in the United States were frozen and consequently virtually all trade with Japan came to a standstill. The British took a similar course. Two days later, the Japanese retaliated by freezing American and British assets and referred to the British and American action as "one step from armed warfare." On July 30 the Japanese aroused indignation by bombing the United States gunboat *Tutuila* at Chungking, but Japan's prompt apology was accepted and the incident pronounced closed.

As December drew nearer, warnings of impending trouble between the United States, Britain, and Japan came from public statements of the leaders of the various nations. On October 24, the Secretary of the Navy, Frank Knox, described the situation in the Far East as "extremely strained." "We are satisfied in our minds," he added, "that the Japanese have no intention of giving up their plans for expansion. If they pursue that course, a collision there is inevitable. It can occur at very short notice." Winston Churchill, on November 10, gave further demonstration of the imminence of war by stating that "Should the United States become involved in war with Japan a British declaration will follow within the hour." For Japan, Premier Hideki Tojo pronounced his people as ready to break through the economic blockade with which America, Britain, China, and the Dutch East Indies had encircled Japan; such measures, he stated, were "little less hostile than carrying on armed warfare," and he warned that there was a limit to the conciliatory attitude of Japan.

Obviously the people of the United States were not wholly unaware that war with Japan was a strong possibility. Yet war with Japan had been a topic of conversation in America for decades, and many Americans could not help but feel that the danger signs of 1940 and 1941 were nothing more than "talk." Moreover, many were hopeful that the diplomatic exchanges between representatives of the two countries might be productive of a workable solution to the problems confronting the rival powers. Yet the last of those discussions, between the special Japanese envoy, Saburo Kurusu, and Secretary Hull, was in progress at the time that the Japanese launched their war by bombing Pearl Harbor. The conversations were productive of nothing except a continuous reiteration of the issues which had pro-

duced an impasse between the United States and Japan. The Japanese representative, to the last, based all his proposals on his nation's having its way in China and Indo-China; while the United States was equally inflexible in refusing to cooperate by a resumption of trade relations with Japan.

On the evening of November 20, Kurusu together with the Japanese ambassador, Kichisaburo Nomura, called on Secretary Hull to deliver a "five-point formula" for peace. By this formula the United States was asked to drop all aid to China, to lift the order freezing trade with Japan, to supply Japan with oil, and to cease all opposition to the Japanese acquisition of raw materials in East Asia and the South Pacific. In return, Japan promised to maintain the *status quo* in Indo-China for the present and to withdraw upon the restoration of peace between Japan and China. The next day, in reporting the interview to the Cabinet, the Secretary of State warned that the problem of Japanese relations could no longer be solved by diplomacy and urged that the military leaders take such steps as were necessary to prevent the Japanese from making an attack that would "stampede the hell out of our scattered forces" in the Pacific.

The American reply to the Japanese five-point formula was handed the Nipponese diplomats on November 26. This memorandum, as had been the Japanese note to which it made reply, was not intended to be final; it simply offered suggestions as a basis for further negotiations. It was proposed that a non-aggression pact be signed between the United States, Japan, China, the Netherlands, Russia, and Great Britain; that a promise be exacted from all signatories to respect the integrity of French Indo-China; that Japan agree to withdraw from China and Indo-China; that recognition be accorded the National Government of the Republic of China; that all trade and commercial restrictions be eliminated throughout the Pacific area.

Four days later, November 30, the Japanese foreign minister, Shigenori Togo, labeled the United States memorandum "fantastic" and declared that Japan, in spite of all opposition, would proceed with its plan to establish a new order in Asia. President Roosevelt, thereupon, made what was to prove to be a final attempt to save the peace by appealing directly to Emperor Hirohito of Japan. In this eleventh-hour message, sent out the day before the attack on Pearl Harbor, the President pointed out to the Emperor the "tragic possibilities" of the situation, urged that Japanese troops be withdrawn from Indo-China, and stressed that both of them strive to perform their "sacred duty to restore traditional amity and prevent further death and destruction in the world." The Emperor did not see fit to reply.

On the afternoon of December 7, the final words in the diplomatic exchanges were spoken by Secretary Hull. The last visit of Nomura and Kurusu to the State Department had been rendered superfluous by the action of Japanese carrier-based bombers only a short while before they called upon the Secretary of State. The two emissaries had brought with them a note they had received and decoded within the past few hours. It proved to be a reply to all earlier American peace suggestions. The document was truculent in tone, charging the United States with "impossible idealism" and with "scheming for the extension of the war." Then the indignant Secretary spoke for all of America: "In all my fifty years of public service I have never seen a document that was more crowded with infamous falsehoods and distortions; infamous falsehoods and distortions on a scale so huge that I never imagined until today that any government on this planet was capable of uttering them."

Shortly before the start of this interview, Secretary Hull had received word that the war in the Pacific had begun. The official family in Washington first learned of the Japanese attack indirectly from a radio alert sent out by the commanding officer of the Pacific fleet. "To all ships present

Hawaiian area: Air raid on Pearl Harbor. This is no drill." Thus read Admiral Husband Kimmel's order. Other areas also were to learn on that December 7, 1941, that the Japanese bombers were real and that "this is no drill": Guam, Wake Island, Midway Island, the Philippine Islands, Hongkong, and Malaya.

The following day, President Roosevelt asked a joint session of the houses of Congress to declare that "since the unprovoked and dastardly attack by Japan on Sunday, December 7" a state of war had existed between the United States and Japan. Congress promptly passed the necessary resolutions. These resolutions evoked no debate. Only one vote was cast against them. The Japanese sneak attack on Pearl Harbor on that "date which will live in infamy," to use the Presidential phrase, at the very moment that a special envoy was engaged in peace negotiations had overnight brought unity to the American people on the problem of foreign policy.

Historians and military analysts will find much over which to ponder in attempting to answer the questions raised by Japan's bombing of Pearl Harbor. Did the Japanese actually feel that by thus challenging the United States they could carry on the ensuing war to a successful conclusion? Did they, on the other hand, simply yield unwittingly to the promptings of their Axis partners in Berlin?

While there are those who believe that Japan's attack was largely Berlin-dictated, such a belief appears to credit the Hitler regime with too much influence in Japanese circles. Doubtless the possibility of a Japanese war with the United States was discussed in September, 1940, when the Japanese joined the Axis; yet it seems improbable that the leaders of Japan committed themselves to other than general promises.

The Japanese apparently sought war with the United States with the expectation of winning. While the assault on the American naval vessels in Pearl Harbor was a stunning blow, the Japanese clearly did not consider it to be permanently crippling. Had they intended the bombing of the United States Navy to serve as a stepping stone to conquest in Hawaii or on the American mainland, the Nipponese would have been prepared to launch a follow-up offensive. Such an offensive had not been planned prior to December 7, nor is it certain that one ever was attempted thereafter. The war that Japan set out to win, therefore, was a war for the materials and resources and lands of Southeastern Asia, Malaya, the Dutch East Indies, and the Philippines. It was a war for bases and for an empire of rubber and oil and tin.

The Japanese leaders could see many factors that seemed to favor their fantastic undertaking. Their agents had acquainted them with the impotence of the Allies in the Philippines and the East Indies; they knew far in advance how unprepared were the United States, Great Britain, and the Netherlands to defend their holdings in that region. Moreover, as the Japanese watched the war in Europe they could scarcely have avoided the conclusion that Hitler was in a position to dominate the Continent: on the Continent all save Russia was under his control; great stretches of Russia already were overrun; Great Britain was reeling from the air blitz. Dispatches from the United States could have been misleading for the unwary; isolationists rampant, labor restless, industry lagging, close congressional votes on vital issues of foreign policy, all were indicative of lack of unity.

The Japanese could hope that by striking a temporarily paralyzing blow at the American navy, the weak garrisons in the chosen area of conquest would quickly fall, and thus a rich empire would be pocketed before the Allies had fully awakened to their danger. Of course, there was the potential of American industrial and military might to consider, but the Japanese expected to hold on until the United States and Great Britain lost their taste for war.

The Nipponese plan failed, of course. But those who complacently feel that the "Japs never had a chance" would do well to study a war map of the Pacific area dated April, 1942. The lands the Japanese had hoped to conquer were actually overrun and much besides. The Japanese were later to discover that they had miscalculated the Allied spirit and purpose. In the end it was Japan that lost the taste for war.

When the records are released, the research scholar will carefully examine the causes of America's entry into the holocaust, and all private and public documents will be sifted to determine the motives underlying each step taken by the nation's leaders in the direction of war. As after the First World War, whipping boys in the form of munitions makers and the money changers of Wall Street will probably be brought into evidence by sensationalists among the politicians and the journalists. Propaganda analysts will demonstrate anew how superior British publicists prevailed over the fulminations of the Nazis' Dr. Goebbels. Economists will point to the damaging effect of the poor distribution of the world's supply of raw materials. Isolationists will rest their case on the influence of Lend-Lease.

In the years after the close of World War I, opprobrium was heaped upon Woodrow Wilson by isolationists who insisted that the decision to fight Germany was largely personal. The Japanese by bombing Pearl Harbor relieved Franklin Roosevelt of the responsibility of making a similar decision. Nevertheless, the actions of the President prior to December 7, 1941, will be criticized by those who preferred a course of strict neutrality; inflammatory speeches, Lend-Lease, the Atlantic Charter,

neutrality parols, the arming of merchantmen will all be charged to the President. Students of constitutional development will be no less concerned than the isolationists with the unprecedented extension of executive authority by President Roosevelt in offering extra-legislative aid to the Allies.

It is to be hoped that the historian of the era of World War II will give heed to the influence of the attitude of the mass of the people in bringing about America's entrance into the conflict. No propaganda, no Presidential speeches, no executive actions could have had a determining influence on public opinion had the people not favored the Allied cause. Prior to 1939 the people had grown increasingly disturbed by the successes of Hitler's Nazi regime and the Japanese militarists. Once war began American popular feeling turned overwhelmingly toward the Allies. Few people in the United States felt that this country could stay out of a long war; a fatalistic acceptance of the inevitability of American participation was marked from the start.

The historian must keep in mind that Franklin Roosevelt reflected public opinion as much as he moulded it. This was not "Mr. Roosevelt's War" as his critics were prone to say. The President simply gave voice to a truth expressed by Dexter Perkins in these words: "A great nation cannot isolate itself physically, morally, or intellectually from the rest of the world; . . . it cannot and will not suspend its judgments, or assume an attitude of cool detachment in the midst of world catastrophe; and . . . the only true prescription for 'keeping the United States out of war' is the construction of an international order in which such conflicts as those of 1914 and 1939 do not occur at all."

CHAPTER V

Months of Disaster

December 7, 1941, the day that war came to the United States, dawned as an accustomed quiet Sunday morning. At Pearl Harbor, in the Hawaiian Island of Oahu, most of the army and navy personnel stationed at this headquarters of the American Pacific fleet, were still asleep at 7:55. In the harbor, eight battleships and scores of lesser craft were moored row on row or tied up in dry dock. On airfields close by, hundreds of planes were lined up as if for inspection. Soldiers and sailors who were awake were, for the most part, engaged in the routine tasks of an idle Sunday.

There were indications, however, that all was not well on that momentous morning. At 6:30 a periscope was sighted in the harbor, and fifteen minutes later the destroyer *Ward* scored a direct hit on what proved to be a midget Japanese submarine. A report of the action was received at the Naval base at 7:12, and an investigator was sent from shore to look into the matter. No alarm was given, however, and the base was allowed to continue to enjoy its late sleep. No one bothered even to direct that the protective net guarding the entrance to the harbor be lowered.

At 7:02, Private Joseph L. Lockard, on duty with a radio aircraft detection unit, was aroused by observing his instrument's recording a large flight of planes heading for Pearl Harbor from the north. Their distance was estimated to be 130 miles. He promptly reported his findings to his superior, but the officer at the Army's General Information Center decided that the flight was a group of American planes.

Nearly an hour passed before the planes discovered by Private Lockard came in over Diamond

Head. They flew low, the Rising Sun insignia clearly visible to ground observers, but their pilots correctly guessed that the element of surprise would give them sufficient initial protection. These single-engine bombers were flown directly to previously designated targets: the ships in the harbor, the planes grounded at Hickam Field, Wheeler Field, Bellows Field, and Kaneohe Naval Air Station, the buildings containing the nerve centers of the station's operation, and the personnel housed at Schofield Barracks.

The first Japanese bombs were dropped at 7:55. After the first few minutes of the attack, the American planes at the various air bases had been turned into burning wreckage. Debris piled along the runways kept most of the remaining undamaged planes from leaving the ground. Within half an hour the great station had lost almost all its air protection; 93 out of 273 planes at Hickman and Wheeler Fields had been destroyed and about the same number damaged, and losses at the other airfields were in the same proportion.

By this time the American defenders had swung into action. A few planes succeeded in getting into the air and their pilots demonstrated remarkable bravery in waging a fight against overwhelming odds. Machine guns and even rifles were used by ground forces in knocking down some of the low-flying attackers.

The ships of the fleet in the harbor, meanwhile, had been set upon by Japanese dive bombers. Aboard ship the defense was conducted with vigor and courage. The commanding officer of the *West Virginia* continued in command after a shell burst had ripped open his stomach, and he refused to be moved until



1. Franklin D. Roosevelt
2. President Harry S. Truman
3. General Dwight D. Eisenhower
4. Admiral Ernest J. King
5. General Brehon B. Somerville

6. Admiral William F. Halsey
7. Admiral Chester W. Nimitz
8. General George C. Marshall
9. General George S. Patton, Jr.
10. General Douglas MacArthur

the bridge went up in flames. A mess attendant on the *Arizona* who had never before fired a shot manned an anti-aircraft gun effectively in the face of terrific enemy bombing. The commander of the repair ship *Vestal* was blown into flaming oil-covered waters, but he swam back to his vessel and resumed control. Motor launches braved oil fires and enemy shrapnel in rescuing hundreds of seamen. The defeat that befell Pearl Harbor could not be blamed on the fighting men on hand that day; their coolness and heroism were in the best tradition of the American services.

The Japanese sneak attack was a major naval disaster for the United States. The Navy's report, published a year later, revealed that eight battleships, ten lesser men-of-war, a floating drydock, and approximately 250 Army and Navy planes were destroyed or damaged. Five of the battleships, the *Arizona*, the *California*, the *Nevada*, the *Oklahoma*, and the *West Virginia* were sunk or beached, and the three remaining battleships, the *Maryland*, the *Pennsylvania*, and the *Tennessee* were damaged. The *Oklahoma*, the target ship *Utah*, and the minelayer *Oglala*, had capsized. The *Arizona* and two destroyers, the *Cassin* and the *Downes* had blown up and were total losses. Three cruisers, the *Helena*, the *Honolulu*, the *Raleigh*, and the destroyer *Shaw* were among the ships damaged. Virtually every one of the 88 naval craft in the harbor suffered bomb hits. The dead numbered 2,117, the wounded 1,272, and the missing 960.

In accomplishing this devastation, the Japanese had lost 48 of the 200 planes used in the assault. The Japanese had launched their aircraft from the decks of a task force of carriers 150 miles north of Oahu. With the attention of the United States directed at the Japanese troop movements into Indo-China and the threat to the Philippines, these carriers guarded by destroyers and cruisers had sailed unobserved to the point of attack.

At once there arose in the United States a demand for an investigation of the reasons why Japan had scored a complete surprise at Pearl Harbor. After a flight to Hawaii immediately following the raid, Secretary Knox announced: "The United States services were not on the alert against the surprise attack on Hawaii. This fact calls for a formal investigation."

In response President Roosevelt named Associate Justice Owen J. Roberts of the Supreme Court as the head of a five-man board of inquiry. The findings of the board were that the two commanders, Admiral Husband E. Kimmel and Lieutenant General Walter C. Short, were at fault. The forces on hand, the report read, were sufficiently large to repel attack; the responsible commanders were aware of the imminence of a break with Japan; Japan's past history had demonstrated that hostile action might be expected prior to a declaration of war. Yet the two officers had held no joint conferences, and neither had alerted the service he commanded. Both officers were promptly relieved of their posts.

Not until after the cessation of hostilities did Admiral Kimmel and General Short have a chance to answer the charges brought against them. By that time, the inquiry had become so much a matter of political controversy that the Congressional investigators appear to have been less concerned with ascertaining the truth than with making capital for future elections.

Upon being called before the joint committee of Congress, Admiral Kimmel testified that while he had been given a "war warning" on November 27 by the Navy Department that warning could not "be made a catchall for all the contingencies hindsight may suggest." That dispatch had indicated that the Japanese were planning an attack on Indo-China, the Philippine Islands, or the Dutch East Indies, but not on Hawaii. Had he possessed the information available to his superiors in Washington, he stated, he would have ordered the fleet out to sea where it might have intercepted the Japanese task force.

Equally insistent upon "passing the buck" to Washington was General Short. He too admitted receiving a warning on November 27 forecasting hostile action at any moment, but nothing in that message or in any other made mention of the possibility of a surprise raid. He pointed out that he had notified Washington of the steps he had taken in compliance with the dispatch, and no criticism of his actions had been received prior to December 7.

With the advantage that knowledge after the event gives, it is easy today to see that the Japanese had given strong indications that they intended to start the war with a surprise raid on Pearl Harbor. Military intelligence some time before December, 1941, had solved the Japanese ultra-secret code. This fine achievement was never fully capitalized on, as messages of extreme urgency were allowed to become snarled in red tape instead of being forwarded to their proper destination.

On September 24, 1941, for example, decoded Tokyo instructions to a Japanese spy in Honolulu showed that Pearl Harbor was to be divided by this operative into five sectors as if for bombing purposes. On November 15, the same spy was ordered to send reports twice weekly listing the ships in port. Intercepted directions of November 24 and December 6 asked for details on barrage balloons over the harbor.

All are messages than can be more clearly understood today than they could before December 7. Yet the nature of the interceptions was such that all responsible for America's defense should have been informed. Instead Intelligence, fearing that Japan would learn of the cracking of the code, frequently guarded the messages with so much zeal that proper use could not be made of them.

No settlement of the Pearl Harbor controversy is possible at this point. From the partial information now at our disposal, it would appear that ample warning was given of an impending attack before December 7. Sufficient time to prepare defenses, moreover, was given by the plane detectors on the morning of the raid. Slow thinking, the failure to follow through, and a complete lack of coordination of the agencies of defense were responsible for the ineffective manner in which these warnings were exploited.

Yet before blame is attached to any individual commander in the Pacific or to any official in Washington, it is important that the decoded messages be studied from a pre-Pearl Harbor point of view. Never was it clear, prior to December 7, that Hawaii was a certain point of attack; on the contrary most of the evidence seemed to point to the Indo-China-Philippine area. The United States was caught off guard because the Japanese struck unexpectedly without issuing a declaration of war. If an officer were to be considered guilty of negligence simply because of being the victim of the unexpected, then the list of officers tried by court-martial would be considerably longer.

Following close on the heels of the American declaration of war against Japan, war with Japan's allies in Europe became a reality. On December 11, German and Italian manifestos of war against the United States were issued, and on that same day the United States declared war against the Germans and Italians. The war was by that time a world-wide war.

American losses at Pearl Harbor were disastrous, but the following year was to prove that the Japanese had not done irretrievable injury to the United States fleet. Of all the ships sunk or damaged on December 7, only the battleship *Arizona* proved to be a total loss. In less than a year all of the remaining vessels had returned to action. "The essential fact," stated Secretary Knox, "is that the Japanese purpose was to knock out the United States before the war began. In this purpose the Japanese failed."

While the Japanese did not succeed in putting the Pearl Harbor flotilla out of commission, the Pacific

fleet was hamstrung long enough to permit the little brown men to overrun an extensive island empire. Their strategical plan followed an expected course: first to cut off the line of communications between Hawaii and the Philippines and then to launch invasions at will in the Philippines, Indo-China, and the East Indies.

The island stepping-stones used by the United States to bridge the distance from Honolulu to Manila were Midway, Wake, and Guam. Midway lies thirteen hundred miles from Hawaii, and Wake is nearly twelve hundred miles beyond in the direction of Asia. Guam is fifteen hundred miles from Wake, and the Philippines sixteen hundred miles from Guam. Sketchy defenses had been established on each of these outposts during the years of peace, but the small garrisons there, without reinforcements, could hope to fight at best actions only temporarily delaying. And surprise and time and distance stood as obstacles too great to be overcome by reinforcements.

No sooner had Pearl Harbor been bombed than simultaneous attacks were made upon Midway, Wake, and Guam. Midway for the time being was to suffer only minor blows, but on Wake and Guam the Japanese made landings. The first to fall was Guam, all resistance there being overcome by December 10. The defenders numbered less than six hundred and had neither anti-aircraft batteries or coast defense guns. Japanese naval and ground forces supported by bombers could not be denied.

Wake also fell to the Japanese, but the sixteen-day defense of the tiny island was so heroic that it was to become an American epic. The attack began four hours after the Pearl Harbor raid, but the intervention of the international dateline made the date December 8. Twenty-four Nipponese bombers struck at noon, destroying seven planes and damaging another. The Americans counted twenty-five dead in that first raid. In increasing strength the enemy relentlessly bombed and strafed, sending twenty, thirty, and forty planes in their noonday attacks. Cruisers and destroyers added their fire.

Yet resistance was kept up by the handful of defenders for over two weeks. The installation numbered 378 Marines, a fighter squadron of 62 men, and a Naval complement of 74; at times 1,200 civilian construction workers could be called upon for assistance. After the first losses, only five planes were available, together with six coastal guns, twelve anti-aircraft guns, less than fifty machine guns, and the customary supply of rifles and revolvers.

After three days of softening the island by bombardment, the Japanese arrived with a landing force under the escort of cruisers, destroyers, and gunboats. Despite the odds against them, the Americans battered the invaders back short of the beaches. One destroyer and a gunboat were sunk by coastal batteries. Another destroyer was sunk by bombs from the five-plane airforce. A light cruiser was set afire by bombing and its magazines blew it apart. The Navy Department in announcing these successes sent morale at home soaring by issuing a quotation from the message of Major James Devereux, Marine commandant at Wake: "Send us more Japs." Major Devereux, at the war's end, admitted that he had sent no such message for already there were too many Japs on hand. Dogged courage, not bravado, was the keynote at Wake.

Steadily the enemy continued to pour bombs down. The island was almost pulverized. Each day would see the irreplaceable loss of a plane or a gun that made the attackers' task that much easier on the succeeding day. The story of the last stirring hours at Wake has best been told by Gilbert Cant in *America's Navy in World War II*: "The garrison was exhausted beyond all ordinary endurance. It was outnumbered. It had virtually no serviceable artillery and little or no ammunition. It had few machine-guns at best—not more than one for every quarter-mile of beach—and probably even these were

by now reduced in number. Before Major Devereux and Commander Cunningham surrendered, preferring to share life in a Japanese prison camp with their men rather than condemn them to useless slaughter, their radio sent its last, its most gallant and its most forlorn message, a masterpiece of understatement: 'Urgent! Enemy on island. The issue is in doubt.'"

On December 23, Wake Island's defenders surrendered. It was, it is true, another American defeat. Yet the legendary exploits of that gallant band were the only cheering incidents for the United States in the somber early months of the war. For with the two links in the island chain severed at Guam and Wake, the Philippines, all knew, were cut off from aid from the American mainland some eight thousand miles away.

The Japanese by this time had achieved both naval and aerial supremacy in the Pacific. To make doubly sure of control of the air, they supplemented the surprise attacks of December 7 with knock-out blows against air fields and air strips on the eve of each invasion. Carriers and each newly-won base gave the Japanese opportunity to give full air support to every ground and naval action. This was an overwhelming advantage that they exploited fully in the early months of the war.

The advance of the Japanese through the territories surrounding the South China Sea was sensational. Thailand they occupied without resistance on December 8. With Thailand as a vantage point, Japanese troops swarmed into Malaya and began a series of flanking movements down the east and west coasts of that slender peninsula. The Allies here came into contact with the skill of Japan's specially trained jungle fighters, and the British were rapidly pushed back across the six hundred-mile strip of swamp and jungle. To oppose the 200,000 Japanese, the British had been able to muster but a slender force to defend their Malaya colony rich in rubber and tin and strategically important for the defense of Singapore at the peninsula's southern tip. Within two months the Japanese had laid siege to the giant British fortress, hitherto, considered almost impregnable.

To participate in the defense of this bastion, the Admiralty had sent two of the British navy's finest men-of-war, the battle cruiser *Repulse* and the powerful new battleship *Prince of Wales*. On December 10, 1941, the Japanese scored over those two British vessels a victory which removed all doubts regarding Japan's ability to dominate the region. Admiral Phillips had moved the *Prince of Wales* and the *Repulse* out to sea to meet the invaders, but he made the mistake of joining battle without air support. He and all other naval commanders, for the first time in history, were thereupon taught a costly lesson. Japanese dive bombers and torpedo bombers unleashed a furious attack that had sunk both ships in less than two hours.

The doom of Malaya, of Singapore, of Hong Kong, of the East Indies could now be plainly seen. Hong Kong, a British mainland base in South China was lost first; after seventeen days of constant bombardment, the city finally capitulated on Christmas Day of 1941. Nor could fresh reinforcements rush in from England, Australia, and India save Singapore. Japanese planes pounded the fortress for a month, and at last ground forces captured the reservoirs, forcing surrender on February 15, 1942. Seventy thousand British troops were taken captive at Singapore which Winston Churchill described as the "greatest disaster to British arms which history records."

The capture of Singapore cleared the way on one of the Japanese flanks for an attack on the Netherlands Indies. In addition, Burma could be set upon, and the Burma supply road to China closed. Before those advances could be achieved, however, the other flank, the Philippines front, would first have to be guaranteed.

Strategists of the United States had long planned that in case of a war with Japan a withdrawal from the Philippines would be necessary. Closer by six thousand miles to Japan than to the American mainland, it was clear that the islands were virtually indefensible. The losses at Pearl Harbor had multiplied the problems of reinforcement many times over and had given the Japanese control of the waters throughout the Philippine region. The Japanese, moreover, had total air superiority, their bases on Formosa, in Indo-China, in the Caroline Islands, and in the Marianas Islands drawing a tight ring around the Philippines.

Nine hours after the first bomb had fallen at Pearl Harbor, the Japanese made concurrent attacks on Clark Field and Nichols Field, principal American airfields in the Philippine Islands. Military installations there were destroyed, and nearly all of the planes available to the defenders were smashed before they could be put into the air. The loss of the planes was a particularly heavy blow since they included seventeen Flying Fortresses.

On December 10, the Japanese made their initial landings on the main island of Luzon, and they accompanied this thrust with the bombardment of the naval station of Cavite. Cavite was damaged so badly that Admiral Thomas C. Hart, commander of the Asiatic Fleet, felt compelled to order his remaining ships to sea. It will be recalled that it was also on December 10 that the *Prince of Wales* and the *Repulse* were sunk. After that day, the Japanese could strike almost at will at the Philippines without fearing that their troops would be set upon by American naval or air units.

Events were to prove, however, that Japan was not to be permitted to take over the Philippine Islands without opposition. General Douglas C. MacArthur headed a force on Luzon which was inadequate to offer prolonged resistance to the enemy but which, nevertheless, had sufficient strength and determination to give the Japanese more than a few bad moments. Under his command were 19,000 Americans, 11,000 well trained Filipino scouts, and some 60,000 native troops.

The Japanese made their first landings on December 10 at Aparri on Luzon's northern tip and at Vigan on the northwest coast. A few days later they sought to put ashore great numbers at Lingayen Gulf, lying about half way between Vigan and Manila, but accurate artillery fire drove them off with heavy losses. The Japanese also suffered severely in forcing their way ashore in the Lingayen Gulf on December 22, but thousands of troops were landed and could not be dislodged. On December 23, and December 24, other Nipponese forced their transports into Laman Bay and established a beachhead at Atimonan and Mauban south of Manila. The Japanese were now ready to advance on Manila from all sides with an army of 200,000 men supported by tanks and planes.

Realizing that Manila could not be defended, General MacArthur declared it an open city, but the Japanese bombed it anyway. By January 1, the city had been abandoned, and the American troops were pulled around and across the bay to establish a new line astride the Bataan Peninsula. In accomplishing this difficult reconsolidation of forces, the exploits of a group of soldiers and civilians and natives known as Casey's Dynamiters played an important part. Led by Lieutenant-Colonel Hugh Casey this band of demolition experts blew up bridges and blocked roads in the path of the advancing Nipponese and thereby gave General MacArthur time to regroup his men.

General Homma, the Japanese commander, had predicted an early victory in the Philippines, and unmindful of the cost he did not hesitate to use every means of attack at his disposal. Yet for three months the American and Filipino troops held firmly to Bataan, taking a heavy toll of Japanese and time and again throwing Homma's forces back with counterattacks. Bataan's rugged terrain and thick

vegetation enabled the defenders to overcome in part the Japanese superiority in tanks and planes, but the dangerous shortage of ammunition, weapons, medical supplies, and food made the defense a hopeless one. Before they surrendered, however, they had eaten monkeys, mules, and horses; and thousands were racked with malaria and dysentery.

That the end was near on Bataan was shown on March 11, when General MacArthur, acting on orders from Washington, left Luzon by PT boat for the island of Mindanao and from there flew to Australia. Upon his arrival at Melbourne, the General issued a confident forecast of the future: "The President of the United States ordered me to break through the Japanese lines and proceed from Corregidor to Australia for the purpose, as I understand it, of organizing the American offensive relief of the Philippines. I came through and I shall return."

At last Japanese mass attacks and the ravages of hunger and disease could no longer be withstood. On April 9, the new commander on Bataan, General Jonathan Wainwright, brought an end to further suffering by surrendering along with 36,000 of American and Filipino troops.

On Corregidor, an island rock fortress off the tip of Bataan, 11,000 defenders still continued to hold out. Deep in the tunnels of this stronghold, they were besieged for four weeks, as the Japanese blasted them with bombs, ship's guns, and artillery fire. Then on May 6 the Japanese forced their way into the "Rock," and all resistance in the Philippines was ended. General MacArthur's words were poignant: "Corregidor needs no comment from me. It has sounded its own story at the mouth of its guns. It has scrolled its own epitaph on enemy tablets. But through the bloody haze of its last reverberating shot I shall always seem to see a vision of grim, gaunt, ghostly men, still unafraid."

Meanwhile the delay at Bataan had not stopped the Japanese from pushing westward from Malaya into Burma and eastward and southward into the Netherlands Indies. By the middle of February, 1941, the Japanese had breached the Salween River front in Burma, and by the last day of the month the Burma Road route into China had been cut. The city of Rangoon fell to the Japanese on March 9. Britain had lost an important colony, but China had lost its one supply line. China, for all its strength in allies, was for the time being alone.

Malaya and the Philippine island of Mindanao were ready-made springboards for the Japanese plunge into the East Indies. Even before the closing of the siege of Singapore and their campaign in Bataan, they had begun to capitalize upon their opening moves into the Dutch and British holdings to the south. The invaders made use of *blitzkrieg* tactics that must have made Hitler envious; parachute troops, air bombardment, speedy naval thrusts, amphibious operations, and carefully trained jungle fighters spread the Empire of Nippon four thousand miles eastward to the Solomons and southward reached a point from which they could almost touch Australia.

The list of Japanese conquests in the first six months of warfare reads like a complete chart of the South Pacific: Borneo, Amboina, New Guinea, Sumatra, Timor, the Celebes, Java, New Ireland, New Britain, the Solomons, and the Gilbert Islands. Added to their acquisitions of the First World War, the Marianas, the Marshalls, and the Carolines, the new Greater Japan was an imposing empire.

The Allied losses at Hong Kong, at Singapore, and on Bataan made their defense of the riches of the Indies feeble at best. Where they were able, however, they made the Japanese advance as costly as possible. A small hodge-podge naval force, composed of American, British, and Dutch units, was hastily put together and harassed Japanese troop transports throughout the South Pacific theatre.

Real damage was inflicted on one occasion by an American destroyer patrol operating in the Macassar Strait between Borneo and the Celebes. On the night of January 23, 1942, Commander F. R. Talbot took the *Ford*, the *Parrott*, the *Pope*, and the *Paul Jones* into the strait and maneuvered them into the middle of a Japanese tangle of fighting ships and transports. Before the Japanese understood what was happening, the four destroyers had traversed the entire length of the enemy flotilla four times, launching torpedoes at any target that came into sight. After all the torpedoes had been used, the American gunners opened up at close range; not until then did the Japanese seem to realize that surface vessels, rather than planes or submarines, were responsible for the raid. The exact amount of damage done was never known, but reconnaissance planes the next day were able to report the observation of sinking ships and a routed convoy. Estimates indicate that fifteen Japanese vessels were sunk, and that perhaps as many as 30,000 troops perished.

Yet in time the overwhelming power of the Japanese navy in that sector brought to an end the activity of this make-shift Allied fleet. The Japanese were bent on taking Java and they massed sufficient ships to force their way head-on into Surabaya, the Allied base of operations on the island. On February 27, 1942, the Dutch Admiral Conrad Helfrich, commander of the Allied force, went out to meet the Japs with five cruisers and

nine destroyers. The ensuing Battle of the Java Seas resulted in an Allied defeat, the greater fire-power of the Japanese guns and the Nipponese control of the air making the difference. The Allied fleet scattered, leaving the Java Seas and Java to the enemy. By March 9, the Japanese had pushed enough men ashore to force the surrender of the island.

The Allied position at this point in the Pacific warfare appeared desperate. From Java and New Guinea the Japanese could move directly on Australia. In Burma, they were poised for a thrust into India. China had been isolated. A crowning indignity for the United States was the shelling on February 23, 1942, of an oil field on the California coast by a Japanese submarine; the gun fire had proved harmless but alarmists could not be quieted on the subject of this cocky enemy action.

Six dismal months were those between December, 1941, and May, 1942. The Allies knew that they must brace themselves against other losses that might be equally bad. They further realized that years would be needed to recover what had been lost. Americans had much to remember: Pearl Harbor, the stand at Wake, the travail of Bataan, the siege of Corregidor. Those bitter remembrances made it certain that reparation would be exacted in full from Japan regardless of the time and blood and sweat and tears the task would take. And the road back was almost in sight, although there were none at that time to see.

CHAPTER VI

The End of the Beginning in the Pacific

The first months after Pearl Harbor were not altogether a picture of black despair. From time to time some American success would temporarily raise hopes and point the way toward better things to come. One such occasion was the reported sinking of Japan's 29,000-ton battleship, *Haruna* by bombs dropped from a plane piloted by Captain Colin P. Kelley. This announcement during the first week of the war was later disputed, some naval experts declaring that the *Haruna* was hit and only damaged; yet the uncertainty surrounding the incident did not in any way detract from the heroic action of Kelly who lost his life when his plane burst into flames. As a matter of fact the *Haruna* did survive; not until 1945 was it finally sunk. A second occasion was the day in February, 1942, that Lieutenant Eddie H. O'Hare, a fighter pilot with the carrier *Lexington*, drove his lone plane repeatedly into a flight of nine Japanese bombers and knocked down five and set another on fire. Then a month later, a small naval force, headed by the aircraft carrier *Enterprise*, bombed captive Wake Island and Marcus Island, the latter only 1,200 miles from Tokyo.

On April 18, 1941, came a raid on Tokyo. The morale of the America people soared at the announcement that a squadron of B-25 medium bombers had flown over Japan and had smashed targets in Tokyo, Yokohama, Nagoya, Kobe, and Osaka. Aside from the bare facts of the expedition and a statement that Colonel James H. Doolittle had commanded it, little further information was given out about the raid. Speculation centered about the starting point of the bombers since the B-25 customarily operated from a land base. President Roosevelt, in high good humor, parried questions with the answer that the planes had been based on "Shangri-La."

Concern for the safety of pilots forced down caused the delay of a complete official announcement for over a year. At last the War Department revealed that the bombers had taken off from the decks of the carrier *Hornet*. The *Hornet* and its

special cargo had been conducted to the Japanese islands by the carrier *Enterprise* and a large screen of cruisers and destroyers. The plan to move to within four hundred miles of Tokyo was upset by an encounter with a small Japanese boat when the American ships were still eight hundred miles out. For fear that a radio flash might have revealed their position, the planes took off immediately.

After they had dropped their bombs, the fliers had been instructed to proceed across Japan to China and there to land on specified fields and airstrips in friendly territory. The extra distance required by the hasty take off, together with heavy winds and storm conditions, made it impossible for the American pilots to carry through as planned. Most of the planes ran out of gasoline shortly after the pilots had sighted the China coast, and forced landings or parachute jumps had to be made in a region largely occupied by Japanese troops. Fifteen of the sixteen planes used were lost. Sixty-four of the eighty crew members contrived with Chinese aid to make their way to American authorities. Five were interned in Russian territory, two were missing, one was killed. Eight became prisoners of the Japanese. Jubilation in the United States turned to indignation when it was learned that some of the captured fliers were put on trial and executed.

The bombing of Japan was more than adequate revenge for the shelling of the California coast in February. Not only was material damage inflicted on five Japanese cities, but more important was the morale value of the raid. Many months were to pass before closer bases and larger planes were to make the bombing of Tokyo routine. Meanwhile, however, the planes from the *Hornet* had shown the way.

Two months before the Tokyo smash, on February 1, 1942, the United States at last answered Radio Tokyo's repeated taunt of "Where is the American Navy?" The answer came in the form of carrier raids on the atolls of the Gilbert and Marshall Islands, raids that did no irreparable damage to

Japanese installations nor caused enough havoc to ships and planes to slow down the rampaging invaders. As a successful experiment in the use of carrier planes, however, these island smashes gave the hard-pressed Allies a glimpse into a happier future.

Under the command of Admiral William F. Halsey, a naval task force moved out from Pearl Harbor late in January, and reached the point for attack on February 1. Among Admiral Halsey's vessels were the carriers *Yorktown* and *Enterprise*, the cruisers *Chester*, *Louisville*, *Northampton*, *Salt Lake City*, and *St. Louis*, and ten destroyers. Each island struck seemed to be taken by surprise, and each was made to feel the weight of punishing blows. In the Marshalls, runs were made over Jaluit, Mili, Kwajalein, Maloelap, and Wotje; in the Gilberts Makin was blasted. Kwajalein was discovered to possess a well-equipped submarine base with many ships resting there at anchor, and it consequently received special attention from the bombers and a mop-up crew of torpedo planes. Jaluit, Maloelap, and Wotje also had attractive targets. The bag for the day included two cruisers, a destroyer, a liner, a sea plane tender, submarines, tankers, planes, air strips, radio stations, water towers, and hangers.

Seventeen enemy ships in all had been sunk and between forty and fifty planes destroyed. As compared to the losses in the Java Seas, the Gilbert and Marshall forays were scant recompense. Yet those raids lifted the sagging spirits of the fighting men of America, and they were thereby made better able to accept subsequent losses at Bataan and Corregidor, knowing that their turn would come again. Come it did in the Coral Sea.

One of the primary objectives remaining for Japan in its campaign to control the South Pacific was Australia. Knowing that Australia unaided would not be able to defend herself, the Japanese systematically set about isolating the continent. A noose of bases had been drawn about Australia by the Japanese island conquests, and to pull that noose tighter they began to assemble in March of 1942 an invasion force of considerable strength. Their probable objectives included Port Moresby in New Guinea, the Solomons, the New Hebrides, and New Caledonia. The Solomons and New Caledonia lay across sea lanes through which supplies passed to Australia, while Port Moresby could control the Torres Strait between New Guinea and Australia, passageway for all sea transport to Darwin on the northern coast of the continent.

Among the posts used by the Japanese in making ready for the new strikes were Lae and Salamaua on the northern shore of New Guinea. The distance from Port Moresby to Salamaua is only one hundred miles, but the high Owen Stanley Mountains, rising to a height of 16,000 feet, made bombing operations by that route too hazardous. The surprise of the Japanese was all the greater, therefore, when planes from a carrier force, headed by the great ships *Yorktown* and *Lexington*, appeared over Salamaua and Lae. With almost no anti-aircraft fire to face, the American pilots had a field day: three cruisers, a destroyer, and five big auxiliaries were sunk, and eleven other ships, including two destroyers, were hit.

Another Japanese assembly point American scouting planes spotted nearly two months later at Tulagi in the Solomons group. The Japanese were again taken by complete surprise when planes from the same carrier task force struck at the ship concentrations at Tulagi on May 4. The Japanese became so confused that the American bomber squadrons were able to drop their bombs and return to their carriers twice for reloads without a single plane being downed by the defenders. The Navy's count shows that twelve of the fifteen ships at Tulagi were sunk, with hits being registered on the other three. Cruisers, destroyers, and transports were among the twelve enemy vessels sent to the bottom.

Three days later the American carriers came into contact with a section of the Japanese fleet on the prowl in the Coral Sea. This time, after the initial surprise, the Japanese reacted much less like the sitting ducks of Lae, Salamaua, and Tulagi and inflicted almost as much damage as they received. This engagement of the rival carrier forces was the first in history in which the opposing surface vessels fired not a single shot at each other; the battle was carried on entirely by the planes.

The Coral Sea is the body of water rimmed around by Australia, New Guinea, the Louisiade Islands, the Solomons, the New Hebrides, and New Caledonia. It was in the vicinity of the Louisiades, southeast of New Guinea, that a scouting plane from the *Yorktown* first came upon the big Japanese force. The Japanese fleet could not have been surprised by the attack that followed, for in anticipation of action they divided their flotilla and started to get their planes in the air. Yet when the flight of American airships, seventy-six strong, came in for battle, the carrier *Ryukaku* was just turning into the wind preparatory to launching its planes. The first bomb hit wrecked the *Ryukaku's* flight deck, and thereafter the big ship was helpless. Dive bombers and torpedo planes closed in for the kill, striking the carrier with ten bombs and fifteen torpedoes. In less than five minutes the 25,000-ton carrier was gone. Commander Robert Dixon radioed back to his base ship the joyous report: "Scratch one flat-top." And there were other Japanese ships hit that May 7 morning.

The Americans had no time for jubilation, however, for a message came at that juncture telling of a Japanese attack on the United States tanker *Neosho* and its destroyer escort, the *Sims*. To Admiral Frank J. Fletcher this was an announcement that still another Japanese force had rounded the Solomons and had steamed into the now bloody waters of the Coral Sea. The United States force moved into position to meet them. May 8 dawned with the sun obscured by a heavy overcast so that the scouts had a difficult time locating the Japanese ships. This time, the Japanese also were on patrol, and the American carriers had no sooner sent their planes away than a Japanese scout was observed to come over for a good look and then to turn about for a hurried trip back to his fleet.

Thus when the Japanese counterattack came a short while later, the *Lexington* and *Yorktown* were naked of defending airships. The enemy sent 108 planes; half of these headed for each of the big carriers. Three bombs struck the *Lexington's* decks and torpedoes raked the whole port side of the ship. A single bomb blew out a compartment on the *Yorktown*, killing forty-four of her crew. The *Yorktown* was able to recover quickly, but the *Lexington's* fires and leaks kept all hands busy. Hours later, just as it appeared that the crew's heroic efforts had saved the *Lexington*, gasoline fumes caused an explosion which started new fires that reached the magazine and destroyed the ship.

The sinking of the *Lexington* kept the Battle of the Coral Sea from being a clear-cut American victory. The count of warships sunk by each side on May 7 and May 8 indicates that losses were about equal. The Japanese had lost two aircraft carriers, a heavy cruiser, two destroyers, and some smaller craft. The American vessels sunk were the powerful *Lexington*, the biggest prize of all, the *Neosho*, and the *Sims*. In planes shot down the margin was altogether in favor of the United States: one hundred Japanese to twenty-one American.

Considered from the standpoint of the attainment of objectives, however, the Coral Sea engagement was in truth an overwhelming victory for the United States. The Japanese in February and March had been making preparations for strikes all around the Coral Sea with Australia as the ultimate objective. The American raids in March on Lae and Salamaua and on May 4 on Tulagi had jarred the Japanese; the battle of May 7 and May 8 demon-

started that the Japanese had begun to overreach themselves. Australia was not yet safe and no islands had been wrested from Japanese control. Yet America knew and Japan should have known after May 8 that the power of the United States Navy was enough to hold Japan in check. While the Battle of the Coral Seas was not a turning point in the history of the war, the battle does mark the point at which the Nipponese Empire was first held short of an objective.

Failure in the Coral Sea now caused the Japanese to commit a fatal blunder. Sound judgment demanded that they be cautious thereafter in challenging the United States Navy. Clearly the time had come for the sprawling empire to slow down in its campaign for new lands and to concentrate on the consolidation and protection of areas already overrun. The United States Navy was now known to be capable of offensive action; that had been proved in the Gilberts and Marshalls as well as in the Coral Sea. Certainly no move in the direction of Hawaii by the Japanese should have been made at any time, unless the American navy was on the ropes; yet close on the heels of the Battle of the Coral Sea, the Japanese chose to strike at Midway Island perhaps with the intention of using it as a stepping stone to Hawaii.

Fletcher Pratt has suggested that the Japanese launched their ill-timed offensive against Midway because they were impelled by the loss of face in the Coral Sea; because they were conscious of the speed-up of our production; and because of a belief that "on the evidence of Pearl Harbor, that an unexpected attack would always catch us napping." Whatever motives and strategical plans motivated the Japanese, they made their bid for Midway in June. The name of the ensuing battle, the Battle of Midway, is evidence enough to show that the Japanese were stopped short of any possible further move. There was not to be a Battle of Hawaii.

The mistakes of Pearl Harbor were not repeated as the Japanese had hoped. This time the United States was ready. Just how ready the American forces were is indicated by a newspaper account carried by the *Chicago Tribune* of June 7, 1942, immediately following the battle. The *Tribune* stated that the Navy had known the exact strength and the location of every segment of the invading force from the moment the Japanese set out from their bases. Revelations after the close of the war have cleared up the mystery of the Navy's inside information; the solving of the Japanese code enabled Intelligence to know in advance the concentration of Japanese ships, and the prompt transmission of intercepted enemy dispatches to the Navy made it possible for the necessary countermeasures to be taken. This explains why the damaged *Yorktown*, refueled and repaired, was on hand, after a five-thousand-mile run from the South Pacific, ready to do battle at Midway.

This is the explanation also of the seeming indifference of the Navy to a Japanese feint at the Aleutians and Alaska on June 3. Alaska was clearly as likely to be the Japanese target as was Midway or Hawaii; its defenses were weak, and its strategic value was greater than that of Midway. The carrier planes of Japan that bombed Dutch Harbor might have been softening up that spot for an invasion, but to the relief of the defenders nothing happened after the bombers left. For that matter, later in the month the Japanese did establish bases on Kiska, Attu, and Agattu which necessitated retaliatory action throughout the following months by American submarines and bombers. This was a front of secondary importance after the check of the Japanese at Midway, but it would have been deemed of major significance on the eve of the great early June battle if the broken enemy code had not tipped off the high command as to the true Japanese strategy. Consequently Admiral Chester Nimitz who plotted the Navy's course and Admiral Raymond A. Spruance who commanded the forces at Midway

held their ships in the south for the main enemy attack.

Knowing the Japanese purpose did not necessarily make the American task of thwarting that purpose any easier. The Japanese had assembled a huge armada possessed of considerably more strength than the United States could put in the Central Pacific. This great fleet the Japanese had split into three squadrons: the first was a striking force, intended to smash naval opposition, and it consisted of four big aircraft carriers, two battleships, four cruisers, and twelve destroyers; the second was a support force of two battleships, seven cruisers, a small carrier, and ten destroyers; the third was an occupation force consisting of two armored transports, six troopships, four cruisers, twelve destroyers, ten submarines, and twelve supply ships. Although outnumbered in surface vessels, the United States had one important advantage: land-based Flying Fortresses and medium bombers could operate in the fighting area out of the island of Midway and the far-ranging Flying Fortresses could use distant Hawaii as a base.

The opening round in the four-day battle came on June 3, when Flying Fortresses from Midway, in response to a scout's report, flew out seven hundred miles to drop their bombs on the occupation force. A cruiser and a transport were left burning. That night some clumsy PBY flying boats in the role of torpedo planes scored other hits on this same Japanese squadron.

The next day the Japanese retaliated with a heavy bombardment of Midway by carrier planes in what was to prove to be their closest approach to their island objective. The administration building, the hangars, machine shops, canteens, mess halls, all were badly damaged. Of the 180 Japanese planes participating in the raid, 43 were brought down. Yet the Japanese took a heavy toll of Marine fighters who sought to hold them off in obsolescent Brewsters.

At the same time that Midway was being bombed, planes from the island and the American carriers were working on the Japanese ships. The principal warships in the United States Navy participating in the battle were the aircraft carriers *Yorktown*, *Enterprise*, and *Hornet*. The magnitude of the engagement is indicated by the number of planes sent up in the opening phase of the American attack: a flight of forty-one torpedo planes composed of fifteen from the *Hornet*, fourteen from the *Enterprise*, and twelve from the *Yorktown*; thirty-six dive-bombers, ten fighters, and a scouting plane from the *Enterprise*, and a comparable number of bombers, fighters, and scouts from the *Yorktown* and the *Hornet*. In addition some fifteen Marine dive bombers and sixteen Fortresses from the Midway base participated—in all over two hundred American planes. And the Japanese had aloft just as many.

This mobile artillery of the men-of-war made this Midway battle a spectacular show. For shattering power nothing can quite equal a salvo of a battleship, but the greater effectiveness of the dive bomber enables the carrier to make its power felt in a fashion never dreamed of by the battleship. Something to behold, moreover, was a plane's long dive at its target, then having dropped its bomb, its turning into an almost vertical climb to get out of harm's way. The air battle between the American and Japanese pilots, in view of the number of planes involved, made the contest seem all the more a struggle of titans.

The Americans from Midway in the first hours of the battle dealt heavy blows to the large Japanese carriers. The *Akagi* had a gaping hole torn in her side by a torpedo, and the new carrier *Soryu* was hit by four bombs. Major Lofton B. Henderson, pilot of one dive bomber struck by enemy fire, held his plane on its course and smashed his plane and a thousand-pound bomb squarely into the island superstructure of the *Soryu*. The Flying Fortresses then came in to help finish the job.

At that stage both the American and Japanese forces had reached a point of desperation. At Midway installations had been damaged badly and pilots and planes were in bad shape. Yet the Japanese too were about used up, and their limping armada was ordered to turn about to get away from the danger of further attack. But Admiral Spruance and his carriers pressed the fight and refused to allow the Japanese a rest period.

Immediately the carrier planes went for the undamaged carrier *Kaga*, so unprepared for attack that its planes were still on the flight deck. Hits rained all over the *Kaga* until it blazed from one end to the other; its magazines went up with a roar and it was gone. More fires were started on the *Akagi* and the *Soryu*. The remaining Japanese carrier, however, now got in a blow of its own. Planes from the *Hiryu* turned on the *Yorktown* and planted bombs on her decks and down her funnel. Although the *Hiryu* then made off with an escort of two battleships, a cruiser, and a destroyer, the American planes caught up with the group and thoroughly worked them over. All of the ships were hit and the *Hiryu* was left burning from stem to stern.

The dying carrier giants, both Japanese and American, still were afloat except for the *Kaga*. Flying Fortresses finished off the *Akagi* while the submarine *Nautilus* accounted for the *Soryu*. The *Hiryu* sank without receiving a *coupe de grace*. Just as it appeared that the *Yorktown* might be saved, a Japanese submarine delivered the blows that finished her. The same submarine's torpedoes found their mark in the destroyer *Hamman* and it too was sunk.

The United States, through the *Hornet*, got in the last blows. Planes from the *Hornet*, searching for the scattered Japanese, came upon two cruisers, the *Mikuma* and the *Mogami*. Both vessels were sunk as the final act in the Battle of Midway. It was June 6; the battle had been in progress four days.

The official Navy communique gives this recapitulation of the losses inflicted on the Japanese: four carriers were sunk, the *Kaga*, the *Akagi*, the *Soryu*, and the *Hiryu*; two heavy cruisers, the *Mogami* and the *Mikuma* were sunk; three destroyers and one transport were sunk; three battleships were damaged, one severely; four cruisers and several lesser craft were damaged; an estimated 275 planes were shot down or lost at sea; approximately 4,800 Japanese were killed or drowned. The American losses were announced as the *Yorktown* and the *Hamman*, 150 planes, and 307 men.

Perhaps the best summary of the place of the Battle of Midway in the history of the Second World War has been given by Hanson W. Baldwin: "It was a defensive victory and an incomplete victory but a great victory. Had we been able to follow it up and wipe out the remnants of the Japanese Fleet by surface ship action it might have been one of the decisive victories in the history of the world. As it was, it saved Hawaii and tended more nearly to equalize the strengths of the two fleets in the Pacific." The nature of the victory at Midway was misunderstood in America after the first communique with newspaper headlines screaming "Jap Fleet Smashed," and the tendency has been to exaggerate its importance ever since that time. Yet no amount of analysis can dim the glory of the Navy, Marine, and Army units that participated in the engagement nor lessen their achievement in bringing the advancing Japanese to a jarring, crashing halt. The Japanese Navy was far from smashed, but it was not again throughout the war to assume the offensive except on a small scale as a supporting force for a landing operation.

Another branch of the naval service, the submarine patrol, played a significant role in checking the advance of the Japanese after their successes during the early months of warfare. The carrier *Soryu*, downed at Midway, was only one of many Japanese vessels sunk by submarine action. During

the first year and a half of war, submarines accounted for 190 warships, and they were credited with an additional thirty listed as probably sunk. Fletcher Pratt estimates that this represented to Japan a loss of 500,000 tons of shipping, more tonnage than the Empire was able to produce in a year. Yet no more than a hundred American submarines were in operation in the Pacific.

The Pacific submarine patrol established a tradition and a record of service that will be a source of pride for many generations to come. They harried merchant vessels and transport ships along the supply routes to the Pacific islands. They nosed into Tokyo harbor and struck at shipping in the enemy's home base. They dodged depth charges all over the Pacific. Navy men will never tire of telling the story of Commander Howard W. Gilmore: how, when he was riddled by bullets while running to the conning tower when his vessel had to submerge, he gave the order that saved his ship and cost him his life: "Take her down."

Not without cause did Admiral Hart, at one time at the head of the fleet in the Far East, refer to the submarines as the most important ships of his command. "They forced," Fletcher Pratt wrote in the October, 1943, issue of *Harper's Magazine*, "major realignments in Japanese strategy, methods, and even production. They turned the exploitation of the Indies, which had seemed so simple, into an affair of continual combats that necessitated Japanese countermeasures which ate up much of the resources that had been gained. It is probably not too much to say that the American submarines, more than any one factor, were responsible for the stagnation of the Japanese island-creeping offensive. . . . It was not the Battle of Midway alone, but also the work of the submarines that preceded, accompanied, and followed it, that placed the Pacific initiative in our hands and changed the face of the war."

The successes of the United States Navy in the Coral Sea and at Midway, supplemented by the activities of the submarine patrols, greatly lessened the pressure on Australia. Allied ground forces were equally important in bringing relief to the beleaguered Dominion, and in New Guinea and in the Solomons they conducted campaigns that brought to an end the string of victories that the Japanese had enjoyed since December 7.

Upon General MacArthur's arrival in Australia in March, 1942, he was announced by President Roosevelt to be in command of all air, sea, and land forces east of Singapore in the Southwest Pacific. From the outset he had the unqualified support of the Australian people who hailed the new appointment "the best single piece of news since the outbreak of the Pacific War." Despite their enthusiasm, however, the Australians could not defend their extensive continental domain unaided. This fact Washington and London understood, and convoys in increasing size were headed for Australia. On April 7, the American Forty-first Division arrived, and a month later it was followed by the Thirty-second Division. In addition some of the troops of the Australian forces sent to the Middle East were drawn back. Yet the Pacific front until the last months of the war was treated as secondary by the supreme command, and the slender forces "down under" were expected to hold off the Japanese as best they could.

Meanwhile MacArthur was making use of the resources available to him. His plan was to stop the Japanese before they reached Australia, to make New Guinea as valueless to them as possible. By his reckoning the Allies' one base in New Guinea, Port Moresby, must be held at all costs since it offered a base for American operations at a spot most likely to prove troublesome to the Japanese. Port Moresby in enemy hands, however, could be used as an assembly point for an invasion against Australia; despite the difficulties involved, therefore, it had to be retained.

At General MacArthur's direction the defenses of Moresby were strengthened with everything that could be moved there: anti-aircraft guns, planes, supplies of all kinds. Hard-working engineers rushed the completion of airfields and facilities for fighters and bombers. Next the construction crews shifted to Milne Bay at the southeastern tip of the island and began to hack out a second sizeable base. Work in the sweltering heat of the lush jungle of New Guinea was a nightmarish experience, but combat under such conditions was indescribable.

And fighting was soon necessary to save the two bases from enemy attack. On July 29, 1942, the Japanese began to move toward Port Moresby by way of the virtually impassable route across the lofty Owen Stanley Mountains. Australian outposts along the Kokoda trail through the mountains opposed each step of the enemy's progress. Through the month of August the slow advance of the Japanese continued, but by the middle of September they had been halted. An incredible retaliatory attack by the Australians then pushed the Nipponese back across the jungle trail to the other side of the Owen Stanley range. On August 25 a Japanese attempt to effect a landing at Milne Bay was beaten back with heavy loss to the attackers. For the time being the New Guinea outpost in the Australian defense was firmly held.

At the time the Japanese were being checked on New Guinea, a campaign was launched by American forces that was to mark a sudden change in the course of the war. The people of all the Allied nations understood full well that defensive victories and restraining actions would not win back the lands yielded to the enemy. Equally it was clear that a move on the Japanese home islands would be necessary for ultimate victory. With Allied forces so heavily committed to striking down the European foe first, however, the war in the Pacific seemed fated to last far into the future. Victory at Midway was fine, it was felt, but how long, ran the question, must we wait for victory in the Philippines and in Japan.

In August of 1942 an answer began to be made to that question. The answer was in the form of offensive action by a combined force of ground, naval, and air units. The place was Guadalcanal in the Solomon Islands.

The offensive directed against the Solomons by the United States was originally limited in character, both as to objectives and to commitments. The initial objectives were, first, to restrain the Japanese in their attempts to push out of the Central Pacific and, second, to make secure the American supply lines to Australia. Actually then the thrust into the Solomons was at the outset primarily a defensive maneuver intended to keep the Nipponese so busy that they would not have time to create trouble elsewhere. In time, however, this little offensive grew into one of the major campaigns of the war.

Not a fraction of the men and materials were available for an invasion of the Solomons that were needed. Nazi submarines were operating full blast in the Atlantic, and convoys there required the use of many transport vessels and warship escorts. Shortly the Allies would invade North Africa, and troops and materials and planes and ships were being accumulated for that purpose. Too little was left for the Pacific, and the Solomons were only pinpoints in the Pacific. Only the Marine First Division could be spared for the landings in the Solomons. The naval support was to be furnished by the *South Dakota*, one of the newest of the battleships, three carriers, the *Wasp*, the *Saratoga*, and the *Hornet*, some cruisers, and destroyers. In command were Major General A. A. Vandegrift of the Marine Corps and Vice-Admiral Robert L. Ghormley for the Navy.

The chosen area of attack, the Solomons, was a chain of islands over five hundred miles in length. The islands that were to prove of importance in the

first months of the campaign included Guadalcanal, Florida, and three tiny islands off Florida, Tulagi, Gavatu, and Tanambogo. The plain along the northern shore of Guadalcanal had been occupied by the Japanese months before, and an airfield had been built there; Tulagi they had also taken over for the advantages that its fine harbor afforded. The harbor and the airfield were our first objectives.

At dawn on August 7, 1942, the American navy's *Astoria*, *Quincy*, and *Vincennes* and Australia's *Canberra* entered the Sealark Channel between Guadalcanal and Florida and swung toward Guadalcanal; next entered the *Australia*, the *Hobart*, and three American cruisers, all heading for Tulagi. Dive bombers and naval salvos quickly knocked out shore batteries, and most of the enemy's planes were smashed on the ground. Resistance at Guadalcanal was surprisingly weak; at Tulagi, Gavatu, and Tanambogo two attacks were beaten off and the Marines were barely able to hold on at Tulagi and Gavatu. Not until the next day was a foothold on Tanambogo made secure.

On August 8, the Japanese opened counteroffensives at all points occupied by American forces, and for months thereafter American troops were compelled to face a savage and determined foe. Rarely have Americans had to fight under worse conditions: the climate was almost unbearably hot and humid; the tropical rains were unrelenting; the dense jungle growth and slime complicated conditions of combat; the enemy had to be exterminated one by one in the many caves of the island. The Japanese had comparatively short supply lines and almost nightly ran in enough men and materials to make the position of the Americans desperate; the same ships that brought reinforcements, moreover, subjected the occupying troops to periodic bombardments with their heavy naval guns. During the day land-based bombers came down from Rabaul on New Britain to blast them, and at night submarines threw shell-fire at them. Always the struggle was hard, usually against well-trained jungle fighters who preferred to work in the pitch black of the tropical night. In straight hand-to-hand combat the Japanese were tough, and in the use of trick devices such as the wiring of their own dead as booby traps they were unsurpassed. The most hardened veteran found Guadalcanal a nerve-racking experience. "In due course," says Fletcher Pratt, "there were so many breakdowns among our men that the psychiatric cases equaled those hospitalized for wounds."

Throughout the first three months of the Solomons campaign, the march of events offered testimony to the shoestring nature of the offensive, to the hurried preparations, to the lack of men and equipment. Just how hazardous was the American position is indicated by the Marine commander, General A. A. Vandegrift, who wrote in the *New York Times* for August 5, 1945: "In mid-October, after some planes had joined us, our aviation gasoline reserves fell desperately low. Ammunition became pure gold. Food problems forced us to settle for two meals a day. Just before a major enemy attack broke, heroic efforts by naval supply forces brought sufficient relief to see us through."

In bringing these reinforcements to the hard-pressed American troops, the United States Navy on several occasions encountered the Japanese fleet as it was bent on a similar purpose of supply. The first engagement between the two navies in the Solomons occurred on the night of August 8, 1942, the second night of the campaign. Shortly after midnight a Japanese task force of three cruisers and seven destroyers slipped past a destroyer patrol and into the waters between Guadalcanal and Tulagi. Their flares and searchlights suddenly lighted up the Allied ships, and before the surprised crews could get to their battle stations Japanese broadsides and torpedoes ripped our flotilla apart. The heavy cruisers *Astoria*, *Vincennes*, and *Quincy* and the Australian cruiser *Canberra* were sunk without material damage to the Japanese squadron. It was

one of the worst defeats in the history of the United States Navy.

A second clash between units of the two rival fleets on August 24 ended with results more favorable to the American cause. Planes from two United States carriers, the *Saratoga* and the *Enterprise*, engaged Japanese land-based bombers and carrier planes in a violent air battle. Ninety-six enemy planes were shot down, more than twice the number of American planes lost. A Japanese battleship, a light cruiser, and two transports were damaged by bomber action, while a small aircraft carrier, the *Ryujyo*, was sunk. On the debit side, the *Enterprise* was struck by heavy bombs, but repair crews were able to put the "indestructible" ship back in trim.

The hit and run naval battles continued through the following November. On August 30, a Japanese bomber sank our transport-destroyer *Colhoun*. A week later a Nipponese cruiser and two destroyers knocked out two American destroyer-transport, the *Little* and the *Gregory*. On September 15, a heavy blow was experienced when a Japanese submarine torpedoed the aircraft carrier *Wasp* and the destroyer *O'Brien*. On that same day that the *Wasp* and the *O'Brien* were lost, the Japanese came close to rolling up the whole front and pushing the Marines on Guadalcanal into the sea; they fought their way to the tent which served as General Vandegrift's headquarters before they were stopped.

At that juncture an American naval squadron again saved the campaign. On October 11, a new group of American cruisers and destroyers put in their appearance, lay in wait, and that night ambushed a large Japanese force of supply vessels and their escorts. The Japanese first learned of the presence of the *Boise*, the *Helena*, the *Salt Lake City*, the *San Francisco*, and the other American men-of-war when suddenly forty-nine of the ships' heavy guns blazed forth in one mighty broadside. At close range the American gunners could not miss. Conflicting reports make it difficult to determine the actual amount of damage inflicted on the Japanese, but it appears that three cruisers, four destroyers, and a transport were sunk. The *Boise* was damaged, and the destroyer *Duncan* was lost by the United States Navy. Yet in less than a week the Japanese bounced back and bombed and sank the destroyer *Meredith* and badly damaged the destroyer *McFarland*.

Public criticism by this time had been aroused by the severe losses in the Solomons. Partly as a result of this outspoken questioning of strategy, Admiral Ghormley was removed as commander of naval forces in the region. Vice Admiral William Halsey replaced Ghormley. Whether or not the fabulous "Bull" Halsey was wholly responsible for the ensuing change in American fortunes would be hard to determine; at any rate a sharp turn for the better did occur.

October 26, 1942, saw the first important engagement between the opposing fleets in the Solomons area after Halsey took command. In this Battle of Santa Cruz a strong Japanese force, including battleships, carriers, cruisers, and destroyers, was stopped short of its Guadalcanal objective. Among the United States vessels that participated in the battle were the *South Dakota*, the *Enterprise*, the *Hornet*, and two new anti-aircraft cruisers, the *Atlanta* and the *Juneau*. The Japanese fleet was sent limping back north with the loss of 150 planes and severe damage to a battleship, two carriers, and three heavy cruisers. Yet the Japanese claimed the victory; they had downed the destroyer *Porter* and most important of all they had sunk the *Hornet*, a ship that the Japanese had been out to get since the previous spring when planes had left its flight deck and bombed Tokyo. In addition hits had been scored on the *South Dakota* and the *Enterprise*. The *South Dakota*, however, again gave a remarkable exhibition by knocking enemy planes out of the air almost at will.

Then in a four-day engagement lasting from November 12 to November 15, there occurred one of the largest naval contests of the war. Again the Japanese had sent the ships of their "Tokyo Express" to reinforce their troops on Guadalcanal, and again a night battle ensued as an American cruiser force sought to intercept them. Admiral Daniel J. Callaghan aboard the *Helena* had to match his cruisers against battleships, but they worked into such close range that the Japanese could not depress their guns enough to fire at the waterline. To the watchers on shore the battle was an awe-inspiring spectacle; the brief arc of a searchlight, the blinding flash of a gun muzzle, the arching trail of a star shell revealed from time to time the twisting ships as they lunged about in their death struggle. Later fires and explosions aboard the vessels lighted up the whole scene.

Daylight showed that three of our destroyers, the *Laffey*, the *Cushing*, and the *Barton* were gone and that the *Monssen* was able to stay afloat only an hour longer. Among the cruisers, the *Atlanta* was a wreck and had to be scuttled, the *Portland* was rudderless, and the *Helena* and the *San Francisco* were limping. Admiral Callaghan and Admiral Norman Scott were listed among the dead. The Japanese had headed north away from Guadalcanal without having touched or fired on its shores, leaving two cruisers and four destroyers on the ocean's floor as a reminder of the battle. American planes pursued the retreating enemy and finished the job of sinking a battleship that had been damaged heavily in the night engagement. The American cruiser, *Juneau*, however, was another casualty of the second day of fighting; it was picked off by an enemy submarine.

November 15 was a field day for American bombers and gunners. A Japanese convoy of eight troop transports, without a sufficiently large supporting escort of fighting ships, was set upon by land-based bombers during the afternoon, and most of the transports were sunk with a heavy toll of lives. That night the big ships slugged it out in a battle in which the *South Dakota* and the *Washington* took part. A Japanese battleship was sunk and a second damaged; two Japanese cruisers were split in two and another also was sunk; a destroyer completed the list of enemy losses. All of this was at the cost of one destroyer sunk and two damaged.

Thereafter the issue in the Solomons was never in doubt. The Japanese were not through, but they were able after that to engage only in a war of attrition. After the hardest kind of fighting which lasted until February, 1943, Guadalcanal was wrested from the Japanese.

The long bitter campaign had done more than mark the beginning of the American assumption of the offensive. The struggle on land had demonstrated that American Marine and Army units were ready to endure the severest of hardships and at the same time were skilled enough to smash a clever ruthless enemy. Valuable lessons had been learned about teamwork, about the coordination of land, sea, and air forces.

In the words of General Vandegrift: "Guadalcanal, in effect, became a trap into which not only crack units of the Japanese Army but highly prized warships, transports and planes were drawn to their destruction." A clear illustration of this may be found in the count of Japanese warships blasted by bombers and surface vessels. Sixty-nine ships were sunk, including two battleships, one carrier, eleven cruisers, twenty-two destroyers, twenty-four transports, and nine lesser craft; while over a hundred vessels were damaged, among them being seven battleships, four carriers, thirty-one cruisers, fifty-one destroyers, thirteen transports, and a number of smaller ships.

The Solomons campaign would have been important if it had resulted in nothing except the destruction of all this Japanese equipment. Yet it was important further in marking the beginning of the island-hopping progress toward Tokyo. Tokyo was still far in the distance, but we were on our way.

End of the Beginning in the Air and on the Sea

On the European and Mediterranean fronts, the year 1942 was as marked by a mixture of successes and failures as was the case in the Pacific. In all theatres of operations, the first half of the year customarily was a period of Axis victories, while during the last six months the Allies began to achieve a measure of vengeance. By the year's end, however, no overwhelming triumphs had been scored by the Allies, and the Axis nations could use any world map to demonstrate that their claims to dominance still were hard to challenge.

American publicists, however, were able to review the events of the year after Pearl Harbor and declare with remarkable foresight that the advantage in the war was beginning to turn to the Allies. The words of one of the ablest of these writers, Hanson W. Baldwin, writing for *Foreign Affairs*, gives the viewpoint held by most of them: "This has been a year of hope deferred, of tragedy, of the most acute danger this nation has ever faced, a year of great defeats and great victories, a year in which the United States has found its soul, mustered its strength, organized its armies, and commenced its long, hard forward march to victory. It has been a year of crises, but of crises met, endured and passed. It has seen, probably, the turning point of the war. . . . Slowly but surely the strategic initiative is shifting to the United Nations. The future will depend more upon what we do than upon what the enemy does. We can still lose the war, but if we do so it will be because of our own mistakes and weaknesses, not primarily because of the enemy's strength. For the strength of the Axis is commencing to be outmatched and the inestimable advantages of the initiative are passing to our side."

Nowhere was the mounting strength of the Allies, accompanied by an observable waning of Axis power, more clearly evident than in the struggle for control of the air over the continent of Europe. During the Battle of Britain in the months following the fall of France, Hermann Goering's *Luftwaffe* had enjoyed complete mastery of the air not only over Europe but over England as well. In the autumn months of 1940 large areas of London were wrecked, Coventry was left a shambles, the industrial cities were blasted. The air *blitz* had been checked by the RAF, but only to the extent that a Nazi attempt to win victory through the use of air power was thwarted. The next two years were to see an almost complete reversal of positions for the two air forces.

Between November, 1940, and February, 1941, the British Empire's airmen dealt very roughly with Premier Mussolini's *Regia Aeronautica*. While Britain's most able pilots were engaged in defending the British Isles, the Empire's second team almost cleared the skies in Northern Africa and in the eastern Mediterranean of Italian planes. Flying obsolescent air craft, British and Dominion airmen more than held their own against the best the Italians had to offer, and with the belated arrival of some Hurricanes and Curtiss Tomahawks the mastery of the British was established beyond all doubt. The British air arm had previously helped the Royal Navy drive the Italian fleet from the Mediterranean. Naval planes unaided in November, 1940, had sunk half of the Italian battle fleet at Taranto in Italy, and they had participated in the smashing of the Italian Navy in the Battle of Cape Matapan off the southwestern coast of Greece in March, 1941, a great engagement in which the Royal Navy had crushed the Italians. Thereafter the Italian air, naval, and

military services were on the defensive until they were forced from the war.

Against the Germans, however, the Royal Air Force found the Mediterranean theater less to its liking. Hitler had hurried elements of the *Luftwaffe* to North Africa in the beginning of 1941 to save the crumbling Italian Empire, and they stayed on to fly support for Rommel's *Afrika Korps* in the Tunisian and Libyan desert. Daily the Nazi fliers winged out over the Mediterranean to harass British convoys; and after Crete fell to the German airmen, it became a major base for profitable operations against British merchant ships and fleet units. Inexplicably, however, Hitler did not bother to take over Gibraltar with the aid of his henchman Franco, and as Malta continued to withstand attack the British convoys kept on plying the Mediterranean.

In May, 1941, the Royal Navy with the aid of its air arm scored its first notable offensive success against the Nazis. For the most part, the small German Navy was kept bottled up in its home ports, but occasionally a pocket battleship would slip out and lurk around shipping lanes in the North Sea or the Atlantic to prey on convoys.

In May, however, the giant 45,000-ton super-dreadnaught *Bismarck* made its way out of a Norwegian port and headed for the Atlantic. Reconnaissance planes took up the hunt, and in a short while spotted the *Bismarck* and the pocket battleship *Prinz Eugen* near the coast of Greenland. Ships of the British fleet began the chase, and on May 24, one of the most powerful ships in the Royal Navy, the *Hood*, gave battle. The *Hood* was sunk after only a few minutes of fighting. The two German ships continued their flight, the *Prinz Eugen* eventually returning safely to its home waters, but the British pursuers kept hot after the *Bismarck*. Aircraft from the carriers *Ark Royal* and *Victorious* on May 26, scored torpedo hits on the Nazi vessel, so reducing its speed that the following day British warships were able to catch up with her. The *Bismarck* died hard, but torpedoes and broadsides at last sank the great battleship.

Meanwhile the Germans had not entirely ceased their air war against the British Isles. It was no longer a *blitz*, but sporadic raids continued and ruin and death still stalked England. Casualties lists from Nazi raids in the first two months of 1941 were less than one-fifth as long as they had been during the height of the *blitz*, but this still meant that over 5,000 were killed. By May the Germans had stepped up their attacks, and over 10,000 dead were counted by the British in that month alone.

After May, 1941, the Nazi pace slackened. British defensive weapons to some degree were responsible. The anti-aircraft ground defenses were improved. New planes for night-fighting, such as the Bristol-Beaufighter and the Douglas Havoc, proved most effective, and the use of radar in spotting planes considerably aided the defenders against night raids. More important, however, was the Nazis' opening of their front against Soviet Russia in June, 1941. The Germans became so heavily involved in the east that they had to withdraw the majority of their planes from their French and Norwegian bases.

This opportunity the British air force hastened to exploit. New and more powerful bombs had been used by the RAF the previous spring in raids on Emden, Hamburg, and Mannheim. Now those bombs

began to be dropped all over Hitler's Europe. The announced losses of British aircraft indicate the increasing air offensive. On June 27 twelve planes were lost over Bremen; on September 7 twenty were downed; and on November 7 thirty-seven bombers failed to return from sweeps over Berlin, Cologne, and Mannheim.

Yet to the Russians, and to many of the English, the British were moving entirely too slowly. As the Nazi offensive against the Soviet Union rolled steadily into Russia, the British government was beset on every hand with requests for the opening of a second front. With the Russians engaging the bulk of the German armies, the Allied peoples everywhere urged an offensive against the Axis in France, in Norway, in Italy—an offensive anywhere that would be strong enough to divert Nazi strength away from the eastern front. Official newspapers and administrative spokesmen of the Soviet Union were insistent, and in due course Premier Stalin made brusque demands for action.

The British, however, were not yet prepared for a European invasion; and even after the entrance of the United States into the war, time was needed for production and supply concentration. Until the day when the Allies could prepare an offensive, the British and later the United States threw all the air power they could muster against the Germans in the west. In this manner it was hoped that the public clamor for a second front would be stilled. Time was to prove that the Russians were not to be quieted until an actual armed invasion had been achieved, that Stalin still was to call for the Allies to "fulfill their obligations fully and on time."

Yet the heightened air assault on Germany inaugurated in the spring of 1942 did much to soften the Nazis for ultimate defeat. The British had learned from the Nazi raids on England and from their own attacks on Germany during 1941 that small raids directed at specific military installations did little lasting harm to the enemy. Saturation bombing of an entire city, however, served to disrupt all activity, civilian and military, and a raid of great proportions might permanently knock out a major city.

This new strategy of air attack was first tried out against the Baltic cities of Rostock and Lubeck. Both were shipping centers, and in addition Lubeck served as a submarine base and Rostock was a production point for airplanes and submarines. The port of Lubeck, through which passed war materials of all sorts, was pulverized in a raid on the night of March 28; half of the city of 150,000 was razed. On April 24 and three successive night thereafter, Rostock was pounded by hundreds of tons of bombs. Fires started the first night were visible for ninety miles and lighted the way for the bombers on the following nights.

In an address delivered May 10, Prime Minister Churchill used these raids for propaganda purposes in Germany: "We have a long list of German cities in which the vital industries of the German war machine are established. All these it will be our stern duty to deal with, as we have already dealt with Lubeck, with Rostock and half a dozen important bases. The civilian population of Germany have, however, an easy way to escape from these severities. All they have to do is to leave the cities where munitions work is being carried on, abandon their work and go out into the fields, and watch the home fires burning. In this way they may find time for meditation and repentance. . . . There they may remember that it is the villainous Hitlerite regime which is responsible for dragging Germany through misery and slaughter to ultimate ruin and that the tyrant's overthrow is the first step to world liberation."

Yet three weeks later, the bombing of Cologne, on May 30, and of Essen, on June 2, made the blasting of Lubeck and Rostock look like hit and run raids. Cologne, with a population of 768,000, was the transportation and industrial center of the Ruhr,

the home of chemical and munition works. This fifth city of the Third Reich lay closer than any other major German city to England, and it, therefore, was a particularly well chosen target for the first air attack in history by a concentration of more than a thousand bombers. On the night of May 30, 1942, at sixty airfields scattered over England, 100,000 men worked at loading bombs into the bays of the heavy Stirlings, Halifaxes, and Manchesters and the lighter Beauforts, Bostons, and Hampdens. Some six thousand airmen flew in the thousand bombers and the two hundred smaller planes. The smaller planes made diversionary strikes at targets along the way, but a thousand planes took turns at dropping two-ton projectiles on the city of Cologne for a period of ninety minutes. In all three thousand tons of bombs hit their mark.

Three days later 1,036 planes dropped another three thousand tons of explosives on a second Ruhr City, Essen, the seat of the Krupp armament industry. By any previous standard the British would not have had time to service their planes between the Cologne and Essen raids, but by some miracle the two assaults had been managed. The hopes for a sustained air offensive on this scale were to prove to be too optimistic; although only forty-four planes had been lost over Cologne and only thirty-five in the Essen raid, the drain on man power, planes, repair parts, and aviation gasoline was too great for nightly sweeps with a thousand planes.

Despite all efforts of the Goebbels propaganda machine, the extent of the devastation to Cologne and Essen could not be concealed. The cloud of smoke that arose from the fires could be seen for a hundred miles, and for several days after the raids the pall of smoke was so thick that reconnaissance pilots were unable to take photographs. The square miles of rubble and the mass exodus of the inhabitants were testimonials to the success of the attacks, no matter how Dr. Goebbels might attempt to minimize the damage.

This time it was Air Marshal Sir Arthur T. Harris, chief of Great Britain's Bomber Command, who gave voice to an English warning to Germany. Late in July he broadcast in German, sketching the rise of Allied air power, foretelling the increase of British bomber output, and predicting the doubling and redoubling of American production. He made mention of the arrival in England of a United States air force. Then he made a solemn promise: "It's not revenge, although we cannot forget Warsaw, Rotterdam, Belgrade, London, Plymouth, and Coventry. We are bombing Germany city by city, ever more terribly, in order to make it impossible for you to go on with the war. That's our objective, and we shall pursue it remorselessly. . . . You have no chance. Soon we shall be coming over every night, rain, blow, or snow—we and the Americans. We are going to scourge the Third Reich from end to end."

In appealing to the German people to end the bombing by overthrowing the Nazis and making peace, both Prime Minister Churchill and Air Marshal Harris were drawing heavily on a technique used to great advantage during the First World War. Then Woodrow Wilson, as spokesman for the Allies, had been worth several armies to the Allied cause by dividing the German people and their Prussian leaders with his speeches. Neither in 1942 nor later was such a division brought about; not until Germany was overrun was the Nazi will to resist broken.

The combined Allied air forces were to keep up a relentless air assault on Hitler's Europe until a total German defeat was achieved. On the night that Sir Arthur Harris spoke, July 28, 1942, Hamburg was assailed by four hundred Lancaster four-motored bombers. Factories and docks of this center of U-boat building were pounded. The next night Saarbrücken, source of coal, iron, and steel, was hit hard. On July 31, the big industrial and steel center of 500,000 inhabitants, Düsseldorf, was subjected to

a saturation attack by six hundred bombers. An official Air Ministry release gave this calmly dramatic description of the Dusseldorf raid: "Dusseldorf lay quiet as the first of the bombers came over. One Lancaster pilot . . . described the flight over the silent and apparently unresisting city. . . . There were no guns and no searchlights. The Lancasters dropped bombs that were the first of many thousands. So clear was the night that the flash of the heaviest bombs was astonishingly brilliant. But even more dramatic was the sudden answer of the defenses. Hundreds of searchlights came on at once. The sky was filled with bursting shells. To overcome such opposition it was necessary that bombs fall in a ceaseless rain. They did." One hundred and fifty "blockbusters" and 200,000 incendiaries were in that ceaseless rain.

The rain kept up through August. Another six hundred plane raid was made on Kassel, the production center for locomotives, aircraft, and engines. Nine hundred miles were traveled to blast the submarine base of Gdynia in the Polish Corridor. The Diesel engine factories of Nurnberg were the target for one night, followed by airdromes in Belgium, docks at Ostend, a power station at Lille. All elements of the German transportation system came in for special attention with the result that efficiency was vitally cut down and important freight began to clog warehouses, yards, and canals. By the first of September, British officials were able to announce that the August raids had laid waste six square miles in nine German cities, that five hundred war factories had been smashed, and that over a million Nazis had been made homeless. And Nazi retaliatory raids were surprisingly weak. The German planes came to Britain, but they hit back so weakly that it became increasingly obvious that the *Luftwaffe* was not what it used to be.

At that juncture the weight of the United States Air Force began to be felt. The United States Eighth Air Force, organized in January, 1942, had arrived in England by July, but not until August 17 did it complete a mission of its own over Europe. Major General Ira C. Eaker, the commander of the Eighth Air Force, announced in March, 1943, that the first six months of his organization's existence were largely experimental; and not for many months thereafter were the Americans able to achieve full partnership with the RAF.

Nazi propaganda, try as Dr. Goebbels might, could not cover up the devastating effect of the Allied air offensive of 1942. Reconnaissance planes, aerial photographs, allied agents, secret anti-Nazi radio announcements, official German admissions, and neutral observers all told the same story of cities made uninhabitable, wide areas demolished, and industrial effort stalled. Eight of Germany's thirty-five key cities had become liabilities: Lubeck, Rostock, Cologne, Emden, Wilhelmshaven, Mainz, Karlsruhe, and Dusseldorf. In other cities block after block had been reduced to rubble: in Essen, Bremen, Hamburg, Saarbrücken, Kiel, Munich, Osnabrück, Kassel, Duisburg, Oberhausen, and Munster.

During the peak of the Nazi air blitz in England, the greatest weight of bombs used by the Germans in a single raid amounted to 450 tons. Cologne, Essen, and Bremen each suffered from three thousand tons of bombs dropped in one night, and most of the other cities of the Reich received more severe poundings than the 450-ton raids. The number of bombers used at one time by the RAF was triple the maximum strength mustered by the Nazis. With 150,000 buildings destroyed, 300,000 homes leveled, and over a million people made homeless, the German people found it difficult to forget Hermann Goering's promise, made at the outset of the war, that no enemy plane would be permitted to fly over Germany.

That the Allied air forces were capable of no greater attacks on Germany in 1942 may in large part be attributed to the heavy demand for planes

in all of the fighting fronts. The Pacific theatre was growing more insistent for planes, and each sector of the European theatre was equally urgent in its requests. In Russia, in North Africa, in the Battle of the Atlantic, planes were needed to support land and sea operations. The western air front against Germany had to share with all others, and nightly raids using a thousand planes would have to await increased production and shortened lines of combat.

Planes were particularly useful in the Battle of the Atlantic against the Nazi submarines preying on Allied merchant shipping. The German U-boat in 1917 had been a powerful and menacing weapon; the submarine of 1942 came even closer to the fulfillment of German hopes than did the First World War variety. By the end of 1942 it began to appear that the Nazi submarine warfare might indefinitely delay the delivery of American men and materials to Europe, that it might, possibly, bring the war to an unsatisfactory stalemate. For that reason the United States pressed every available plane into service for patrol duty over the Atlantic, and over a million and a half men were thrown into the struggle.

By the end of 1942, developments in North Africa and Russia were to make it clear that Hitler had no reason to hope for a quick victory. *Blitzkrieg* broke down in Russia; defeat stalked the Nazis in Africa. Yet the United States, well on its way to total mobilization, was in danger of being immobilized by the sinking of ships and the resultant inability to make its full strength felt in the British Isles, in Russia, or in Africa.

The Nazis themselves seemed to realize that the submarine was their chief hope. A war of attrition might cause such wastage that the Allied nations would be forced by public opinion to request a negotiated peace. In any case, the war could be prolonged by the U-boats. "They hope to drag out the war," George Fielding Eliot wrote at the first of the year 1942, "until we all sicken of the strain and the slaughter, and then make peace with us on terms which will allow them to retain some modicum of power, some modicum of prestige and standing. . . ."

The stress placed by the German High Command on submarine warfare was indicated by the elevation of Admiral Karl Doenitz, the U-boat wizard, to the position of commander in chief of the Reich navy. He replaced Grand Admiral Erich Raeder, the "big ship" advocate. As he assumed command, early in 1943, Doenitz thus stated his policy: "The entire German navy will henceforth be put into the service of inexorable U-boat warfare. The German navy will fight to a finish." The new commander saw to it that all naval construction, save submarine building, was brought to an end. A submarine per day was launched thereafter, new crews were kept in training, great bomb-proof underground garages were built.

The four hundred submarines plying the Atlantic during the Second World War were far more efficient machines of destruction than were their counterparts of the First World War. They were fast; they could make twenty knots on the surface, almost double the speed of merchant vessels. Their Diesel engines enabled them to cruise 15,000 miles without refueling. And they were equipped with deadly weapons, such as the acoustical torpedo with its clever steering mechanism. The "brain" of these projectiles directed the explosive to the target; attracted by sound the acoustical torpedo would make every turn made by a dodging ship and then move in for the kill.

Admiral Doenitz was the originator of a tactic of submarine warfare that tremendously increased the effectiveness of the Nazis' number one weapon. His strategy was to have the U-boats operate not singly or in small groups but in large "wolf packs" of from six to twelve. The wolf packs sank over 400 ships during the first year of the war, and in the following year they struck down three times as

many ships as the Allies produced. Thus before the American entrance into the war in December, 1941, the U-boats were at the point of neutralizing the effects of Lend-Lease.

The smashing attack on Pearl Harbor incalculably increased the difficulties of coping with the submarine menace. Naval equipment that could have seen service against the wolf packs was destroyed, and two oceans had to be patrolled with less than a one-ocean navy. Doenitz at once sought our soft spot, found it, and promptly struck home. This new hunting ground was along the Atlantic seaboard of North America, the wolf packs ranging from Newfoundland to the islands of the Caribbean. Ships along the eastern coast of the United States were especially hard hit.

The success of the submarine campaign in American waters was phenomenal. The unsuspecting merchant ships were targets difficult to miss. The U-boats sometimes surfaced in sight of shore to shell their prey. By June 1, 1942, east coast shipping had been paralyzed from Portland, Maine, to Key West, and marine insurance companies were desperate. In the first six months after Pearl Harbor, over two hundred American ships were sunk along the coast, wreckage piling up on the shore and the tell-tale oil slicks becoming a common sight. In the month of May nine ships were sunk in the Gulf of Mexico, some in sight of shore. Port cities sometimes saw survivors loaded into ambulances.

The Nazi wolf packs had other objectives than the paralyzing of coastal shipping in the United States. Their principal purposes included the starving of Great Britain and Russia and the prevention of the flow of goods to England, to North Africa, and to Murmansk in Russia. Bases in Norway were used effectively by the U-boats, and German air patrols over the northern supply routes kept the underseas captains informed about the approach of Allied ships.

Losses mounted in the American coastal region and on the high seas until ships began to be sunk at a greater rate than they could be built. The exact amount of the tonnage lost and the correct number of ships sunk remained an official secret, but the admissions of the Allies and the claims of the Germans indicated that for the year 1942 the U-boats just about canceled the efforts of shipyard workers. The *Christian Science Monitor* in January, 1943, estimated that a million tons of shipping per month were being sunk, a figure that equalled the com-

bined output of American and British shipyards. In 1942 no less than 1,160 of our ships were sent to the ocean's bottom.

The year 1942 saw the submarine at its most effective peak. Within a year, however, the back of the wolf pack had been broken. The answer to submarine warfare was the convoy system; convoys had been a solution in 1917, and again they proved effective. An innovation was the use of aerial reconnaissance to spot the U-boats, and the planes and surface ship escorts proved more than adequate to meet the submarine's challenge. The transfer of men and materials from the British Isles to North Africa in October and November of 1942 demonstrated the strength of a convoy with air cover, for of the 850 ships that participated in that operation only one was lost.

In due course the shortage of planes and destroyers that embarrassed Allied leaders at the outset of the war was overcome by production increases. Small aircraft carriers were sent to mid-Atlantic to furnish the scouting planes for the area that land-based planes could not reach. Thereafter the convoys got through despite all efforts to stop them.

At the close of the war, an examination of the files of Admiral Doenitz revealed that Nazi production difficulties prevented the construction of sufficient new submarines to replace those sunk by Allied action. As Allied seamen, aided by the new products of the scientific laboratories, learned how to combat the U-boats, the sinkings doubled and then doubled again. Although submarine construction had top priority in Germany, Doenitz could not get all the materials he needed. He asked for 2,600 tons of lead early in 1943, but he could obtain only 1,727 tons. He requested 2,200 tons of aluminum and received less than 1,700 tons. His demand for 183,000 tons of steel was pared to 137,000 tons. The loss of the production race with the Allies eventually cost Germany the victory in the naval war.

The contrast in the fortunes of the Allies in the contest for control of the air and in the Battle of the Atlantic indicates why the year 1942 cannot be taken as the year in which the tide of the war turned definitely in favor of the Allies. The battle of production actually decided the air battle over Europe and the sea battle in the Atlantic. All of these struggles, therefore, had to wait until a later year to determine the issue. It still was just the "end of the beginning."

CHAPTER VIII

End of the Beginning on the Home Front

Since the writers of history in telling the story of the wars of the past customarily exclude all references to the daily lives of the people, the impression is often held that all of the thoughts and activities of the average citizen in war time center around the tactics of the generals and their campaigns. The battles and the generals, the war measures and the administrators, the treaties and the diplomats, all are indispensable adjuncts to a war; but it is not beyond the realm of possibility that residents of New England may have lived through the period of the American Revolution without having heard of Robert Morris, George Rogers Clark, or even George Washington. For that matter, some dwellers of the Cumberland Mountain area may have lived through the 1770s and 1780s without having heard of the Revolution.

Since the time of the American Revolution, warfare has changed from the use of a small body of

professional soldiers to more nearly an approximation of a total mobilization of the nation, and as a consequence only the most exclusive of hermits could have failed to feel the impact of the Second World War. All men between the ages of eighteen and sixty-five had to register under the Selective Service Act although none over forty-five was ever called. One man in ten was drafted for military duty. And all left untouched by a summons to active service had occasion to learn that a war was going on by paying higher taxes, having to do without peacetime goods and foods, learning to accept a philosophy of guns instead of butter.

Not that the American people ever knew actual privation. Some had to walk more and ride less, others had to forego a second cup of coffee and had to use one lump of sugar instead of two. Yet in America it never came to a rigid choice of guns instead of butter; rather it was a case of more guns

and less butter. Those who had an abundance of money and a scarcity of scruples, moreover, did not have to worry about shortages at all; many actually boasted of their cleverness in outsmarting those who sought to ration rare consumer goods. To many the horrors of war consisted principally of rayon hose and slow restaurant service.

The truth is that a great number of Americans never took World War II seriously. They saw in the conflict and the ready cash that went with it an opportunity to make a "killing," and to them the war's length and its casualty lists were unimportant items. Fortunately for the peace of mind of those who participated in the war, this type of war profiteer was a comparatively rare species.

Yet the people as a whole, in striking contrast to the adherents of Woodrow Wilson during the First World War, steadfastly refused to look upon the Second World War as a crusade. As the American people are prone to do, they sought justification for the war; they accepted the point of view that the Allies, or the "United Nations," were linked in a struggle for the Four Freedoms which were vaguely understood to be guarantees of "our way of life," whatever that might mean. Never, however, was a war of such proportions fought with less of an outward display of fervor and enthusiasm. At motion picture theatres the public would offer warm applause at sight of the American flag, and a perfunctory handclap usually greeted the picture of the President or one of his generals. Beyond that the people refused to go.

Much of the American public, moreover, maintained a casual attitude toward the news of the war. Despite the annoyances of a frequently misguided war censorship, the news gathering agencies of the press and radio performed minor miracles in disseminating information with speed and accuracy. Millions of Americans listened and read avidly, for the turn of a battle might mean life or death to their sons. Others, of course, found the news reports interesting because of their desire to keep abreast of events. Many, however, felt that they had given the war enough of their time when they had read Ernie Pyle's daily human interest story of the battlefield and had listened to Walter Winchell's weekly quarter-hour of frenzy. Some newspaper readers indeed appear to have made their closest approach to the war from a perusal of such comic strips as "Terry and the Pirates" and "Buz Sawyer," where incidentally the less literate of Americans actually may have learned for the first time an appreciation of military and naval aviation.

Americans throughout the war sought escape from the grim realities of the day. Those who had strong personal reasons for maintaining a continuous interest in the struggle were almost as eager for escapist literature and amusements as were those who wanted to put the war out of their minds completely. One need not be a psychiatrist to be able to make a case for the cathartic values of breaking the monotony of war, but one can only wish in view of the seriousness of the time the purveyors and the purchasers of escape had made high standards and good taste the rule rather than the exception.

Too frequently a house was crowded and tickets were sold weeks in advance for such a farce as "Good Night Ladies," distinguished solely for its unrelieved vulgarity. "The Doughgirls" and "The Voice of the Turtle" were popular comedies of a somewhat higher type, but their level was painfully low. "Kiss and Tell," "Junior Miss," "Dear Ruth," and "Harvey" rounded out the list of plays that a theatre patron during the war years must see "for a good laugh." Two musical offerings enjoyed a more deserved popularity: the delightful "Oklahoma" and "Carmen Jones," a stirring version of the Bizet opera done in a modern Negro setting. Among the more serious plays the public endorsed by its attendance were "Harriet," "Anna Lucasta," "Tomorrow the World," "The Eve of St. Mark," "Jacobowsky and the Colonel," and a "Bell for Adano."

Motion picture houses were as crowded during the war years as were the theatres and with as little reason. "My Gal Sal," "The Miracle of Morgan's Creek," "The More the Merrier," "Bathing Beauty," and a host of other light comedies had the merit of taking the onlooker away from the grimness of war for two hours, but an equally long nap would have sometimes served the patron better. "Meet Me in St. Louis," "Holiday Inn," "Holy Matrimony," "Saboteur," "National Velvet," "Gaslight," "The Uninvited," and "For Whom the Bell Tolls," ranging from musical comedy to a story of the supernatural, are representative of the varied interests of the war period. Animated cartoons were as popular as ever, "Bambi" and "The Three Caballeros" receiving particular acclaim. "The Keys to the Kingdom," "Going My Way," and "The Song of Bernadette" were motion pictures with a religious theme that were well received. Occasional essays into the field of biography proved unprofitable; "Madame Curie" and the superior "Woodrow Wilson" were given cool receptions.

Military subjects were frequently used by movie producers, "This is the Army" and "See Here, Private Hargrove" depicting the lighter side, and such pictures as "Cry Havoc," "Wake Island," "Mrs. Miniver," "30 Seconds Over Tokyo," "Destination Tokyo," and "They Were Expendable" presenting the less agreeable aspects. Documentary films, usually prepared in cooperation with some branch of the service, were often superbly compiled and edited; but the exhibitors frequently made the mistake of showing them in connection with some other picture, and the length of the show made everyone restless. Thus were wasted the educational and editorial values of "The World at War," a series which included the "Battle of Britain," "The Battle of Russia," and "The Battle of China," of "The Fighting Lady," and "Brought to Action," and many others.

Radio programs, aside from the news features, changed little with the advent of war. No new note of seriousness was evident except when the radio comedian, at the conclusion of a half-hour of inanity, urged the purchase of war bonds or gave voice to an appreciation of the sacrifices of the boys in the foxholes. The old favorites, Jack Benny, Fred Allen, Bob Hope, Edgar Bergen and Charlie McCarthy, "Fibber" McGee and Molly, Eddie Cantor, and Bing Crosby were joined by Joan Davis and Cass Dailey, and all went serenely on with their tomfoolery knowing that their listeners were thoroughly enjoying the same jokes and situations that had been used over and over for years. An almost sadistic delight was taken in shows like "Truth or Consequences" or "People Are Funny" in which apparently sane participants weekly accepted invitations to make idiots of themselves. Quiz programs on the order of "Information Please" and "Dr. I.Q." continued to be popular. Advertising by way of radio remained dismally disagreeable, sinking to new depths with "singing commercials."

One of the striking failures of radio, and of the Tin Pan Alley sources of radio music, was their inability to find a song for World War II. Nothing was written to match "Over There," "Long, Long Trail," "Pack Up Your Troubles," "When Johnny Comes Marching Home," or even "K-K-Katy" of the First World War. Perhaps the absence of crusading zeal made such songs as "Remember Pearl Harbor," "Praise the Lord and Pass the Ammunition," "We Did It Before and We Can Do It Again," and "Don't Sit Under the Apple Tree" less popular than "Over There" or possibly there simply was no George M. Cohan available in 1942. Irving Berlin was still on hand, however, and his "This Is the Army, Mr. Jones" caught the spirit of the training camp soldier. This war also brought forth "You're a Sap, Mr. Jap" and "We're Going to Find a Fellow Who is Yellow and Beat Him, Red, White, and Blue" on which comment hardly seems necessary.

By no means were all radio programs or all radio musical offerings presented without taste or imagi-

nation. News coverage was excellent and a number of commentators, including H. V. Kaltenborn, Drew Pearson, Earl Godwin, and Elmer Davis, helped to interpret the dispatches to a large body of listeners. On some occasions, such as the opening day of the war at Honolulu and at Manila and the Allied invasion of Normandy, the radio spokesmen and technicians gave to the public word pictures as vivid as the events they described. One program "The Town Meeting of the Air," gave a weekly hearing to the principal issues of the day in a manner that was a tribute to its sponsors. Many musical presentations brought the best in the popular and light opera fields, and others featured grand opera and the symphonies.

An encouraging development of the Second World War was the refusal of the people to engage in the same sort of senseless witch hunts that had been characteristic of World War I. This time the composers of Germany and Italy lost none of their popularity, and the names of Wagner and Verdi could be mentioned aloud and their works could be played and sung without an audience walking out or writing in letters of protest. "Madame Butterfly" was the only operatic war casualty, and it was withdrawn because of its theme rather than because of the nationality of Puccini.

Business boomed in other amusement fields besides the stage, the cinema, the radio, and the music hall. Dance pavilions, skating rinks, circuses, race tracks, and bars had to turn crowds away. The heavy death tolls in the tragic fires in the Coconut Grove dance hall in Boston and in the Ringling Brothers Circus in Hartford indicate the throngs always on hand at such entertainments. Sports suffered from the loss to the military services of their best performers, but even without Joe Di Maggio, Ted Williams, and Bob Feller baseball still drew crowds that rivalled those of pre-war days. Football, for all the discouragements of transportation, rationing, and the draft, continued to pack college stadiums.

Only the churches seemed to suffer from a falling off in attendance, yet this should not be taken as evidence that things spiritual lost ground during the course of the war. There are many indications that the people took refuge in religion throughout the war years. On the day of the invasion of Normandy, churches remained open and millions attended to offer prayers for the safety of the Allied hosts. Religious novels, moreover, were among the best sellers of the war years: *The Robe* by Lloyd C. Douglas, *The Keys of the Kingdom* by A. J. Cronin, *The Apostle* by Sholem Asch, and *The Song of Bernadette* by Franz Werfel.

Other works than those with a religious theme also won popularity. Pearl Buck's *Dragon Seed*, Betty Smith's *A Tree Grows in Brooklyn*, Marcia Davenport's *The Valley of Decision*, and Lillian Smith's *Strange Fruit* were among the best works of fiction that were widely read. The war and the peace to follow furnished the topics for the non-fictional best sellers: *Brave Men* by Ernie Pyle, *One World* by Wendell L. Willkie, *Guadalcanal Diary* by Richard Tregaskis, *See Here, Private Hargrove* by Marion Hargrove, *They Were Expendable* by W. L. White, and *The Time for Decision* by Sumner Welles. At the same time, however, such masterpieces of vulgarity as *The Sun Is My Undoing* by Marguerite Steen and *Forever Amber* by Kathleen Winsor attracted as many readers as did the more solid non-fiction works combined.

Since Americans during the four years of war found so many varied ways to amuse themselves, the suspicion grew that they were shallow and lacking in both comprehension and compassion. Since they displayed an interest in the cheap and the coarse, they were said to be unworthy of the sacrifices made in their behalf. Since they discussed the adventures of Dick Tracy and Joe Palooka and other comic strip heroes, and eagerly read of the peccadilloes of Charlie Chaplin and Errol Flynn and other

Hollywood stars, and listened to the "soap operas" of the radio, they were accused of showing indifference to the news of the war. Since this new generation continued to speak well of Goethe, still permitted German to be taught in the schools, and even refused to consider changing the name of sauerkraut to "liberty cabbage," it was questioned whether Americans were sincere in their war effort.

Observers during the war period were undecided what to make of the nation's state of mind. Frederick Lewis Allen in reviewing the first three years of it for *Harper's* confessed to some bewilderment: "Still our attitude toward the war itself appeared curiously matter-of-fact, casual, remote, almost absent-minded. Though in millions of homes there was an excited leap for the V-mail and a great pride in what the local boys were doing at Anzio or Bougainville (or Fort Bragg), one heard little talk about the battlefronts or the war issues as compared with much more immediate subjects as shoe rationing, Frank Sinatra, the Ruml Plan, slow laundry service, the difficulty of hiring anybody to do anything, Bob Hope, and the succulence of a remembered beefsteak. To an American freshly returned from any of the theatres of war, life in America still seemed almost unaffected by what was happening overseas."

Allan Nevins shortly after the war's end, however, expressed in *While You Were Gone* an almost antithetical point of view: "Between 1930 and 1940 events taught us that we *do* have a major part to play in shaping the destinies of mankind, and that we cannot escape our responsibility even if we wish to do so. . . . In short, the country had been educated to a conviction that in essentials Woodrow Wilson had been right about the high moral purpose of the First World War, and his critics had been wrong. The two wars were simply successive phases of a grand continuing struggle to save democracy, peace, and the future of mankind. Agreement on this truth was so general as to make a mighty contribution to national unity—and national fervor."

Both Allen and Nevins, despite their contradictory opinions on the American conscience, testify each in his own way to the growing maturity of judgment of the people. If the United States seemed matter-of-fact and casual toward World War II, it must be remembered that this was the nation's second war in twenty-five years. It may well be that the cheers were not as loud in 1941 because we were still hoarse from the celebration of 1918. We might be engaged as the orators told us, in a grand continuing struggle to save democracy, but it was a little disconcerting and embarrassing to hear the same phrases over again so soon.

Instead of being a cause for alarm, the absence of enthusiasm can be a heartening sign, for the zealot can do more harm than good. The avoidance of the mistakes of the First World War when all things German were exorcised was wholly commendable, and in this connection, Frederick Allen qualifies his charge of casualness by stating that "if we seemed to be too easy-going about the war, at least we were spared the unpleasant aspects of war hysteria." Although the treatment of the Japanese-Americans of the West Coast constituted a blot on our national record, fervor in the form of hysteria took hold of us on no other occasions. According to the 1944 report of the Civil Liberties Union "the third year of war has maintained the extraordinary and unexpected record of the first two years in freedom of debate and dissent on all public issues."

The truth of the matter is that the behavior of the American public during the Second World War was much the same as it had been in the nation's previous conflicts. The tendency has always been for the people to continue to enjoy the same activities to which they were accustomed before the outbreak of war. Varga and Petty pin-up girls were popular before Poland was invaded; it should not be surprising that they were popular with soldiers and civilians during the war years. "Leg art" had been a trump card in advertising for two decades before

1941; it ought not to have been astounding that Marlene Dietrich and Hollywood's glamour girls should become leading sellers of war bonds. People had gone to see "Life With Father," had laughed at Jack Benny, had listened to "Star Dust," had read detective thrillers, had watched Betty Grable before Pearl Harbor; therefore they continued to indulge in those same pleasures after December, 1941. This is no wise lessened their anger at the nature of the Japanese attack, weakened not a jot their determination to win over both Japan and Germany.

One of the evidences that fervor of a visible sort was lacking during the Second World War was that the people never accepted any phrase or slogan on the order of Wilson's "make the world safe for democracy." Not even the name "World War II" was popular, but no better name, including President Roosevelt's "War for Survival" ever gained widespread approval.

In truth the American people never had an entirely satisfactory spokesman of the Winston Churchill type during the whole of the war. President Roosevelt with his mellow voice and pleasing personal touch had won unparalleled approval as an orator through two presidential terms and three campaigns, but now his skill as a turner of phrases appeared to desert him. Although he was much more popular than Woodrow Wilson, Franklin Roosevelt's war speeches never equalled Wilson's in popularity. Perhaps Roosevelt's audience was harder to please than Wilson's, or possibly Roosevelt's addresses will seem greater after the passage of time as was the case with Lincoln. Yet the fact is that President Roosevelt did not succeed in the period of the war in saying the things the American people wanted to hear.

Therein may lie the reason for the seeming apathy of the public of which Frederick Allen and many others complained. Not only did the President fail to give utterance to the words that would cause to crystallize the sentiments of the people, but in addition his administration was roundly criticized for mismanagement, bickering, and delay. "Never were people more desperately sick of the bungling and incompetence," wrote Joseph H. Spigelman in January, 1943, "the red tape and buck passing, the frenzied activity that gets nowhere, the flagrant irresponsibility that infest Washington like a plague. Never were people more eager for an organization with courage and imagination." The same writer urged that the prayers of the patriots for forceful leadership be answered: "Devotion to country and the will to victory have never been more widespread nor more deeply felt. . . . It would indeed be tragic if, for failure of responsible leaders to seize the present opportunity, patriotic sentiment and all that is vital in our economy should remain unorganized until disastrous defeats or the turmoil and disillusion of a specious victory had driven the nation to desperation." And this was from the pen of one who shortly was to accept a position with the Department of Commerce.

"Genius in disorder" has been ascribed to Franklin Roosevelt, and certainly the disorders of his own creation frequently demanded in full measure all the administrative genius he possessed. No one would attempt to belittle the magnificent powers of leadership demonstrated by the President during the Second World War. More than any statesman of the United Nations he seems to have been able to comprehend the myriad of problems attached to the winning of the war and the peace: his production goals, his diplomatic skill, his military strategy, his long-range planning, his impelling of scientific research, all mark him as a man of world-wide vision.

His was a hypermetropic statesmanship, however, and apparently he was never able to focus his full attention on matters close at hand. As a result there developed a welter of governmental agencies that floundered around too long in attacking crucial problems, while their heads hesitated to act or acted

simultaneously on the same matter. Their powers were often loosely defined, and too frequently effective guidance was lacking. "No honest friend of Roosevelt," wrote Henry F. Pringle, "can claim that he shone as an administrator. He was terrible."

At the head of the loose hierarchy set up by Franklin Roosevelt was an inner circle of close advisers. Chief among these men was Harry L. Hopkins, personal confidant of the President, Munitions Assignment Board chairman, Lend-Lease administrator, and emissary extraordinary. Another intimate was James F. Brynes who was asked to step down from his seat in the Supreme Court to serve in so many capacities that he was accorded the title of Assistant President. Vice President Henry A. Wallace continued to set a new style for forcefulness in his office.

In the Cabinet, Cordell Hull remained as Secretary of State despite failing health, and the work of his department had to be conducted by undersecretaries until he was replaced by Edward Stettinius. Much of the burden of war finance planning from taxes to bond drives fell upon the Secretary of the Treasury, Henry Morgenthau, Jr. The military and naval departments were conducted by Secretary of War Henry L. Stimson and Secretary of the Navy Frank Knox. After the death of Knox, the Navy Department was turned over to James Forrestal. Harold L. Ickes, Secretary of the Interior; Jesse H. Jones, Secretary of Commerce; Claude R. Wickard, Secretary of Agriculture; Francis Biddle, Attorney General; Frank C. Walker, Postmaster General, and Frances Perkins, Secretary of Labor, rounded out the War Cabinet.

In his capacity as commander in chief of the armed forces, President Roosevelt kept in touch with the military services through his personal chief of staff, Admiral William D. Leahy. General George C. Marshall, Chief of Staff of the Army, and Admiral Ernest J. King, Chief of Naval Operations, along with Admiral Leahy served as an advisory agency in military matters for the President, and on them fell the responsibility of directing the great armed forces of the United States.

The work of this central staff was supplemented by the officers who were in charge of the principal branches of the service. General Leslie J. McNair and his successor General Ben Lear were in command of the Army Ground Forces, which supervised the training and distribution of all men in the infantry, artillery, engineers, and similar ground units. General Henry H. Arnold commanded the Army Air Forces in our first great aerial war. General Brehon B. Somervell was in command of the Army Service Forces, directing the acquisition and the allotment of the tremendous stores of supplies needed by all military services and training the men in the quartermaster, ordnance, medical, and other service activities. General A. A. Vandegrift acted as Commandant of the Marine Corps, and Admiral Russell R. Waesche was at the head of the Coast Guard.

The manpower needed by the military services was mobilized under the provisions of the Selective Service Act of September, 1940. This first peacetime compulsory training law of the nation's history had given a year of service to a million and a half men by the time Pearl Harbor was bombed. By the close of the war nearly fourteen million had been pressed into active duty, the total army and navy peak strength being approximately twelve million. The directors of Selective Service were Dr. Clarence A. Dykstra and General Lewis B. Hershey.

For the first time in history women were permitted to volunteer for military service. The first women's organization to be authorized was the Women's Army Auxiliary Corps; later the "Auxiliary" was dropped as the WAC became a component of the United States Army. The Navy's WAVES, the Coast Guard's SPARS, and the Women Marines, together with the WACS, numbered over two hundred thousand.

The plan of organization for this extensive military establishment was simple enough and the functions of the several branches were sufficiently distinct that no undue confusion resulted. Mistakes by the million were made but these errors could not be attributed to faulty executive management. If the President had been able to keep in touch with his civilian administrative boards as well as he succeeded with his military and naval liaison agencies, few charges of delay and confusion could have been leveled at him.

Henry F. Pringle feels that President Roosevelt's unwillingness to get rid of incompetent appointees brought on many of his woes with his newly created war boards. "Among his weaknesses," Pringle wrote in *While You Were Gone*, "was a violent distaste for dismissing men who had failed him. He tried to find excuses. He nearly always compromised by permitting the official to continue on the job, and then created a new agency to do the work." Thus the special war agencies mushroomed; they became so numerous that no one, including the President, could bring order among them. Congress gave up early in the war and resorted to delegating full authority to the President to conduct affairs through executive decrees; yet it never delegated its right to criticize and to obstruct any Presidential action or the activity of any of his war commissions.

A dozen boards were called upon to get America's industrial might mobilized. While the United States was still at peace, the National Defense Advisory Commission was set up, with William S. Knudsen as its chairman. A start on the manufacture of war materials had been made by the time that war came, but full-scale production was still many months away. The NDAC became the OPM, the Office of Production Management, still under the guidance of Knudsen; and its efforts were supplemented by the SPAB, a Supply, Priorities, and Allocations Board which vainly sought to quiet disputes growing out of the shortage of critical war materials. At last some order was achieved with the establishment of the War Production Board with Donald M. Nelson as chairman. Nelson found himself constantly involved in controversy as was perhaps to be expected in his position, but in time the WPB solved the hardest shortage problems and successfully passed the worst crises. Contemporary critics were inclined to give most of the credit for the achievements of WPB to one of Nelson's assistants, Charles Edward Wilson.

The War Production Board had more than enough help. Chairman Harry L. Hopkins and his Munitions Assignment Board, Admiral Emory S. Land and the War Shipping Administration, Colonel J. M. Johnson and the Office of Defense Transportation, and James F. Byrnes and the Office of War Mobilization and Reconversion were some of the administrators and agencies that took turns at directing the conversion of automobile plants to tank factories and of typewriter workshops to munition foundries.

In an attempt to assure sufficient workers for all essential manufacturing enterprises, a War Manpower Commission headed by Paul V. McNutt was set up. Nothing more stringent than a loosely enforced regulation forbidding workers to leave their jobs was ever applied by the WMC. Congress meanwhile turned a deaf ear to all proposals for a compulsory labor draft. Another agency, the War Labor Board, under the chairmanship of William H. Davis, strove to keep down labor troubles by arbitrating disputes before they reached the strike stage. The WLB managed to still labor complaints to some extent by working out a plan of wage increases ranging up to fifteen per cent as compensation for the rise in living costs. This formula, originated for "Little Steel" employees, was applied as generally as possible throughout all industry.

No ceiling on wages would have lasted very long unless a similar check on prices was established, and this end President Roosevelt tried to achieve through the Office of Price Administration. Its chairman,

Leon Henderson, labored earnestly in the face of wide spread criticism to combat pressure groups that daily stormed Washington in a concerted effort to force the removal of restrictions. Even with a defective law the OPA held the increase in living costs to twenty-five per cent of the pre-war level, its greatest effectiveness being in the field of rent control where rentals rose only four per cent. In preventing the upswing of prices of food stuffs the OPA was far less successful; a late start and the partial exemption of agricultural products from the workings of the law permitted a forty-seven per cent increase. At the close of the year 1942, Leon Henderson, tired of the bickering provoked by the OPA, resigned his position, and his headaches were inherited by Chester Bowles.

The Washington lobbyists frequently had the support of the majority of the American people in their attacks on Henderson and Bowles, for it was the OPA that had charge of rationing, and rationing was popular with no one. Tires, coffee, sugar, and gasoline began to be rationed during the first months of war, but not until 1943 was a general ration book put into use. Black markets and under-the-counter sales prevented rationing from being fully effective, yet in spite of these illegalities and the handicaps created by pressure groups and public apathy the OPA was moderately successful in holding the lid on inflation.

The OPA had the cooperation of other agencies in the fight against inflation. Food problems were handled by the War Food Administration, with Marvin Jones at its head. The Office of Economic Stabilization had Fred M. Vinson for its chairman, while Leo T. Crowley was in charge of the Foreign Economic Administration. The commissions sought to develop policies that would preserve the domestic economic structure and stabilize activities of a financial nature in foreign affairs.

In October, 1944, the President finally made tacit admission of the muddle that had been created by the overlapping functions of the war agencies when he named still another agency with overall supervisory powers to direct all the war boards. This Office of War Mobilization and Reconversion had James F. Byrnes for its chairman, and in this important post he served as an unofficial Assistant President of the United States.

Next to the OPA and its ration books the OCD will probably be the war agency longest remembered by the American people. This Office of Civilian Defense, with William N. Haskell as its chairman, organized the civilians to combat enemy invaders. Full precautions against air raids were taken not only in coastal cities but in inland communities as well. Citizens of Little Rock were seriously informed that their city would be one of the first targets for Axis bombers, and the city was accordingly divided into districts each with its watchful air raid warden and crew ready with sirens and sand pails and stirrup pumps. The air raid shelters, the test blackouts, and the first aid courses seem ridiculous today in the light of the Allied victory, but Nazi rocket bombs of longer range and Japanese balloon bombs of greater force might have made the elaborate preparations of the OCD seem wholly inadequate.

None of the war agencies established by President Roosevelt illustrates their confused pattern of development as well as does the Office of War Information. This office under Elmer Davis served to mobilize the talents of the writers of the United States to the end that national war projects were assured of successful promotion both at home and abroad. Successful psychological warfare was conducted by the OWI in France and in Africa, thereby paving the way for Allied invasions. The importance of the OWI, therefore, is easy to perceive, but how it accomplished so much in the face of the problems confronting it at its inception is almost incomprehensible.

The OWI arose out of the OFF, the Office of Facts and Figures. Archibald MacLeish and the

Office of Facts and Figures had been named months before to coordinate the work of nine government agencies concerned with the distribution of defense information. These nine agencies included staff members of the Departments of State, Treasury, War, and Navy, the Office of Emergency Management, the Selective Service System, the Office of the Coordinator of Information, the Coordinator of Inter-American Affairs, and the Office of Government Reports. Since the Office of Facts and Figures was wrongly suspected of the twin taints of propaganda and censorship, it was under constant criticism. Consequently the following words from the New York *Herald Tribune* represent in part its conservative bias, but they also are indicative of the public bewilderment: "OFF will co-ordinate the Office of Coordinator of Information (or OCI), report on the Office of Government Reports (the frequent reference to this as OGRE is just a typographical error), press-agent the innumerable Press Agents of the Individual Departments (often called the PAIDS) and will under no circumstances do anything whatever that anybody else is doing already. . . . When the Office of Utter Confusion and Hysteria (to be referred to as OUCH) has finally been created, then the capstone will have been set upon the pyramid and we can all die happy, strangled in the very best red-tape."

The confusion satirized by the *Herald Tribune* clearly was evident in all departments of the government. It is all the more surprising, therefore, that in the midst of this muddle American industry managed to meet most of the schedules set for it. Despite the fact that nearly half of the manufacturers were still engaged in turning out civilian goods, the impressive figures for war production at the end of the first year of war were indicative of the role industry would ultimately play in achieving victory.

By December, 1942, the amount of war goods being produced was eight times greater than the quantity turned out in 1940. Shipbuilding had increased six times over. The amount of time needed to construct an aircraft carrier had been cut from thirty-four months to seventeen, destroyer construction from eighteen months to six, and battleship construction from five years to three. A completely new \$750,000,000 artificial rubber industry had been established within a year of the Japanese seizure of the natural rubber sources, and the shortage of this vital war material had been overcome.

By the end of 1943, nearly nine thousand planes, including a thousand heavy bombers, were being completed monthly. Over 150,000 planes of all types had been put into operation between December, 1941, and December, 1943. At the end of one year of war, American production had overtaken the Axis output, and by 1944 American war manufacture had more than doubled that of the Axis. Marshal Stalin spoke for all the Allies when in 1943 he said that without American production the United Nations could never have won the war.

Now this triumph of American industry in the Battle of Production could not have been achieved if the Roosevelt Administration had done nothing except create confusion and dissatisfaction. It is to be doubted that individual manufacturers, if left to their own devices, would have produced as much or as well. Leon Henderson charged in September, 1942, that the nation had "not yet chosen between victory and personal profit," and one may question whether America would have ever given victory a priority had not the war agencies forced the idea of personal profit at least to a small degree into the background.

The President demonstrated in his Labor Day speech of 1942 that he was capable of formulating vigorous policies, and the Anti-Inflation Law passed at his insistence the following month was an effective device in securing stabilization. Had the President devoted more of his attention to such domestic matters, the chaos of mismanagement created by the war boards need not have been.

This then was the American home front in the first year of war and in the years thereafter. The interests and desires of the American people presented a confused pattern, a mixture of all that was fine and noble and all that was petty and mean. When they looked to Washington for guidance, only too often they saw a tangle of agencies that bickered and fought instead of leading. Evidence abounded that all groups were primarily concerned with the main chance, that everywhere profit and not sacrifice prevailed. Yet whatever their motives, Capital and Labor, imperfectly directed—but directed—by the Administration, contrived to turn out a flow of war materials that in time was to sweep the Axis from its position of power. The full industrial strength of America had not been mobilized by the end of 1942, but again it could be said that the end of the beginning was at hand.

CHAPTER IX

End of the Beginning: The Military Fronts

The Battle of Production won, the United Nations next had to turn their energies to the Battle of Supply. The problems of time and space had to be solved before the success in the conversion and expansion of industry could be exploited. The conquest of distances was as essential to Allied victory as the establishment of a second front in Europe, for until the stores of supplies could be piled high in England and Russia and Africa the Axis nations would still stand.

Nowhere was the tremendous scope of the struggle of supply better illustrated than in the Middle East, and the prodigious labors of the men of the Persian Gulf Command in delivering the goods to Soviet Russia were almost in a class by themselves. The blood and tears of the war the Persian Gulf Command avoided, for these troops were not in a combat area, but the sweat of which Churchill made mention was theirs in unlimited quantities. The incredible heat of Iran was a terrible enemy; but the difficult terrain of that country offered the best

route into Russia, better by far than the submarine-patrolled Arctic and the plane-ridden Mediterranean.

So on December 11, 1942, the first large detachment of the Persian Gulf Command landed, nine thousand strong. Within the next few months some twenty thousand others arrived in Iran, and the battle to supply Russia began. The Russian hosts were at that time engaged in a death struggle to save Stalingrad, and the products of the American factories were desperately needed. In temperatures ranging up to 135° the supplies were unloaded by the Americans at the ports and hauled by truck and railroad to Russian terminals.

Amazing amounts of materials were unloaded and hauled and delivered. Four and one-half million tons were turned over to the Russians, including munitions, clothing, food, medicine, and machinery. Piece by piece, part by part, an entire Ford plant was trucked in for reassembly. No less than 143,000 vehicles were transported from the United States to Russia by the Persian Gulf route: "trucks,

command cars, jeeps, weapons carriers, half-tracks, wreckers, rolling shops, ambulances, and even fire engines." Thanks to the Persian Gulf Command, Premier Stalin was able to toast American industry and extoll the part it played in winning the war. As Joel Sayre sums up the importance of this Command's work: "By doing what it did, it helped earn this country precious time to prepare and saved an incalculable number of American lives, and it should be credited with a colossal assist in the destruction of a large part of the German Army."

Meanwhile the work of the Persian Gulf Command was being supplemented by other units in the Services of Supply. The British Isles became a great storehouse of all the materials of war, from the heaviest of machines to the smallest of medical vials. Britain also became the repository for the manpower of America; each month saw new transport loads pour ashore. Finally, after nearly a year of preparation the Allies were ready to strike.

The end of the beginning was fully achieved on all fronts late in 1942. This apt phrase was originated by Winston Churchill near the close of the year as he reviewed the events of the war: "Now this is not the end. It is not even the beginning of the end. But it is, perhaps, the end of the beginning." In these words, the Prime Minister was warning that it was too early to look for a turning point in the war. It could be said, however, that the stage of preparation was over and that the fight could now be carried to the enemy.

The enemy by the close of 1942 had been met and stopped short of victory twice. Once was at Midway in the Pacific, and the second time was at Stalingrad. On three occasions the United Nations launched attacks of their own and won impressive victories: at El Alamein in Africa in October; next on Guadalcanal in October and November; and finally in northwest Africa in November. In all of those operations, both offensive and defensive, the Allies demonstrated their growing power and their increasing ability to mass that power at the proper time and place. It was no longer a case of "too little and too late."

Yet the battles of 1942 at first appeared to give promise of a continuation of Axis victories. The Germans in offensives launched in the early summer won victories in Russia and Africa that matched the Japanese advances through the islands of the Pacific. Nevertheless an important change in German strategy could be observed, a change from the use of an unlimited to a limited objective. Hitler's previous battles had striven for the sudden and complete conquest of whole nations. The Battle of Britain and the first phase of the Battle of Russia, however, had demonstrated that *blitzkrieg* could be beaten, and thereafter the Nazis narrowed the scope of their plans.

This time the German armies concentrated simply on the subjugation of the Caucasus. The conquest of this area, together with the lower Volga and the northwestern shore of the Caspian Sea, would have been a severe blow to Soviet Russia. It would have meant the loss of the oil of Baku, and it would have closed the Persian Gulf supply route through Iran. These would have been important victories, but they were scarcely in the Nazi pattern of *blitzkrieg*.

The winters months of 1941 and early 1942 had taught the Germans not to plan on any quick sweeping success in Russia. The Nazi advances during the summer and autumn of 1941, their capture of Novgorod, Kiev, Odessa, Kharkov, and Rostov, their laying siege to Sevastopol, all had been achievements in the best Prussian tradition; but the ensuing winter campaign cost the Germans heavily and forced, for the first time during World War II, Hitler's legions to fall back in retreat.

Yet as November, 1941, drew to a close, Adolf Hitler appeared to believe that the Battle of Russia had been won. He let it be known that his armies would spend Christmas in Leningrad and Moscow,

the Reich's Minister for the East to govern the occupied territories of Russia. He did not go so far as to name a *gauleiter* for the whole of the Soviet Union; his overconfidence did not run quite that far ahead of his troops.

Final large-scale thrusts were thereupon aimed at the two key Russian cities. These attacks pressed ever closer to their objectives at first, but long before Christmas the Russians had forced the Nazis to make other plans for celebrating the festive season. Fresh Soviet troops were brought in from the Siberian garrisons, and these reinforcements were used as the spearhead of counteroffensives throughout the whole length of the front. Marshal Timoshenko, who was moved to the south to halt the Nazis rushing past Rostov, not only stopped them but threw them back and recaptured Rostov. The city was actually in German hands only a week, from November 22 to November 29.

The Nazis claimed that the evacuation of Rostov was for the purpose of diverting troops toward Moscow, but this the Red armies gave the lie to by promptly driving the Germans fifty miles farther back from Rostov and by breaking through the encircling lines around Leningrad and Moscow. The triumphant Russians also regained ground in the Crimea; they marched back into Kerch and Theodosia, and they threw the enemy back from Sevastopol. On December 8, Hitler had to make the humiliating announcement: "The German army does not expect to take Moscow this winter."

Lame excuses were offered to the German people. The Nazi armies, it was explained, were withdrawing at certain points in Russia so that their lines could be straightened. They would wait out the severe winter weather and open a new offensive in the spring. As little as possible was said of the losses in men and equipment, but Hitler admitted that the number of casualties, including dead, wounded, and missing, was in excess of 600,000. Sidney B. Fay, making an additional allowance for the frost-bitten, estimates that the total was at least 1,000,000.

For the sub-zero temperatures of the hard Russian winter the Germans were completely unprepared. A measure of the suffering of the Nazi armies can be learned from Propaganda Minister Goebbels' plea of December 20 for contributions of clothing for the troops in Russia: "As long as a single object of winter clothing remains in the Fatherland it must go to the front. I know that also in the homeland the individual can spare such equipment only with great difficulty. He is not in a position to replace it. But a thousand times more urgently do our soldiers need such equipment, which they cannot replace." All of which leads one to wonder why Adolf Hitler never bothered to make a more careful study of the military campaigns of Napoleon Bonaparte; true it is that the Fuehrer was clearly a poor student of history, but the mistake made by his French predecessor in failing to take into account the Russian winter should have taught a lesson plain enough to be understood even by an intuitive strategist.

Full admission that the Russian campaign was going badly was made by Hitler when he made public the removal of a number of the generals directing the armies on the eastern front. Field Marshal Fedor von Bock and Field Marshal Walther von Brauchitsch were relieved of their commands, and Hitler himself took over the leadership of his armies. Amazingly enough, the official announcement of December 22, made reference to his famed mystical intuition: "The vastness of the theatre of war, the close connection of the conduct of land operations with the political and economic war aims, and also the numerical size of the army compared with other parts of the armed forces have induced the Fuehrer to follow his intuitions and to influence in the strongest possible manner the operation and equipment of the army and to reserve to himself

personally all essential decisions in this sphere." *Sic transit gloria mundi*: the Junker gave way to a hunch.

Again, however, Hitler's intuitions failed him in Russia; apparently his second sight operated less accurately in blinding snowstorms. Throughout the remaining months of winter the Nazi steam-roller remained stalled, and the Russians successfully kept up their steady pressure against German advance units. During January, 1942, the Soviet forces continued to make minor gains along the whole of the front. The only city of size retaken by the Reds at the opening of the new year was Mozhaisk, lying sixty miles west of Moscow; there they claimed that nearly 100,000 casualties had been inflicted on the Germans. In the succeeding months of the winter, Nazi pockets were surrounded at Rzhev and Kharkov, but the Russians failed in all attempts to dislodge them.

With the coming of spring the Soviet Union and all the Allies braced themselves for Hitler's promised offensive. February 26, Ambassador Maxim Litvinov gave voice to the feelings of Russia in an address in New York: "He is preparing for a spring offensive, and he thoroughly understands the importance of the eastern campaign, which should settle not merely his own fate but that of the whole Axis. He knows that he will either win this campaign, and win all, or he will lose it and lose all. We should like our Allies and friends to see this as clearly as Hitler does, and to act accordingly." The United States and Great Britain did see and act; war materials were hurried to Russia as rapidly as possible, and the air raids on Germany were increased in intensity and frequency. Yet the Persian Gulf Command's supply line to Russia was still a year away, and not even the thousand-plane raids of the next few months could be reckoned a second front. This new German onslaught found the Russians standing virtually alone.

It proved to be a summer rather than a spring offensive. The Soviet counterattacks during the winter had already weakened the Germans to some extent, and continued small scale operations kept the Nazis on the defensive through the month of April. In the northern and central sectors of the front, the Russians scored heavily enough to delay the Germans in their efforts to get an attack in the grand manner under way. All through the winter and spring the invaders were allowed no rest, and it was May before they were ready to strike again.

The persistent hold the Germans had maintained on the extreme southern end of the front through the winter had given an indication of the spot they would choose for their new assault when it did come. In the Crimea the city of Sevastopol still suffered from the siege that had been in progress since mid-November, and as a preliminary to winding up that action, the Germans began a drive to clear the Russians out of the entire peninsula. On May 8, 1942, Kerch was attacked and by May 19 it had fallen to the Germans.

Then the Nazis turned on Sevastopol for a showdown struggle. The battle for the great port began on June 5, heavy artillery shelling and aerial bombardments tearing at the heart of the city. A Russian officer reported: "There is no town left. The houses are all roofless, the streets are nearly all blocked by avalanches of rubble." Still the defenders fought on and made the victory as costly as possible for the Germans and their Rumanian allies. 35,000 Nazi casualties had been counted in the December assault, and more than twice that number had been added before the big Black Sea naval base fell to the Germans on July 3, 1942.

The protracted siege of Sevastopol was another upset to the Hitler timetable in Russia, for not until the Crimean campaign was brought to a close could the Germans swing northward toward Stalingrad and Moscow. After the fall of Sevastopol, they opened in earnest their belated campaign, but they were midsummer battles that Hitler had planned to

have won before the end of spring. This meant that important time had been gained for the Allies to continue with their long-range preparations for victory, and thus it constituted a substantial contribution to the ultimate triumph of the United Nations.

The Nazis now began to intensify their pressure up and down the front, but it was in the south that the fighting continued to be the bloodiest, with the triangle formed by Rostov, Kharkov, and Stalingrad witnessing a series of bitterly contested engagements. That triangle of earth was extremely important, for in it lay the great river arteries, the Donets and the Don, and the cities that were the keys to the defense of the oil fields and pipelines of the Caucasus.

One by one the Nazis began to achieve their objectives. By July 8 they had swept to the Don and had established a front stretching along the river for nearly a hundred miles; by the end of the month they had again captured Rostov, had thrown bridgeheads across the Don, and had begun to pour troops across the river into the area to the southeast. The oil fields of Maikop and the Black Sea port of Novorossiisk fell to the Nazis after a month of fighting, and in addition a German column reached out to the edge of the Grozny oil fields, the richest oil source of the Caucasus.

By the end of August the stage had been set for the most dramatic and crucial struggle of all, the siege of Stalingrad. On August 22, the Germans crossed the Don at two points above and below the bend where it turns toward the Sea of Azov, and great forces were then massed at positions northwest and southwest of Stalingrad. From those directions the Germans struck across the level plains at the city again and again, using approximately a million men in their attacks. Hitler seemed oblivious to the decimation of his forces; regardless of the heavy losses, estimated at 2,000 men per day, he continued to pour in reinforcements and to order renewed advances. Nazi tanks gored gaping holes in the Russian defenses, but always the holes were closed as the Soviet reserves surged back.

The Russians knew that the loss of Stalingrad would mean the loss of the control of the lower Volga. With that key waterway and the industries of Stalingrad in Nazi hands the Russian position in the south would be hopeless. Stalin, therefore, was as obdurate as Hitler; the city must be held. He too brought in fresh plane, tank, artillery, and infantry units. Women and children were evacuated, and workers left the factories to take positions in the front lines. Much of the machinery of the city's manufacturing plants was dismantled and transhipped across the Ural Mountains there to be reassembled and again to be put into operation turning out war materials.

By the last of September it appeared that the German commander Von Bock would have his way. In spite of the heroic defense, a determined Nazi drive reached the Volga, at the city's eastern edge, and street fighting in the suburbs began on September 20. A force of 36,000 Germans battered its way into the city itself. But Marshal Timoshenko held on, and again reinforcements in great numbers arrived in time to push the invader back. Street fighting continued for two weeks, but the German thrust never reached the city's heart.

In the end it was the Russian success in learning to offset the enemy's superiority in tanks and planes that turned impending defeat into victory. As long as the fighting remained fluid, as it was in its opening stages, the Germans could use their tanks with telling effect. The Russian army newspaper, *Red Star*, at that point proclaimed it a battle of "continuous movement and maneuver on both sides," the very kind of battle that best suited the German weapons and strategy. In the confines of the city, however, it was a different story.

Edgar Snow in his *People On Our Side* tells of an interview with a Russian officer who revealed the tactics that were to ruin the Nazi hope of con-

quest. "This battle," he said, "showed that tanks forced to operate in narrow quarters are of limited value; they're just guns without mobility. In such conditions nothing can take the place of small groups of infantry, properly armed, and fighting with utmost determination. I don't mean barricade street fighting—there was little of that—but groups converting every building into a fortress and fighting for it floor by floor and even room by room. Such defenders cannot be driven out either by tanks or planes. The Germans dropped over a million bombs on us but they did not dislodge our infantry from its decisive positions." That type of defense kept Stalingrad in Russian hands.

Seven terrible weeks were spent by the Germans in a head-on effort to storm Stalingrad, but finally on October 8 the German radio announced that there would be a change. To avoid "unnecessary sacrifice," it was stated, the High Command thenceforth would pursue a policy of artillery and air bombardment instead of direct frontal assault by tanks and infantry. It was another way of saying that while the siege of Stalingrad would go on, the Russians had forced a lull in the offensive. And a lull, with another winter closing in, spelled defeat.

While defeatism had not at that time taken hold in Germany, the Nazis began to use the Soviet bogey as a means of stirring their people to greater efforts. One Nazi newspaper that October warned: "Just because it is no longer possible to lose the war we are capable of picturing without trembling all the immense misery, humiliation, and destruction which would follow defeat. Every day we should think of this, and dedicate a few minutes to this picture of imagination in order to stir ourselves up and put an end to ridiculous grumbling and whining about trifles. Defeat means Asiatic vandalism in Europe. . . . Every day we must hammer into our minds the recollection of the horrible years after Versailles!"

On this new note of morale through realism, a substitution of fear for confidence, the German army prepared for its second Russian winter. The Berlin radio reported that the mid-November temperatures dropped to 29° below zero at Stalingrad. The great Nazi gamble at Stalingrad had lost, and now after three months of siege the city's defenders were ready to take the offensive.

The Red Army was ready for attack not only at Stalingrad but along the two thousand miles of front from Batum and Grozny in the Caucasus to Leningrad at the shores of the Baltic. Beginning on November 19, 1942, the Nazi *Wehrmacht* was to feel the weight of Russia's sledge-hammer blows at Smolensk, at Rzhev, at Rostov, at Stalingrad, along the Don, and in the Caucasus. The supervision of this whole counteroffensive was turned over to Stalin's chief military adviser, General Georgy Zhukov.

General Zhukov opened his offensive at Stalingrad and at a city six hundred miles to the north, Rzhev. At Rzhev Soviet engineers built a bridge in darkness just eighteen inches below the icy river's surface. This skillful action, completed almost under the guns of German sentries, enabled the Russians to surge across the bridge and seize the initiative before the astounded Nazis realized what was happening. Simultaneously Marshal Timoshenko unleashed his Stalingrad forces, and they not only broke through the besiegers' lines but in addition pushed the Nazis back across the Don River.

As time passed the Soviet offensive mounted in intensity. The Red Army learned to cope with the Nazi "hedgehog" defenses by reducing the concrete blocks and pillboxes with their artillery before sending forward their tanks and infantry. German lines of communication and supply were cut at several points, thereby causing a general withdrawal all along the front. On February 14 Rostov was given up by the Germans, and on February 16 Kharkov was abandoned. The only area left to the Nazis in the Caucasus was the Kerch Peninsula, and from

there north to Orel they were forced back distances varying from fifty to three hundred miles. Even at Leningrad, where the German siege had been unrelieved since the early weeks of the invasion of Russia, the Nazis were compelled to withdraw a few miles.

At Stalingrad the Germans suffered their worst blow. There the famous German Sixth Army was encircled by the Russians. When the Nazi commander, General Friedrich von Paulus, ignored the Soviet surrender ultimatum, the Russians methodically set to work hacking the Germans to pieces. In twenty days, from January 2 to January 20, 1943, the Red Armies killed more than 100,000 men. By January 31, the day that General von Paulus finally surrendered, only a handful of what had been an army of 330,000 men remained. The rest had been killed or had been captured in small groups.

Yet predictions that the Nazi eastern front was on the verge of collapse proved altogether premature. The winter campaign in Russia had cost Germany heavily in territory, in equipment, in manpower. The worst and most irretrievable loss was in time. Daily certainty grew that time was running out for the Nazis. Spring would see the Hitler legions advance again in Russia, but precious months had been lost forever. Those months Britain and the United States could use to produce and concentrate supplies—and in other ways.

One reason that the Red Army was successful in its winter offensive was the opening of a new front by American and British forces in Africa. Since this African venture drew no considerable numbers of men or amounts of equipment out of Russia, Soviet leaders scarcely deemed it an answer to their persistent demands for a "second front." Yet the move into Algeria and beyond proved so disastrous to the Nazi desert forces that the African front certainly served to limit Hitler's freedom of movement and lessened the chances of the Germans' receiving reinforcements to bolster their crumbling Russian front.

In the spring of 1942, Hitler had delivered fresh reserves to Rommel for his *Afrika Korps*, and in a drive that coincided with the Nazi surge into the Caucasus Rommel had swept out of Libya and on into Egypt. He had won a great prize on June 21 by trapping 30,000 British prisoners in Tobruk prior to capturing that fortress city. After an advance of over four hundred miles he had finally been halted by General Auchinleck's British Eighth Army at El Alamein, only seventy-five miles from Alexandria. For weeks thereafter both armies were at a standstill.

At that point, a change was made in British commanders. General Auchinleck was relieved and in his place General Harold R. L. G. Alexander became commander in chief of the British armies in the Middle East. General Bernard L. Montgomery at the same time was placed at the head of the Eighth Army. Soon after Montgomery took charge, reinforcements from England arrived, along with some new American-made Sherman tanks, and with these new men and weapons the British lashed back at Rommel.

Montgomery's Fifty-first Highlanders with bagpipes skirling opened the attack on the night of October 23, 1942. Progress was slow at first for sappers had to clear out mine fields before the tanks could get through. With the infantry leading the way past the mines and the barbed wire entanglements, Montgomery's tanks finally found an opening, out-fought and outmaneuvered the enemy armor, and at last broke through Rommel's El Alamein line. In that first brilliant stroke the British rounded up two thousand Germans whom they had pinned against the sea and captured some thirty thousand Italians whom they had cornered in the Qattara Depression.

After the initial breakthrough it was a rout. British and American airmen had complete air superiority, and they pounded Rommel's fleeing col-

umns to pieces. The swooping planes scattered German tanks and trucks all over the desert, leaving to the British armored troops an easy mopping-up operation. The headlong flight of the Nazis out of Egypt did not stop until they had reached El Agheila in Libya. In his 900-mile retreat Rommel yielded such strong points as Tobruk and Benghazi virtually without making an effort to defend them. Nazi prisoners were taken by the thousands, other thousands who escaped capture wandered aimlessly about the desert, and the German dead and wounded were left uncounted. Winston Churchill estimated that not less than 75,000 Axis troops had been put out of the fight. 59,000 prisoners, of whom 34,000 were Nazis, had been captured by November 15, 1942.

The real object of the chase was the wily Rommel himself. The British almost caught him south of Benghazi. There Montgomery sent a column swiftly to the south seeking to head off the German general's forces as they followed the coast line around the hump of Cyrenaica. The British were just too late, and Rommel slipped around to the comparative safety of El Agheila. Yet with only part of an army left, and with Montgomery advancing from the east and a second Allied force moving toward him from the west, Rommel's position was almost hopeless.

Consideration now must be given to that second Allied army that threatened Rommel's western flank. Rommel arrived with his battered column at El Agheila on November 22; two weeks before, this other Allied force had begun to make its presence felt in Africa. The place was the Mediterranean and Atlantic coast of French Morocco and Algeria. The date was November 8, 1942. The hour was midnight. The men were Americans under the command of a comparatively unknown Lieutenant General, Dwight D. Eisenhower.

This first use of American troops in the European-African theatre of operations had come about only after long months of careful preparation. Shortly after the landings in French Africa had taken place, President Roosevelt and Prime Minister Churchill made public the conferences and decisions and labors that had gone into the planning of the invasion. A start had been made at the Christmas visit of Churchill to the United States after the bombing of Pearl Harbor, and the project had occupied much of the time of the two leaders thereafter. According to Churchill: "The President of the United States is the author of this mighty undertaking, and in all of it I have been his active and ardent lieutenant."

Agreement had been reached at that first December conference that Northwest Africa would be the point for the initial attack. Churchill had wanted an invasion of Western Europe "either alternately or simultaneously," but Roosevelt had held out for the Mediterranean front as more feasible in view of the problems involved. It was decided that an early operation, preferably one in 1942, was highly desirable; consequently all thought of a front on the English Channel was temporarily put aside. Nevertheless a joint statement from Washington, London, and Moscow had been issued in June, 1942, declaring that "complete agreement has been reached on the urgent task of creating a second front in Europe in 1942." That declaration served the purpose of putting the Germans on their guard along the French coasts and caused them to maintain there thirty-three divisions and a third of their air strength, men and planes that otherwise might have been used against the Russians. "I hold it perfectly justifiable," explained Churchill, "to deceive your enemy, even if at the same time your own people are deceived."

In August the British Prime Minister had made a trip to Moscow and at that time had revealed to Premier Stalin the full details of the Anglo-American strategy. That visit did much to prevent further misunderstanding with the Soviet Union over

the issue of a second front. Africa was not France, but Stalin was willing to accept the decision of his allies. "We parted good friends," Churchill told later. "The Russians bore their disappointment like men. They faced the enemy . . . although we were unable to give them the help they so earnestly demanded." When the Allied offensive in Africa had begun, Stalin immediately gave expression to cordial sentiments that were indicative of a better understanding with the United States and Great Britain. He declared that it might be "confidently said that the effect will not be a small one and that a certain relief in pressure on the Soviet Union will result in the nearest future."

At the same time that tactics were being mapped in the Allied capitals, missions were secretly at work in the French colonies paving the way for the landings. Robert D. Murphy, formerly attached to the American embassy in Paris, kept a large group of American agents busy in Morocco and Algeria. They made friends for the Allied cause, spent money freely where it would do the most good, and obtained information that was to prove invaluable to the occupying troops.

Another party of Americans that paid an advance visit to French Africa was headed by Major General Mark Wayne Clark. He and a small group of Army officers, dressed as civilians and therefore in danger of being shot as spies if events went against them, made their way ashore from a submarine three weeks before November 8. Discussions with French officers, who had many reasons for desiring a German defeat, laid the groundwork for the invasion. On one occasion police interrupted a conference, and Clark and the other Americans had to hide in a wine cellar. They made good their escape, only to be nearly drowned when their rubber boat capsized; this mishap cost them \$18,000 in gold which sank when the boat upset.

The loss of that much gold on the return trip leads one to wonder how much was taken ashore, how much was distributed, and for what purposes. Regardless of the amount it can be considered money well spent. The value of the intricate military and diplomatic undercover work of Robert Murphy and Mark Clark was to be proved when the landings began. As each hour passed after midnight of November 8, it became increasingly clear that many of the French were offering virtually no opposition to the Allies. At some points stiff resistance was encountered, but enough cooperation was obtained to guarantee success in the critical early hours of the undertaking.

On October 24, as General Montgomery made his opening maneuvers to break Rommel's line at El Alamein, a great American and British armada headed south from England. More than five hundred transports and cargo vessels were included, with a protecting force of 350 warships. Most of the troops crowded in the leading transports were Americans, for it was felt that the hostility between the British and French might undo the work of patching up relations with the French which had been performed by Murphy and Clark. After the first landings, however, British forces were used freely.

The first objectives of the invaders were the cities that held the keys to the control of French Morocco and Algeria, the port cities and naval stations, the railway and highway centers, the air bases, and the political capitals. That meant that the initial blows must be struck at the Mediterranean ports of Algiers and Oran and at the Atlantic cities of Casablanca and Rabat. In no instance did the landing barges go directly to the ports themselves; always they would unload their troops on nearby beaches, leaving them to encircle the city. Ranger teams, especially trained to make deadly raids by stealthy tactics, usually went in first, followed by infantry, artillery, and tanks. The Rangers would hurry forward to seize control of vital points such as radio stations, docks, and public buildings, while the other

units would methodically widen and secure the beach-head, fan out, and move forward toward the center of the city. Paratroopers were used in some areas to gain quick control of the airfields. Always air cover was provided by carrier planes and by bombers flown in from Gibraltar.

This American brand of *blitzkrieg* worked smoothly, and the subjugation of French Africa was hurried forward. The first American Rangers went ashore near Algiers at three o'clock in the morning of November 8. Two Ranger officers landed with the first assault troops fifteen miles west of the city; there they were met by a friendly French leader, and twenty minutes later they were shaking hands with the garrison commander. Within sixteen hours Vichy's military chief in North Africa, General Alfonse Pierre Juin, had surrendered and along with him Admiral Jean Francois Darlan, next to Henri Petain and Pierre Laval the most important Frenchman in the Vichy regime. Admiral Darlan appears to have been on hand by accident since he had not been one of those involved in the secret conferences of October. He had come to Algiers a short while earlier from Vichy to visit his son who lay ill of infantile paralysis.

At Oran the French put up a more determined fight. The shore batteries around this harbor where the British had struck the French fleet in 1940 were manned in part by Germans, and they directed an effective fire at the Allied ships. The heavy slugging of General Lloyd R. Fredendall's ground troops together with the attacks of General James Doolittle's air force finally broke Oran's resistance on November 10.

The bitterest contest developed at Casablanca. This city of 250,000 was important as a port and a railhead and next to Dakar it was the finest prize in Vichy Africa. Two days before the American landings, De Gaulle's had fought Germans in Casablanca, but the Vichy French there seemed to have been unswayed by the American undercover agents. A Vichy squadron of cruisers and destroyers opened fire on the Americans, but they were knocked out by Admiral Henry K. Hewitt's fleet. Navy bombers in this engagement left the uncompleted 35,000-ton battleship *Jean Bart* a mass of flames at its anchorage. Meanwhile the tank columns of General George S. Patton had driven into the city, and Casablanca was forced to yield.

Rabat fell without incident, and with all of their major cities gone the French of Morocco and Algeria gave up the struggle. On November 11, Admiral Darlan, having proclaimed himself the commander of all North Africa, issued the order for the French to cease firing. The Admiral and General Eisenhower signed a general armistice, and at that point the American leader announced that the fight for Morocco and Algeria was at an end. The campaign had lasted less than four days and had cost Americans only 860 killed and 1,050 wounded.

In concluding this first phase of the fight for North Africa, General Eisenhower made a bid for French support in the battles that lay ahead. "I do not regard this as any great victory," he said. "I regard these people as our friends. We had a misunderstanding, but fortunately it ended in our favor. The job now is to get this thing organized and go after the enemy."

That had been the keynote in all Allied overtures to the French both before the landings and after they had begun. President Roosevelt broadcast in French by short-wave this message: "We come among you to repulse the cruel invaders. . . . Have faith in our words. . . . Help us where you are able. . . . *Vive La France Eternelle!*" Moreover, at Allied urging, leaders of all factions of Frenchmen broadcast exhortations to their followers to arise. General Henri Giraud, in North Africa, counselled collaboration with the Allies, pleading with Frenchmen to "save your bullets for the Boche." General De Gaulle broadcast from London: "Forward! The great moment has come. Help our Al-

lies. Join them without reserve. Everywhere the enemy gasps and wavers." French troops did cooperate with the Allies thereafter by organizing a force that fought valiantly in Tunisia.

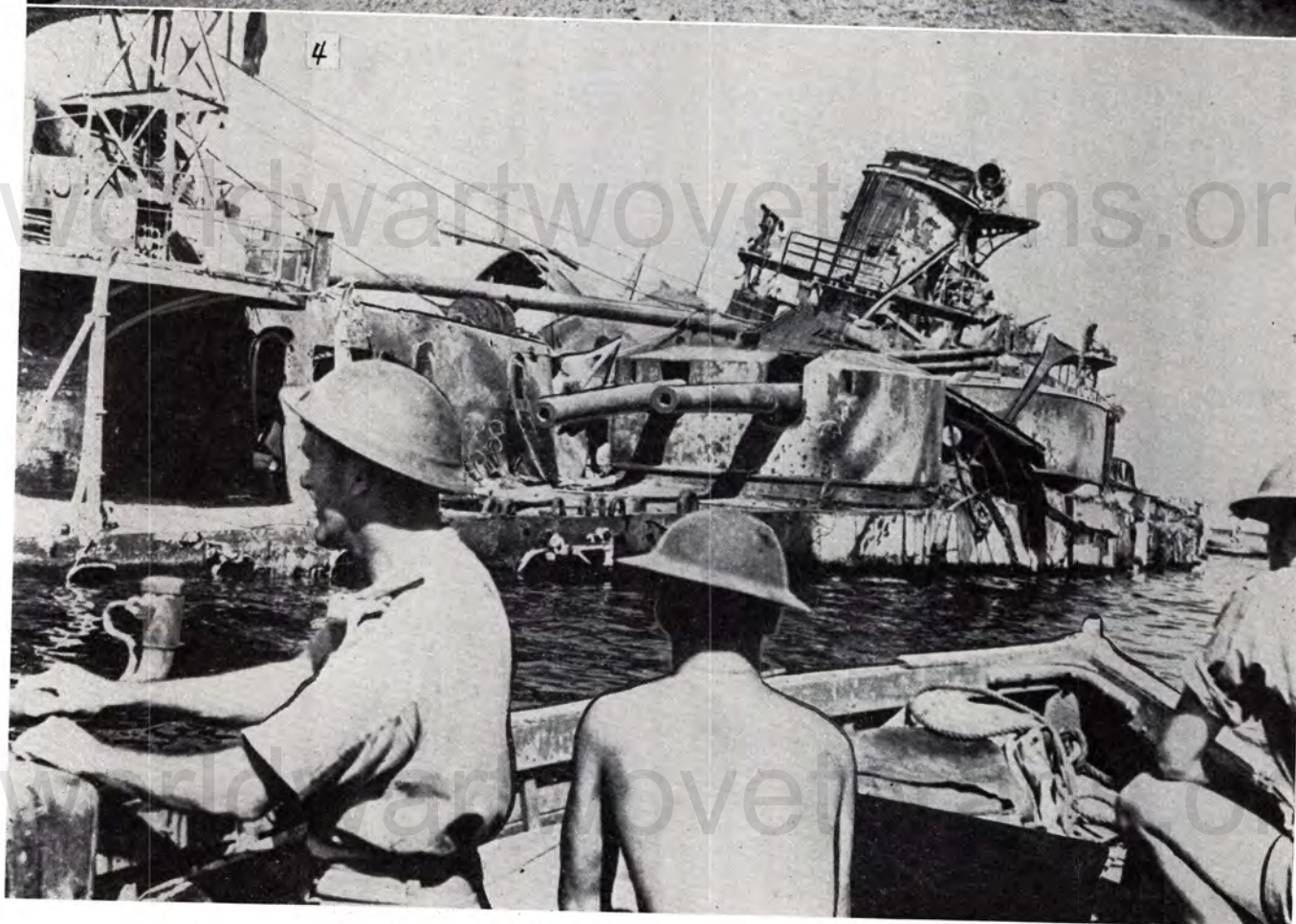
Now as success began to attend the cause of the United Nations, they found that they had bargained for too much collaboration. The three discordant elements within their French ally's ranks were constantly at cross-purposes, and no single policy would have satisfied all three leaders. Since the early negotiations in Africa, including Eisenhower's armistice agreement, had been made with Darlan, the De Gaulle's felt that they had been betrayed. The fact was plain, they said, that the Allies were "treating on a basis of equality with the Number Two traitor of France." The fairness of the charge could not be denied, but as long as the influential Admiral performed useful services, such as his delivery of the great port of Dakar and the French fleet there to the Allies without a shot having to be fired, it was difficult to repudiate him.

On December 24, 1942, the dilemma was solved in part by the assassination of Darlan in Algiers. The political views of the young French assassin responsible for his death were variously interpreted to be pro-Vichy, pro-De Gaulle, and pro-Giraud. It is certain that his act was pro-American, for the death of Darlan made it unnecessary for the United States to have to cast him aside. Thereafter the way was clear for healing the temporary rupture with De Gaulle's Fighting French. No one mourned the passing of the renegade Darlan; a known opportunist and turncoat, he had made more enemies than most men accumulate in a much longer lifetime. It was unfortunate that the Allies found it necessary to deal with him, for next to Laval he was the most scorned of Frenchmen. By the time he was killed he had outlived his usefulness to the United Nations, and he was rapidly becoming a liability. Privately the Allied commanders probably rejoiced, along with loyal Frenchmen everywhere, at the news of his death.

The Nazis had not been idle while the struggle for Morocco and Algeria had been in progress. In retaliation the Germans made a number of rapid moves in an effort to counteract the Allied successes. Their first response was to concentrate a large submarine force in the western end of the Mediterranean with the purpose of wreaking havoc among the ships in the huge Anglo-American armada there. Sixteen vessels were torpedoed by the Germans, but the Allies took such a heavy toll of U-boats that the undersea raiders were wholly unsuccessful in slowing down the landings.

Next the Germans proceeded to occupy that portion of France where the Vichy government had maintained the fiction of self-rule. When the Americans first attacked in French Africa, Marshal Petain had given his orders: "France and her honor are at stake. We have been attacked. We will defend ourselves." Since the obedience of the Colonials to this command had too frequently taken the form of a token resistance to the Allies, the Germans moved to salvage what was left of Vichy France. As a step in their seizure of Southern France, the Nazis attempted to board the French ships in the Mediterranean port of Toulon. The prompt scuttling of most of these vessels by their French crews, however, prevented any considerable number falling into German hands. Among the ships sunk in this action was the battleship *Strasbourg* along with some sixty other men-of-war.

A more effective countermove of the Nazis was their reinforcement of Tunisia for a stand against the Allies. This French protectorate might have gone the way of Algeria and Morocco but for the quick action of the Germans. By rushing in troops and light mechanized units by air from Sicily, they won by a close margin the race with the Allies for Bizerte and Tunis and forced thereby a longer and harder campaign for North Africa than the Allies had begun to hope would be necessary.



1. Tobruk—Armoured car manned with captured Italian gun.
2. Tobruk—Wrecked Italian and German planes litter the desert.
3. Tobruk—Gun pit in the desert.
4. The hull of the wrecked Italian cruiser, San Giorgio.

The Allied plan of assault on Tunisia had called for the British First Army, under the command of General Kenneth A. N. Anderson, to land at Algiers and then to head for Tunisia without delay. Accordingly Anderson and his First Army had gone into Algiers on November 9; they had taken no part in the Algerian affair but instead had set forth on the road to Tunis. The First Army had neither the numbers nor the equipment for a protracted struggle, but a gamble was made with "a couple of brigades and a blade of armor." If all went well, they would sweep into Tunis and Bizerte and have those key cities in their grasp before the Axis was ready to defend them.

On November 10, however, the Germans began landing men in Africa by short haul from Sicily, at the rate of a thousand men a day, and by the time Anderson's forces had reached the Tunisian border the Germans and Italians had built up enough strength to thwart the plan of the Allies for a quick victory. Even so, before the end of November one of Anderson's columns took Mateur and another took Medjez-el-Bab while a combined British and American force occupied Tebourba. Mateur was only twenty miles from Bizerte and Tebourba only eighteen miles from Tunis.

By that time, however, the striking power of Anderson's army was gone. He was without supplies, he needed reserves in great number, and most of all he needed more air support. General Eisenhower hurried to the British commander all troops that could be spared from the operations farther west. The American general was later criticized for his sending small tactical units of the United States Army forward to join with Anderson who in turn placed them at any point they were needed in Tunisia. This policy meant that American troops instead of forming an army of their own were scattered amongst British forces. Another complaint was that these incomplete tactical units were frequently handicapped by being used for a type of duty entirely foreign to anything for which they had been trained.

Yet such criticisms fail to take into account the urgency of the situation confronting the Allied leaders; Eisenhower and Anderson did the best they could with what they had. They gambled in the hopes of winning Tunisia with a whirlwind thrust; they threw everything they dared into that gamble; their bet did not pay off. Still if the torrential rains had not turned the roads to mud, if there had been fewer Nazi *Stukas* screeching down on Allied troops and more American fighters in the air, several months of fighting might have been saved.

The Axis managed to bring this first Allied drive for Tunisia to a halt by December 6. Anderson's army was just fifteen miles short of its objective. The long supply line from Algiers had become overextended, and only a fraction of the army's needs could be delivered. There was nothing to do but to fall back from Tebourba and to establish a line running north and south from Medjez-el-Bab to the sea. The Germans and Italians had been strong enough to stop Anderson, but they did not have the power to force him back farther than Medjez-el-Bab. There he waited until his turn came.

Thereafter the struggle for Tunisia slowed down into a bitterly contested slugging match. Most of December and January the Allies spent in trying to knock out by air raids the Axis ports of entry on the Mediterranean. Both Axis and Allied armies waited in the mud and rain while supplies and men were moved up to the front. Occasional feints were made at each other's lines, but the quagmires created by the prolonged rainy season prevented any considerable activity on the part of the rival ground forces.

Across Tunisia in the adjoining state of Tripolitania it was a different story. There at El Agheila Montgomery was ready to storm Rommel's fortifications by the middle of December. For his part Rommel was in no wise prepared to make a stand; and

on December 13 before the Eighth Army could strike, the "Desert Fox" slipped away toward Tripoli. He kept ahead of his pursuers in the ensuing chase by planting land mines like seed along the entire route, and the British anti-mine personnel had a busy time clearing the way for their comrades.

Try as he might Montgomery could not bring Rommel to battle. At times the Nazi commander would call a halt in his retreat, but before the British could launch an attack the Germans would move on again. Now and then as the *Afrika Korps* streamed along the coast road British warships would move in toward the shore to take up the fight and pump shells into the Nazi columns. All efforts to head Rommel off were futile, however, and he made good his escape to Tunisia where he joined the Axis army already on hand there under the command of General Jurgen von Arnim.

Rommel's retreat from El Alamein in Egypt to Mareth in Tunisia had carried him 1,400 miles in fourteen weeks. Despite his losses he had kept his forces intact, and except for the first days following the El Alamein breakthrough his westward withdrawal had not been a rout. He had lost thousands of soldiers and he had abandoned tons of materials, but his army was still seizeable at the time of his junction with Von Arnim's troops, and together they composed a formidable force of some 130,000 men.

The achievement of Montgomery's Eighth Army in driving Rommel out of Egypt and on across Cyrenaica and Tripolitania must stand as one of the most notable accomplishments of the Second World War. In a sense the Eighth Army was an Allied Army, for much of its equipment was American and many of its men were from France and Poland and Greece and Czechoslovakia; but its brain and heart and sinew were British, and the English people justly take pride in its performance. Montgomery once told his men: "I doubt if our empire has ever possessed such a magnificent fighting machine as the Eighth Army; you made its name a household word all over the world."

Two weeks after Field Marshal Rommel took command of the Axis forces in Tunisia, he lashed out in an attack that caught the Allies in the west off guard. On February 14, 1943, he struck through the Faid Pass a few miles west of Sidi bou Zid and dealt crushing blows at the French and American troops who attempted to hold the Pass. Once beyond Faid the German columns pushed on to Gafsa and Sbeitla and thence in a wide arc to Feriana and Kasserine. For a time it appeared that the Allies would be rolled out of Tunisia into Algeria.

In this first encounter of American forces with the Germans in World War II, the Americans came out second best. The unseasoned troops of the United States were not yet a match for the veterans of the *Afrika Korps*. A sample of their greenness was their failure to cover their retreat with land mines, a trick Rommel had used to advantage in the desert. Losses for the Allies in this February battle were extensive both in men and equipment. About half of the tank strength of the United States First Armored Division was gone, and other units that had sought to block the Nazi advance had been equally hard hit.

At Thala the Allies finally stopped the Germans. The United States Army's Ninth Division and Thirty-fourth Division had hurried there from Oran and were among the units contributing to the Allied victory. The artillery of the Ninth Division made a forced march of 770 miles in three days and arrived at Thala in time to turn back Rommel with an accurate and opportune barrage.

As suddenly as they had advanced now the Germans withdrew. Allied planes made this withdrawal as costly as possible, strafing and bombing everything in sight. Bombers hovered over Kasserine Pass and Faid Pass and poured down bombs on the files of men as they squeezed through the narrow passageways. Rommel pulled back the full thirty miles

of his advance, but he could still point to the damaged Allied war materials and claim the victory.

Thereafter the initiative in the Tunisian campaign was held by the Allies; only on one or two occasions after their February success did the Germans try an offensive even of a limited size. Von Arnim in the north and Rommel in the south could only watch and wait as the British and Americans closed in upon them. They still fought with skill, but none of their sudden spurts could disguise the fact that the cause for which they fought was lost. They could only delay the inevitable.

After their February setback the Allies effected some changes in command and a general reorganization in arms. Under General Eisenhower as commander in chief, General Sir Harold Alexander was named the active field commander of all ground forces of the Allies in Tunisia. General Lloyd R. Fredendall was removed as commander of the American Second Army Corps, and he was replaced by General George S. Patton. The Second Corps was expanded to include three infantry and one tank division, and by that act most of the American troops were pulled out of British units and joined together in their own separate organization. The air forces in Tunisia also were revitalized, and General Carl Spaatz was put in direct charge of air operations.

At last the Allies were ready. Their air arm, by this time in control of the skies over Tunisia, opened the assault with a blazing attack on Nazi positions. Bombers blasted at the enemy's supply lines and rear bases, and fighters coordinated their strikes at Rommel's and Von Arnim's columns with the advances of Allied ground troops. No longer were Allied infantrymen harrassed by the *Stukas*; instead it was the Germans that suffered the strafing.

Then in the center of the line Patton's Second Corps began pounding toward Gafsa. His divisions overran Feriana and Sbeitla and Sidi bou Zid, and at last, in mid-March, they rolled into Gafsa. From there they made a two-pronged drive through El Guettar and Sened, and for a while it appeared that the Americans would be able to strike through to the sea. Had all American units matched the brilliant performance of the First Division in this action, not even the difficult terrain could have long slowed their advance; but the other infantry divisions had not yet found themselves, and their failures caused all hope of a quick thrust's trapping Rommel to be temporarily abandoned.

With the Americans pressing the Germans hard in the central sector, the British began an attack in the south. There Rommel had established a strong front stretching inland from the town of Mareth, and against this Mareth Line Montgomery now hurled one wing of his Eighth Army. Another wing he sent on a wide sweep to the south, with the purpose of turning Rommel's flank. Fierce fighting marked the progress of the British, but in spite of heavy losses at Wadi Zigzau and at El Hamma, Montgomery's tactics were successful and the British steadily pushed the Germans back. On March 27, Rommel's Mareth Line at last collapsed, and the Germans had to streak north before Patton could cover the remaining twenty-nine miles from Maknassy with the tanks of the First Armored Division and thus block the Nazi retreat.

Once more the "Desert Fox" was the object of a chase, and he proved as elusive as ever. He outran the American Thirty-fourth Division and British Ninth Corps units near Fondouk just before the Allies succeeded in forcing their way past the hills and minefields that lay between them and their quarry. The Germans withdrew to the north where Von Arnim was standing off General Anderson and period of two years in running to earth his relatively small *Afrika Korps* of four Nazi divisions ranks with the great achievements of the war. "With the Italians," an appraisal in *Time* for May 24, 1943, reads, "he all but closed the Mediterranean to Allied shipping, forced the costly extension of

the British First Army. The two Nazi armies now prepared to make their final stand behind the jagged hills that formed a wide arc in front of the plains before Tunis and Bizerte.

Against this strong position the American Second Corps, the Fighting French Nineteenth Corps, and the British First and Eighth Armies pressed forward to drive the Germans into the sea. To make sure that there would be no Axis duplication of Dunkirk, Allied bombers pounded at enemy shipping, and Allied naval units patrolled the Mediterranean waters around possible ports of exit. Without prospect of outside aid, the Germans and Italians could only await the inevitable closing of the jaws of the United Nations trap.

In this final phase of the fighting, the American Second Corps showed to particular advantage. The Second Corps had moved north from the El Guettar sector in a swift march of two hundred miles and en route had acquired a new commanding officer, General Omar N. Bradley. Eisenhower reasoned that the remainder of the North African struggle would be an infantry show; hence he replaced his master of tanks, Patton, with an infantry leader. Bradley proved to be a sound choice.

The battles of the Northern Tunisian hills were short, bloody, and decisive. The numbered hills gave their undramatic names to those battles, as severe tests for American skill and courage as any in the history of the nation's armed forces. Hill 532 cost almost an entire battalion; mines, booby traps, and the fire from mortars and machine guns drove this battalion back three times before its fourth charge forced the enemy to retreat.

More important was the capture on May 1, of Hill 609, the key to the city of Mateur which protected Bizerte and served as the bulwark of the Axis northern flank. Hill 609 rises like a fortress out of the surrounding lesser hills, and its defenders made full use of its natural impregnability. The untried Thirty-fourth Division worked like a veteran outfit of a score of campaigns in cracking the hill's defenses and in holding it against savage German counterattacks. Then when Green Hill and Bald Hill were stormed by the Ninth Division, Mateur lay open to capture.

Within a week of the fall of Mateur, Bizerte and Tunis were in Allied hands. The Americans pushed on past Mateur to Bizerte and took the port city without difficulty. At the same time the British smashed through the Medjerda Valley and moved into Tunis. From Tunis the British drove into the Cap Bon Peninsula and boxed in the final group of Axis troops. Somewhat surprisingly the final collapse of the Axis came suddenly; there were no last minute heroics, no last ditch stand, no escape by sea. On May 10, 1943, all Axis resistance in North Africa came to an end. At some unannounced date, Rommel had been flown to Germany, leaving to Von Arnim and lesser leaders the indignity of surrender.

Between the two Allied armies at Bizerte and Tunis, the considerable Nazi force under Von Arnim's command was trapped and thus helped to swell the cost of the campaign to the Axis. Among the Axis casualties in Tunisia alone were 30,000 killed, 27,000 wounded, and 266,000 captured. The total of Allied casualties numbered less than 70,000. During the three years of their African campaign, the British suffered 200,000 casualties, while the Axis lost 600,000. Of the Axis total, however, only 250,000 were Germans. From the time that United States troops first landed in North Africa to the close of the campaign, American losses were 2,184 killed, 9,437 wounded, and 6,937 missing and taken prisoner.

Although beaten the Germans had not suffered disaster in their African venture. Rommel's brilliant feat of keeping large Allied armies occupied for a Allied supply lines, for two critical years pinned down a large proportion of Britain's effective military strength, to that extent delayed any possible

invasion of the continent when Russia was in its direst straits."

In turn, the Allies by their victory in North Africa had benefitted greatly from their campaign. Much of military value was learned by American leaders about weaknesses in their army, including the mistakes made in training, the inadequacy of certain officers high and low in rank, and the faults inherent in a scattered command. The multiplicity of leadership prompted someone to remark that "never in the history of human conflict have so few been commanded by so many." The capable handling of all these diverse elements by General Eisenhower, remarkable under the circumstances, marked him as almost the inevitable choice as commanders in chief in case of a northern invasion of the continent of Europe.

In addition to the new knowledge the Allies had gleaned about themselves, they had profited from their African campaign at the expense of their enemies. They had shattered for all time Mussolini's dreams of empire. They had dimmed Axis prestige, and they had given new courage to resistance groups in countries overrun by Hitler. They had made the campaign costly in a material sense, for they had destroyed and captured immense stores of Axis sup-

plies. In the Tunis-Bizerte area alone, the Allies took possession of 330 tanks, 500 guns, and 4,000 trucks.

Strategic advantage, however, had been the principal Allied gain from their North African campaign. The entire African coast of the Mediterranean had been cleared of the enemy, and the Axis had been restricted to the continent of Europe. The Mediterranean Sea had been reopened, and thereby twelve thousand miles had been cut from the distance to the Middle East and the Far East. Bases had been won from which all Southern Europe could be easily bombed. An iron ring had been drawn around the whole of Hitler's "Fortress Europe," and now he would have to thin out his forces to make them spread enough to cover ten thousand miles of front. Most important of all, new springboards for an invasion of Europe had been acquired.

At Stalingrad and Tunisia, the United Nations moved beyond the end of the beginning. Their combined efforts were already marking out the course the war would follow. By the first of May, 1943, the German and Italian members of the Axis were beginning to experience defeat. The Allies were mounting their offensive. The end was still far off, but the way was growing clear.

CHAPTER X

The Not So Soft Underbelly

In reviewing for Parliament the Allied reasons for striking at Algeria and Morocco in November, 1942, Winston Churchill stated: "At the same time we make this wide and encircling move in the Mediterranean, having for its primary object the recovery of the command of that vital sea, but also having for its object the exposure of the under-belly of the Axis, especially Italy, to heavy attacks." Immediately after the clean-up in Tunisia, the attack on that exposed underbelly began.

Allied airmen led the way. Flights of Wellingtons, Marauders, Liberators, Fortresses, and Mitchells ranged out over the Mediterranean and rocked the Italian islands of Pantelleria, Lampedusa, Sicily, and Sardinia with a steady rain of bombs. Airfields, port facilities, railway yards, and gun emplacements were the special targets. German and Italian airmen tried hard to stop the onslaught, but the Allies brushed them aside; 305 Axis planes were knocked out of the air during the early days of June while the Allies lost less than fifty. Under the Allied aerial umbrella, fleet units maneuvered close to Pantelleria and Sicily and used their heavy guns with effect on shore defenses.

For twenty days the tiny island fortress of Pantelleria was made to suffer a shattering precision bombing that blasted it from one end to the other. Seven million pounds of explosives were dropped in that period, and the garrison on the island was pulverized. On June 11, 1943, the defenders surrendered. It was the first time in history that an island fortification had been bombed into submission and had yielded to an air force.

Promptly two other small islands, Lampedusa and Limosa, which like Pantelleria lay between Tunis and Sicily, yielded to the Allied bombers. Disappointed at being left out of these aerial conquests, Britain's Commando leader, Lord Louis Mountbatten, ruefully requested the air forces in the future "please to stop two days earlier and give us a chance."

The island of Sicily was next. For four weeks more the bombers continued to blast at Sicily and Italy, leaving in their wake charred rubble where

once had been hangars, landing docks, factories, and supply depots. It was clear that all of this was simply to soften Sicily for invasion. The Allied intention was understood full well by the Axis nations, but they lacked the power to offer effective resistance.

The long expected invasion of Sicily began about 10 P.M. on the night of July 9, 1943. British and United States parachute troops and air-borne infantry went in first. As the leading American plane neared the target, the officer in charge spoke these simple words: "Well, boys, we are truly the first men of America tonight. We will be the first to land in Axis Europe. For hours and hours we will be alone. There will be enemies all around us and over our heads. We must do our best." Their best was good enough to seize airfields and to knock out utilities and communications and thus to have much of the initial work necessary to the success of an amphibious operation already accomplished before the main landing force struck the Sicilian coast the next morning. Even so, faulty air navigation caused the American units of the Eighty-second Air-borne Division to be landed at points too far distant from their planned objectives, and the power of their diversionary attacks in the enemy's rear was considerably diminished.

Throughout the night of July 9 and the early morning of July 10 the great invasion force streamed across from Africa. Four times the number of ships used in the Algerian and Moroccan landings were employed in the Sicilian operation; 3,266 transports, landing craft, and fighting escorts carried the invading armies to the appointed beaches. Air superiority gave the United Nations complete freedom from bomber and fighter reprisal action, and their assault troops moved forward under a friendly air cover at all times. Included in the Allied force were 160,000 men, 1,008 heavy guns, and 600 tanks.

The southeast corner of the island was the scene of the landings. The Americans went ashore near Licata, Gela, and Scogliti, while the British seized the eastern shore from Cape Passero to Syracuse. Although the Axis had correctly read the signs and

knew that an attack was imminent, the Allies gained the initial advantage of surprise by striking at a point and at a time that were unexpected. The Axis never recovered completely from those first blows.

The command structure for the operation was much the same as it had been during the Tunisian campaign. The strategic command was in the hands of General Eisenhower, and again his chief in the field was General Alexander. The Eighth Army, still led by General Montgomery, represented the British half of General Alexander's group, while a newly formed American Seventh Army was on hand with General George Patton at its head and with General Omar Bradley as one of his assistants. The Seventh Army was composed of the First, the Third, the Ninth, and the Forty-fifth Infantry Divisions, the Eighty-second Air-borne Division, and the Second Armored Division.

As the men of the Seventh Army prepared to leave their transports, an "Order of the Day" from General Patton was read: "When we land we will meet German and Italian soldiers whom it is our honor and privilege to attack and destroy. Many of you have in your veins German and Italian blood, but remember that these ancestors of yours so loved freedom that they gave up home and country to cross the ocean in search of liberty. . . . Remember that we as attackers have the initiative. We must retain this tremendous advantage by always attacking rapidly, ruthlessly, viciously, without rest. However tired and hungry you may be, the enemy will be more tired, more hungry. Keep punching. God is with us. We shall win." Few of the men who heard those words were inspired, however, for they were a very sea-sick group. They looked like anything but conquerors that morning.

Once on land and in the words of their song, "with the dirt behind their ears," the infantry needed no special words of encouragement. General Terry Allen and the First Division got to the shore first, and with the aid of a Ranger battalion they took the original objective, the city of Gela. That action seemed to make the beachhead secure, but on the following day, July 11, a bitter Axis counter-attack nearly swept the Americans back into the sea. The enemy assault was made with the support of nearly a hundred tanks, and it came at a time when the Americans had landed only three tanks and not many more anti-tanks guns. The battle-hardened First Division was doubtless one of the few units in the United States Army that could have at that stage of the war held its ground against the withering attack that followed. The defense of Hill 41 by the 16th Regiment's 2nd Battalion was so heroic and bloody that it became a legend; men later quite erroneously convinced themselves that holding this pinpoint of the battlefield saved the Sicilian campaign and in turn won the war.

At the day's end, the American defenders of Gela were exhausted, their ammunition was spent, and the enemy still pressed hard upon them. General Allen chose that moment to give the order: "We attack tonight!" Somehow the men moved forward and ammunition and tanks were moved in from the beaches. By the next morning, the enemy had been compelled to fall back, and Gela and the beachhead were saved.

While the First Division was battling desperately for its foothold at Gela, the British were clearing the Cape Passero and Syracuse areas. General Montgomery sent his men against the Sicilian shore with the message: "The Italian overseas empire has been exterminated. We will now deal with the home country." The British at once shattered the Italian 206th Coastal Division and even captured its commanding general. From Syracuse one column of Britons struck inland towards the Americans in the west, and another started up the coast in the direction of the ultimate goal, the city of Messina.

Throughout the Sicilian campaign, and especially in the critical first days, Allied sea power played an important role in the Allied victory. British and

American fleet units delivered the invading troops to the beaches without molestation from the Axis and then roamed the coasts to offer support to all Allied forces. The heavy guns of the warships bombarded port cities. They blasted shore defenses, railroads, and airfields. They forced two towns, Pozzallo and Augusta, to surrender, each giving up to an Allied destroyer. They gave the hard-pressed Seventh Army at Gela timely aid by knocking out German tanks as they came charging to points only a thousand feet from the shore.

Quickly the Gela beachhead was widened by the Americans. On the First Division's left flank, the Third Division took the city of Licata and drove rapidly westward to Agrigento and Canicatti. To the right of the First Division, the Forty-fifth Division overran Vittorio and established contact with the Canadians of the Eighth Army. All of those positions were expanded by tank and infantry advances that gathered momentum by the hour. On July 21 American and Canadian troops seized Enna, an important communications center and road junction in central Sicily, and two days later American armored units raced across to the northwestern coast to take Palermo. Thereafter resistance in western Sicily disintegrated, some eighty thousand Italians surrendering within the following week.

By August 1, General Patton's Seventh Army was ready to turn eastward and join with General Montgomery's British Eighth Army for the final phase of the battle. On Sicily's northeast corner, fifty thousand Germans and forty-five thousand Italians held a line that extended from Catania on the east coast past volcanic Mt. Etna to San Stefano on the north shore. Among the German troops defending this rugged mountainous region was the famous Hermann Goering Armored Division which had for weeks more than held its own in clashes with the British around Catania. The Nazis fought for the time they needed to prepare a withdrawal across the Straits of Messina, and they fought well; Northeastern Sicily proved as bloody and costly as Western Sicily had proved easy.

The struggle for the rocky hilltop of Troina was the bitterest battle for American troops in the whole campaign. Again it was the First Division that drew the assignment of reducing a firmly entrenched enemy, and again the "Fighting First" was equal to the occasion. For five consecutive nights the Americans stormed the slopes and advanced, only to be thrown back by the German counterattack of the succeeding day. At last on August 8, just as the word began to go around that "everyone's getting battlewacky," the Nazis were beaten off and Troina was in American hands. The fall of Troina, and the subsequent capture of Randazzo by the Ninth Division, broke the Axis "Etna Line" and left Messina open to the Allies. The seizure of Messina on August 17 brought the Sicilian campaign to a close.

The steady rearguard fight put up by the Axis forces, however, had achieved the end they had sought; the main body of the enemy, including the Hermann Goering Division, made good its escape to Italy. There was no hopeless surrender of Nazi and Fascist troops as had been the case in Tunisia, and as a result nearly ninety thousand men were salvaged. The Allies tried everything in an effort to stop the little barges in which the fleeing Germans and Italians crossed the narrow Straits of Messina between Sicily and the toe of the Italian boot; Allied amphibious landings behind Axis lines failed to outflank them before the barges could be loaded, and superior air and sea power likewise proved unavailing. The Germans by massing hundreds of anti-aircraft guns at Messina succeeding in neutralizing in part the Allied command of the air, and no amount of naval gunfire could upset all the small barges.

Axis losses were heavy in the evacuation, but in the eyes of Allied leaders not heavy enough. Still the Allies could count the Battle of Sicily an unqualified success. In thirty-eight days, they had overrun an island which the Germans had called

"one huge impregnable fortress"; they had captured 100,000 prisoners and had killed and wounded 100,000. Allied casualties were placed at 25,000 men. Of these Allied casualties 7,400 were Americans.

The success of the United Nations in Sicily produced immediate repercussions on the Italian mainland and in the city of Rome. As the campaign progressed it became increasingly obvious that Germany had no intention of making any supreme effort to hold the island, and the realization of that fact stirred resentment among the Italian people. This anti-Nazi sentiment, inflamed by the discouragements experienced in the disastrous African campaigns, created disinterest and caused the Italians to lose the will to fight. Thousands of their troops in Sicily did quit fighting long before surrender was necessary.

Into that rift in German-Italian relations, Allied spokesmen drove the point of a propaganda wedge. They called on the Italians to overthrow Mussolini and Fascism, described as mere tools in the hands of the Nazis. President Roosevelt and Prime Minister Churchill joined their voices in an appeal to the people of Italy at the outset of the invasion: "We take no satisfaction in invading Italian soil. . . . But we are determined to destroy the false leaders and their doctrines, which have brought Italy to her present position. . . . The time has now come for you, the Italian people, to consult your own self-respect and your own interest and your own desire for a restoration of national dignity, security and peace. The time has come for you to decide whether Italians shall die for Mussolini and Hitler—or live for Italy and for civilization."

Another effective message was despatched by President Roosevelt to the Pope in which it was stated that the Allies had come "to rid Italy of fascism and all its unhappy symbols, and to drive out the Nazi oppressors who are infesting her soil." The President pledged that the neutrality of the Vatican would be respected and promised that churches would be spared as much of the devastation of war as was possible.

The Allied air force backed up this verbal bombardment by smashing at targets in all sections of Italy. The climax to these aerial attacks was the bombing of Rome on July 18. For three years Allied airmen had held back from striking at the Eternal City out of respect for the religious and cultural monuments there; but now as it was apparent that its railways were being used to transport troops to the south, Rome was subjected to the same treatment as any other military objective. Extreme care was taken to avoid hitting any of the esthetic shrines and historic remains of ancient civilization, for the Allies had no wish to be charged with barbarities by Axis propagandists. Nevertheless the Basilica of San Lorenzo was hit, and a storm of protest arose from the Catholic world that was only partially stilled by a calm statement on the matter from the Pope.

The bombing of Rome brought the disastrous course of the war home to the Italian people; the defeats in Africa and Sicily now seemed about to be duplicated on the mainland. Mussolini was the one man held responsible by the Italians, and riots broke out against him. Il Duce held a last desperate conference with Hitler in the north and received from his ally the disappointing information that large-scale aid from Germany was out of the question. Hitler instead proposed that the Italians withdraw from Southern Italy and establish a line north of the Po River, and that recommendation Mussolini in turn presented to the king and the army leaders. When they spurned the proposal, Mussolini was compelled to give up his position as premier.

He was ordered by the king to place himself at the disposal of military authorities, but he stormed out of the room shouting words of bluster and defiance. As he tried to leave, however, he was dragged out "by brute force," strapped to a stretcher, and carried away in an ambulance to an

unnamed place of safekeeping. Il Duce's two decades of tyrannical rule came to its ignominious end on July 25, 1943.

As successor to Mussolini, King Victor Emmanuel named Marshal Pietro Badoglio. Democratic peoples could rejoice in the deposition of Il Duce inasmuch as his overthrow presaged the collapse of Italy; but they had no reason to celebrate the advent of Badoglio, a man in high standing in the Fascist Party, the strategist for Italian troops in Spain, and the commanding general in the war on Ethiopia. Badoglio's first proclamation seemed to indicate that he would stage a fight to the finish against the Allies: "I take over the military government of the country with full powers. The war goes on. . . . Let us close our ranks around the King Emperor, the living soul of the fatherland. . . . Long live Italy! Long live the King." Yet if the regime showed anti-Allied tendencies, signs also pointed to an anti-Nazi policy; no sooner had Badoglio taken charge than the Rome radio announced that its daily lesson in German would be stopped.

Thus it was Badoglio, not Il Duce, who witnessed the final Allied mopping up on Sicily and then watched and waited while the final preparations were made for the short jump over to the mainland. His was a singularly difficult position; he dared not fight the Allies because of Italy's weakness, yet he dared not sue for peace for fear of German retaliation. While he hesitated the Italian people made it plain that they wanted no more war, and no amount of repression could quiet their clamor for peace. "We want peace and liberty! And both are indivisible," cried one Roman paper.

Allied airmen kept on rubbing salt into Italy's wounds. Heavy bombers from England came down to cross the Alps and smash at cities in the north, while other planes from Mediterranean bases struck at targets in the south. For a second time Rome was hit, and along with the bombs the Allies dropped leaflets which reminded the people: "The Mussolini Government is gone, but the Nazi war continues." Each type of bombardment produced results. Badoglio promised to demilitarize Rome and asked that it be respected as an "open city." This action in turn prompted peace rioters in Milan to shout: "Rome does not want any more raids! Neither do we!"

The demands of the people for peace were not without influence on Badoglio. Before he had been in control a week, he made his first overture to the United Nations through envoys he sent to Portugal to meet with Allied representatives. The Italians were informed that unconditional surrender would be the only condition on which an armistice would be granted. On August 19, a second conference was held in Lisbon to discuss the possibility of cooperation between the Allies and Italy in case of prolonged German resistance to Allied occupation of the peninsula. As evidence of good faith, Badoglio released a captured British officer, General Adrian de Wiart, and permitted him to accompany the Italian envoy to a third Lisbon meeting.

Final arrangements for the capitulation of Italy were made in Sicily. At General Eisenhower's headquarters in Syracuse, the Allied staff and two military aides to General Badoglio held a series of conversations. On September 3, 1943, the terms of the surrender were agreed upon, and an armistice was signed. The sweeping terms demonstrated how unconditionally Italy yielded: all hostilities would cease; all Italian territory would be turned over to the Allies for military purposes; the Italian fleet would be given to the Allies; all manner of aid to the Germans would be denied them in the future.

All negotiations leading to Italy's withdrawal from the Axis had been conducted in greatest secrecy lest Germany seize control of the nation before Allied troops could land. No announcement was made of the surrender, therefore, until September 8, the day that Allied troops began the invasion of the mainland. The Nazis, however, were not caught un-

awares, for they had correctly sensed the trend of Badoglio's policy and had for weeks poured troops into Italy to reinforce their considerable number of men already there. Consequently the fall of Italy disappointingly proved to be of little military value to the Allies since the Germans continued the war on Italian soil. Badoglio's month of temporizing was thus productive of harm both to his own land and to the Allies; an earlier surrender would have saved Italy from the ravages of the struggle that followed and would have saved the Allies thousands of casualties.

The Badoglio government the Germans steadfastly refused to recognize. Upon the announcement of the Italian surrender, German planes and parachute troops made their way to Mussolini's place of imprisonment some seventy miles north of Rome and rescued the former Duce. Thereafter Mussolini posed as the true leader of the Italian people, but he was a leader *in absentia*. His lack of influence was demonstrated at the outset when Italian forces in Sardinia turned upon the Germans and drove them off the island. Thereafter when the Italians had aid to give, they gave it to the Allies. Few of the Italian people missed Mussolini or longed for his return, and his only value to Germany was to cloak with an air of legality some of the Nazi acts that followed.

Since the *Wehrmacht* had long been fighting the battles of Italy in the Balkans, in Africa, and in Sicily, the loss of Fascist support was of small consequence to Germany. Some Italian security troops had to be replaced in the Balkans, but otherwise the situation was not materially altered. Adolf Hitler pointed out that fact in a statement to his people: "The withdrawal of Italy means little in a military sense because the struggle in that country has for months been sustained and carried on mainly by German forces. We will continue the struggle free of all burdensome encumbrances." The Fuehrer, however, made no mention of the significance of the transfer to the Allies of the Italian fleet, a move that Churchill said "decisively altered the naval balances of the world." While the Italians had kept their warships safely under cover after the Matapan engagement of March, 1941, the fleet constituted a menace as long as there was danger of its being used in the Nazi interest. The Allies correctly counted the Italian navy as a valuable prize.

Once the fall of Italy had been proclaimed, the Italian warships, flying black pennants of surrender, left their bases and headed for Allied ports. Off the coast of Corsica, one squadron was attacked by German planes, and the sleek new 35,000-ton battleship *Roma* was sunk. Nevertheless, the main body of the fleet made it to Malta where Britain's Admiral Cunningham and America's General Eisenhower were waiting to bid it welcome. Five battleships, including the 35,000-ton dreadnaughts *Vittorio Veneto* and *Italia*, cruisers, destroyers, and submarines were in this squadron. Other warships and hundreds of merchantmen turned up at Gibraltar and at Black Sea ports. Mussolini's *Mare Nostrum* had become an Allied sea.

The transfer of Italian allegiance was a severe shock to the German people, and no amount of soothing propaganda from the Berlin radio could disguise the ominous portent of that event. When at last Hitler spoke, overtones of worry concerning his own position could be detected in his speech. "Hope of finding traitors here," he declared, "rests on complete ignorance of the character of the National Socialist State; a belief that they can bring about a July 25 in Germany rests on a fundamental illusion as to my personal position as well as about the attitude of my political collaborators and my field marshals, admirals and generals. More than ever before, the German leadership opposes these intentions as a fanatical unit. Any emergency will only fortify us in our determination." It clearly was not the old self-confident Fuehrer who spoke.

Hitler had reason to be subdued. Not only had Mussolini fallen and Italy surrendered, but now came news that the walls of his European Fortress had been breached. The actual invasion of the continent of Europe began on September 3, 1943, when General Montgomery led a British force across the Straits of Messina to Calabria at Italy's southern tip. The redoubtable Eighth Army, which thus had the honor of being the first Allied troops to invade the mainland, had little opposition, for no Germans were on hand and the Italians were eager to yield.

Sixty days later, in the early morning of September 9, a combined British and American army forced its way ashore at Salerno, some thirty-five miles from the city of Naples. Salerno was chosen because the sandy beaches of its gulf offered the only place where a large army could be landed that would still be within the range of the fighter planes based on air fields to the south. The Allied strategy was to drive across the peninsula from Salerno and thereby to cut off the avenue of escape for the Germans as they retreated before Montgomery and the Eighth Army as they pushed up from Calabria.

This plan failed because the Germans had studied the map and had figured out that Salerno would be the place where the Allies would strike. They had prepared their defenses carefully; they even went to the trouble to remove trees and brush along the beach so that no obstacle would obstruct the view of their gunners. Mortars and machine guns were placed almost at the water's edge. Barbed wire barriers were erected, row on row of them. Thus when the Allied landing craft scraped their bottoms on Italian soil, the Germans were waiting and ready; and as the Americans and British tried to rush up the saucer-shaped shore, they were cut down by the hundreds.

General Mark Clark, at the head of the Fifth Army at Salerno, later was to say that the situation there was never desperate, but the men of his command who made the initial landings had an entirely different impression during the first days of the invasion. Veterans of the Forty-fifth Division who led the way up the beach subsequently reported that they were anything but sanguine about the outcome, and the men of the Thirty-sixth Division and of the British units that followed were of the same opinion. The fact is that the Germans nearly turned Salerno into an Allied defeat. In the first week the battle for the beach cost the United States 3,497 killed, wounded, or missing, and the British lost an equal number. The expedition succeeded only because the Fifth Army troops possessed the courage to hold on in the face of a withering fire that blasted their ranks to bits.

The ground troops again received sterling support from the Allied naval and air forces; without their aid the men who fought on the sands of Salerno could not have survived. Allied airmen flew two thousand sorties over the beachhead in one day, and when the Nazi counterattack of September 14 was at its height almost a ton of bombs was dropped on German positions every minute. The guns of the five hundred ships that formed the convoy were equally effective in hurling back the Nazis. Two British battleships, the *Warspite* and the *Valiant*, and three American cruisers, the *Philadelphia*, the *Savannah*, and the *Boise*, won particular acclaim; the *Philadelphia* alone fired over four thousand rounds while the struggle lasted. All arms of the service could take pride in their achievements at Salerno.

While the American and British units of the Fifth Army were clinging to their narrow strip of land around Salerno, the British Eighth Army was surging up from the south. On September 17 the Eighth and the Fifth Armies joined, forming by that act a front that stretched 225 miles along the western Italian coast; and thereafter the fortunes of the Allies began to improve. The Germans began to back up toward the north on the following day,

and the Allies were able to extend their front across the peninsula from Salerno to Bari. On September 27 the giant airdromes of Foggia were taken. Then on October 1, Naples, the first important objective of the campaign, fell to the Allies.

Naples, with its population of 839,000 and its fine harbor, was one of the chief prizes sought by the United Nations. The Germans before their departure, however, had spared nothing in an effort to make the city valueless. Not only were factories burned and the harbor left cluttered with sunken ships, but in addition public buildings were destroyed, utilities wrecked, and art treasures sacked. The Nazis apparently had embarked upon a scorched earth policy as much for reasons of vengeance as for reasons of military necessity.

The next Allied objective was Rome. "All roads lead to Rome," General Alexander said a month later. "I won't argue that. But unfortunately all the roads are mined." He might have added that they were also deep in mud. Yet slowly, mile after mile of those roads was traversed: across the heights of the Apennines, across the rivers, the Volturno, the Sangro, the Moro. Herbert L. Matthew, in the *New York Times* of December 26, 1943, painted the unforgettable picture of the soldier who trudged and fought the long way to Rome: "The picture you want to get into the mind is that of a plugging, filthy, hungry, utterly weary young man straggling half dazed and punch drunk, and still somehow getting up and over and beating the Germans, and hanging on against the enemy counter-attacks."

Yet in spite of the fatigue and the cold, the Allies in Italy were compelled to keep the men at

the front far longer than was desirable. Where three days of frontline action ordinarily were deemed sufficient, the Forty-fifth Division fought forty consecutive days without relief and the Third Division fifty-seven days. Those men and the others somehow endured, and pressed forward.

As 1944 opened, the Allied armies were still south of Rome, held back from that city by the German defense system known as the "Gustav Line." In Washington, a staff officer, General Joseph T. McNarney, moreover, made it plain that pushing past Rome and on into the north of Italy would be no easy task: "In Sicily the Germans had three and one-half divisions. . . . It took the two best Armies of the United States and Great Britain, containing a total of 13 divisions, five weeks to overcome the bitter defense of an enemy whose air cover had been removed and whose supply lines were paralyzed. . . . Today in Italy we are faced with nearly 20 German divisions; beyond Italy are the Alps, a formidable natural defense line, and many more German divisions."

Slowed by a stubborn opponent and a more unyielding terrain, the Allies were disappointed in not closing out the Italian campaign at an earlier date. Yet the first stab at the "underbelly" of the Axis had produced important results. Sicily and a third of the Italian mainland were in Allied hands. Italy's navy was ready to serve any purpose the United Nations desired. The Mediterranean had become an Allied sea. Mussolini had been overthrown, and Italy had capitulated. The score between the Allies and the Axis now stood at one down and two to go.

CHAPTER XI

The Secondary Front

The year 1943 had witnessed important Allied victories in the European-African theatre of operations. Air raids of tremendous proportions had brought the war into the German homeland. The Red Army and the Russian winter had combined to force the Nazi invaders of the Soviet Union to fall back in retreat. Italian and German troops had been sent fleeing across Libya in temporary disorder. American and British armies had seized Algeria and Morocco. The Axis had been ousted from Africa by an Allied squeeze on Tunisia. The conquest of Sicily and the landings in Italy had demolished the walls of Hitler's "Fortress Europe." Mussolini had been deposed, and Italy had surrendered.

In the Pacific theatre, however, no comparable advances at the expense of the Japanese were made. Allied production had not reached the point that a campaign against the third Axis partner could be conducted on a scale equal to the offensives directed at Germany and Italy. No such stock piles of materials as were accumulated in England and Africa could at the same time be stored at Pacific bases. No large body of men labored to get supplies to China in amounts that equalled the tons of goods dispatched to Russia by the Persian Gulf Command. The Pacific remained the Allied secondary front throughout 1943 and much of 1944.

Yet more war materials went to the Asiatic area in America's second year of participation in the struggle that had been dreamed of in 1942. In addition more trained men were available, and there were no more shoestring invasions on the order of the Guadalcanal campaign. During 1943, therefore, the limited offensive against the Japanese continued at points scattered across the Pacific from the Aleutians to Australia and from Burma to Hawaii.

This vast Pacific theatre was divided into five command areas, and in each zone operations against the Japanese were pressed as vigorously as the complications of supply and reinforcement would permit. These five areas were the South Pacific, the Central Pacific, the Southwest Pacific, the Alaska Defense Command, and the China-Burma-India theatre. In each sector the Japanese sustained heavy blows that repeatedly demonstrated the growing power of America.

No better example of the low priority rating of the Pacific front could be given than the campaign conducted in the zone of the Alaska Defense Command. Since the battle for the Aleutians was fought in North America, it, in many ways, brought the war closer home to most Americans than any episode of the conflict. The Japanese never made a concerted effort to expand their original seizures in the Aleutians, but no one at first could have been certain that a strategy of watchful waiting would be followed. The Alaskan delegate in Congress, for one, was far from content with the lack of attention paid to his area, but his pleas went unheeded and military power went to North African and the South Pacific. In the main, the people of the United States let the General Staff handle the matter without criticism.

The Japanese had made their first entry into the Aleutians at the time of their move against Midway in the summer of 1942. The feint at Alaska was intended to draw American naval strength to the north to protect the Western Hemisphere, leaving the bulk of the Nipponese fleet free to scoop up Midway and straddle the Central Pacific. The United States Navy, however, correctly read the signs, and the enemy code, and concentrated on Mid-

way while the Japanese had things their own way on Kiska, Agattu, and Attu.

The Japanese landings on those three outer islands of the Aleutian chain started on June 3, 1942, the day that the great sea battle at Midway began. They used a comparatively small number of warships in these diversionary moves, two small carriers, three cruisers, and fewer than fifteen destroyers comprising their total force. On the morning of June 3, nineteen planes from the carriers bombed and strafed Dutch Harbor and killed twenty-five men at the army barracks of Fort Mears on Unalaska Island. Over nearby Umnak Island, where Army engineers had secretly labored for five months to build an airfield, the Japanese were surprised by a squadron of P-40s, and several of the enemy planes were knocked down. The next day forty Japanese planes continued their raids on Dutch Harbor while their ships slipped westward under cover of a heavy fog. Then while the twenty-five dead at Fort Mears were being counted and a survey of the damage to the dock facilities taken, a worried radio message flashed from Kiska: "Unidentified ships entering harbor." The silence that followed made it clear that Kiska was in enemy hands. The Japanese had lost most of their planes, but they had occupied territory in North America.

Thereafter the Aleutian campaign settled down into a slow grueling struggle to drive out the invaders. It was a hit or miss campaign complicated by tenuous supply lines, wretched weather, and inadequate equipment. It was a long-distance campaign with the commanding general stationed in distant San Francisco, dispatching men and materials without much knowledge of the problems involved. It was a campaign without glory, with more decorations won and fewer awarded, it was said, than on any other front. It was a campaign strange and wonderful, according to Fletcher Pratt's *Fleet Against Japan*, "a mixture of courage, brilliance, bungling, resource and lack of resources, divided command and unified purpose, all under the veil of a censorship that yielded nothing to those of Germany or China for restrictiveness and sheer stupidity."

Aerial reconnaissance revealed that approximately ten thousand Japanese had been landed in Kiska, Attu, and Agattu, a sizeable force in view of the small number of men used by the defenders. Once established the Japanese set to work constructing air strips, a bomber runway on Attu and one for fighters on Kiska. Later they started building seaplane ramps, hangars, and a submarine base. They laid out roads and strung telephone lines. They acted like they had come to stay.

At the outset all the Americans had to use against the invaders were a few planes and submarines. There were too many men-of-war moving toward the Solomons and the Mediterranean to permit battleships and cruisers to be spared for Alaska, but a few submarines were available for the Aleutians patrol. One of them, the *Growler*, made its way into the shallow waters of Kiska's harbor on July 4 and sank three Japanese destroyers, and before the end of the month five more enemy warships were torpedoed.

The chief weapon in the Aleutians, of course, was the bomber. Some heavy and medium bombers were flown in to supplement the Catalina flying boats already on hand, and in spite of the persistent fogs and storms they pressed their attacks on Japanese installations. The Eleventh Air Force conducted hundreds of raids in weather that under normal conditions would have caused all planes to be grounded. Airmen in the PBYs did everything from patrol duty to dive bombing, and blood-curdling bombing it was with pilot and co-pilot having to stand up after the bombs were released to throw their combined strength into the task of pulling the lumbering plane out of its dive.

Largely for the purpose of obtaining an air base for operations against the Japanese, General Simon

Bolivar Buckner ordered the occupation of Adak, an island only a short jump from Kiska. An idea of the difficulties with which the Alaska Defense Command was confronted may be gained from a listing of the vessels in the motley armada used in the attack: old and new freighters, two old four-masted schooners, fishing scows, a couple of yachts, tugs, barges, and a paddle-wheel river boat. On August 30 that amazing array of American naval might bore down on Adak and took over the island.

When the men and supplies were landed, it was discovered that the boxes of materials contained almost no construction equipment and few guns. Nevertheless the men improvised, exchanges were made, and the air strip was constructed on schedule. Within ten days an airdrome had been completed, and bombers were taking off for their runs. The Adak base and a second one built some two hundred miles farther west on Amchitka after it was taken over in January, 1943, put American planes in easy reach of Kiska and Attu. Between March 1 and May 15, 1943, 233 raids were made against targets on Kiska, and Attu suffered a similar siege.

Some time before the good weather season of April and May of 1943 had come to Alaska, American successes in the Solomons and in Africa had released men and ships for action in the Aleutians. Preparations for more serious activity there had already begun before the announcement came from Japan of the execution of some of the *Hornet's* fliers who had bombed Tokyo, and doubtless the ensuing public demand for a vigorous prosecution of the war against the Japanese acted as an additional incentive to the commanders in charge of Alaskan operations.

Among the ships sent into the North Pacific for the new offensive was the *Salt Lake City*, a heavy cruiser that had already done heroic service in a number of engagements in the south. Also included were the light cruiser *Richmond* and four destroyers, the *Bailey*, the *Coghlan*, the *Dale*, and the *Monaghan*. At the head of this squadron was Admiral Charles H. McMorris, under orders to halt any Japanese attempt to send in reinforcements to their beleaguered garrisons.

In March, 1943, the Japanese made their expected effort to reach Kiska and Attu, and only after a three-hour fight were they driven away. The size of the enemy convoy was indicated by the number of supporting craft, two heavy cruisers, two light cruisers, and six destroyers. Against this superior force, Admiral McMorris threw his little flotilla, and on March 27 off the Russian Komandorski Islands was fought a small but significant naval battle. Hits were scored on a cruiser and a destroyer of each fleet, so that neither side could claim a victory; nevertheless the Japanese were turned back short of the Aleutians, and the Americans could feel satisfied with the result. The *Salt Lake City* and the *Bailey* had taken heavy blows that otherwise would have been delivered against American ground forces. "That battle changed the whole complexion of things up here," General Buckner declared, "and was one of the bravest and most brilliant ever fought. If the Japanese had been able to get those reinforcements and supplies ashore we would have had a far more difficult time taking Attu."

More American men and supplies continued to go to the Alaska Defense Command. Trucks rolled over a new 1,500-mile highway stretching from Fort St. John in British Columbia to Fairbanks in Alaska. Materials were also flown in by air transport. And despite pre-war official decisions that weather conditions made air bases in the Aleutians impractical, new air strips were rushed to completion and were kept in constant use.

Then on May 11, 1943, the Americans steamed toward Attu. A large invasion force headed by the battleships *Nevada*, *Idaho*, and *Pennsylvania*, and the escort carrier *Nassau*, with transports enough to carry the whole Seventh Division, moved in on the rocky fog-bound little island. Under cover of a

heavy bombardment from the warships, the infantry landed at Holtz Bay and at Massacre Bay on opposite sides of Attu, and at neither point did they meet with resistance. As they made their way inland, however, they found the Japanese had dug into the caves and cliffs, some three thousand of them.

The American advance across the island was slow, with sniper and machine gun fire from the enemy dogging every move. All cracks and crevices had to be pried into, and all caves had to be examined. The Japanese refused to surrender, and only eleven prisoners were taken; the rest were killed. Typical of the character of the fighting was the final series of fanatical charges made by the enemy against American artillery positions; those who were not slain by gunfire in the suicidal attacks took their own lives rather than be captured. At last on May 30, no more Japanese were left to resist.

One of the worst American blunders of the Aleutians campaign was committed in the Attu attack. For years troops had been trained in Alaska who knew how to cope with the hazards of Arctic weather. Instead of making use of those men, however, the Seventh Division, fresh from its desert maneuvers, was hurried up from California and given the job of taking Attu. Why the experienced fighters of the Alaska Defense Command were passed over was never satisfactorily explained. For that matter no explanation has yet been given as to why proper foot gear was never given to the infantrymen, a stupidity that caused more casualties to result from frozen feet than from enemy gunfire.

Then in August came a welcome anti-climax. Two weeks were spent in softening Kiska for invasion; more than a hundred bombing missions and fifteen ship bombardments poured destruction on the Japanese defenders. Yet when troops primed for a hard struggle went ashore on August 15, no Japanese were to be found. The seven thousand Nipponese had abandoned the island without a fight. The Americans were not even allowed to enjoy the glory of a flashy conclusion to the Aleutians campaign, but that was a pleasure they were willing to forego.

As long as the Japanese held Kiska, they not only imperilled North America but in addition they made it impossible for the United States to use it as a base for operations against Tokyo and the islands lying north of the Nipponese homeland. To that extent their invasion of the Aleutians was sound defensive strategy. After the Japanese had withdrawn, however, the Kiska runways were improved, and before long American bombers were taking off for runs over the Kuriles, an arm of islands reaching out northeastward from Japan. The big Japanese naval station at Paramushiro in the Kuriles was to know no peace from that time forth.

In the China-Burma-India theatre the handicap of lack of materials slowed Allied activity far more than in the Aleutians. The year 1942 had been disastrous for the cause of the United Nations in Burma; the Japanese had poured in from Thailand and had cut the Burma Road despite the opposition of General Claire Chennault's "Flying Tiger" airmen and of General Joseph Stilwell's ground forces. With the Burma Road knocked out, the Chinese would have received no supplies at all had not a hazardous transport run across the 20,000-foot elevations of the Himalayas been established. By the close of 1943, regular flights "over the hump" were getting more war materials into China than had gone there by way of the Burma Road, but the amount that reached there was only a fraction of the nation's needs.

The struggle to keep channels of supply into China open was not waged by airmen alone. Engineers of the United States Army labored over a year to complete a new route to Burma, the "Ledo Road"; when they had it finished they erected a sign that told the story: "Welcome to Burma—

Courtesy of the Hairy Ears." The "Hairy Ears" of the engineers and the men of the Air Transport Command that flew the "hump" performed prodigious feats, the most important of which was to give the Chinese the heart to continue the fight.

The Chinese sent eloquent spokesmen to America to plead for more aid. Madame Chiang-Kai-shek came in February of 1943 and addressed Congress: "Now the prevailing opinion seems to consider the defeat of the Japanese as of relative unimportance and that Hitler is our first concern. This is not borne out by the facts. . . . Let us not forget that Japan in her occupied areas today has greater resources at her command than Germany." Later in the year Foreign Minister T. V. Soong made a journey from China to confer with President Roosevelt and Harry Hopkins and received assurances of greater help from the United Nations. Thereafter the India-China wing of the Air Transport Command steadily increased its tonnage quotas for supplies ferried across the Himalayas, and more planes were assigned to General Chennault's Fourteenth Air Force with which to bomb Japanese shipping and installations.

At that stage of the war, the leaders of the United Nations were planning in terms of a bitter-end struggle with Japan, and they looked upon China as vital to their offensive strategy. Admiral Chester W. Nimitz told a press conference late in 1943: "My opinion is that Japan will be defeated from China. . . . China with her reservoir of personnel and the possibility of airfields in easy striking distance of Japan is one of the steps along the road." For six years the Chinese had fought the invaders almost unaided, and no one could be sure of the limit of their endurance and patience. Consequently planes and supplies were moved to China regardless of the higher priorities of other fronts.

Chinese manpower supplemented the skeleton Allied force in China. Thousands of coolies furnished the hand-labor to build bases for the enlarged air force; without the help of machines numberless men and women worked to clear and level runways for the new B-24 bombers and P-38 fighters. Other Chinese were sent to a special flight training school in India and in due course returned to take part in the aerial warfare against Japan.

The additional planes and the improved air-dromes enabled the Fourteenth Air Force to strike heavier blows at Japan, but stationed as it was at the end of a supply line sixteen thousand miles long it could not maintain any prolonged attack. Sharp, stinging stabs at Japanese-held ports tied up materials by raining destruction down on the enemy's transshipment centers. Japanese ships were sunk in great numbers. Occasional raids against such strategic points as Hong Kong and Formosa did considerable damage. "We're a thorn in their side," an American officer commented. "We aren't serious but we hurt. The Japs are like boxers: if they take off their gloves to dig out the thorn, somebody is going to bop them right smack in the face."

Aerial protection for the Chinese armies was a significant contribution of the Americans to their ally. No longer could Japanese planes swoop low over Chinese lines, for American and Chinese airmen were waiting to give battle. Instead the Allied air force now held the initiative, and Japanese ground troops suffered recurrent strafing attacks. Cooperation between the air arm and the infantry made it possible for the Chinese to stiffen their resistance to the better equipped Nipponese.

In the spring of 1943 the battle front between the opposing armies in China extended over two thousand miles from Manchuria in the north to points below the Yangtze River in the south. In the north the rival forces faced each other across a thousand mile stretch of the Yellow River. There for three years the Japanese had been prevented from making a crossing in spite of their repeated attempts to establish a bridgehead at the river's bend near Sian. The principal Japanese objective

in the south was the new capital of China, Chungking, towards which they had driven seven hundred miles up the Yangtze.

Chungking had been established as the capital by the Nationalist Government after Nanking's capture in 1938. Fifty million Chinese had made the great trek inland through the Yangtze's gorges, moving machinery for industry, books for libraries, equipment for a university. Other millions had remained nearer the coast and had fought as guerrillas to slow down the enemy's advance on the capital. At Ichang the Japanese at last had been checked, three hundred miles short of their goal.

In May, 1943, a Japanese army of eight thousand men began to push up the Yangtze from the Ichang base. For a time they threatened Chungking and all of Hunan, Szechwan, and Hupeh provinces as well. Then it was that the value of the new Chinese Air Force and the strengthened Fourteenth Air Force was demonstrated; called into action by Generalissimo Chiang Kai-shek, they eliminated Japanese aerial opposition within two days. They then flew over Nipponese positions, strafing troops, smashing railheads, sinking river boats, and ripping up supply lines. A counterattack by Chinese infantrymen completed the rout, and the Japanese were thrown back to Ichang with heavy losses.

The Chinese could look with grim satisfaction on the fifteen thousand casualties they had inflicted on the Japanese, and they could contemplate future battles with increased air support with even greater pleasure. They still lacked the power to launch a campaign to roll the enemy back toward the sea, and long months of waiting they knew lay ahead. Yet now they could feel that their six years of war were not to be wasted. They had left five million of their dead behind, but they had in turn killed at least half that number of Japanese. They now looked forward to evening the score.

The scarcity of war materials likewise retarded the march of the United Nations through the islands of the Pacific. In each of the zones, the South Pacific, the Central Pacific, and the Southwest Pacific, requests for men, ships, and supplies had to go at least partially unanswered. Commanders came in time to feel that they were fighting a colonial war, so distant from the mother country that the Washington and London leaders were out of touch and little concerned with developments. There is good reason to believe that on occasion the jungle battles, involving as they did small bands of men who won islands with unfamiliar names, were lightly brushed aside in favor of the more important campaigns in Africa and Italy. Pacific commanders grew bitter and late in 1943 General MacArthur spoke out: "My strategic conception for the Pacific theater . . . contemplates massive strokes against only main strategic objectives, utilizing surprise and air-ground striking power supported and assisted by the fleet. . . . Island-hopping with extravagant losses and slow progress—some press reports indicating victory postponed as late as 1949—is not my idea of how to end the war as soon and as cheaply as possible."

This statement from MacArthur annoyed Navy men who well understood that he was making a pointed reference to Vice Admiral Frederick J. Horne's earlier announcement that "we are planning material and ships for a war that will last at least until 1949." They were pained that the general had chosen to disregard the comment of the Pacific fleet's commander in chief, Admiral Nimitz, that "it will be over long before the gloomy prediction of 1949." Between MacArthur and the Navy no love was lost as years of bickering over personalities and policies would attest. The Navy looked upon the general as a glory-seeker, anxious to seize upon every event in the whole Pacific as a matter pertaining to his command. A fleet ballad expressed this sentiment:

"His area is quite cosmic, and capricious as a breeze;
Twenty times as big as Texas, bigger than Los Angeles,
It springs from lost Atlantis up to where the angels play.
And no sparrow falls unheeded, it's in Doug's communique."

For his part General MacArthur disagreed with the admirals on the question of the general strategy for the Pacific campaign against Japan, and he found particularly noxious the Navy's early policy of hoarding its ships for a future reckoning with the enemy. The ultimate goal of both MacArthur and Nimitz was, of course, Tokyo, but they differed on the route to be taken to reach their destination. MacArthur's idea was to make the Philippine Islands the major base for operations, and he was anxious to hurdle the islands between Australia and the Philippines with as little delay as possible; with him a return to the Philippines became almost an obsession. Nimitz, on the other hand, preferred to make use of the China coast in the move towards Tokyo, with the envelopment of the Philippines as a by-product of a greater tactic.

MacArthur believed that the Southwest Pacific should be the favored area, while Nimitz advocated a more easterly approach. Nimitz planned to clear a way to the Asiatic mainland through the Central Pacific; the Navy was to move west from Pearl Harbor and north from the Solomons. Islands that might serve as enemy bases for aerial or naval operations were to be seized or rendered impotent, while all others were to be by-passed and the Japanese on them left to "wither on the vine." To Nimitz Truk and Guam were of major importance, but to MacArthur they were incidental. MacArthur felt that Luzon and Manila were the obligatory immediate concerns, and he steadily called for naval support with which to strike up the New Guinea coast to Hollandia, thence across to Morotai and the Philippines. It is not unfair to either leader to point out the obvious: each advocated the area in which he would have supreme command.

The two strategies were, of course, not contradictory, for each complemented the other. The neutralizing of Rabaul, for example, was as important to a Southwest Pacific drive as it was to one in the Central Pacific since Rabaul was the base from which the Japanese reinforced their garrisons in both the Solomons and New Guinea. Naturally Admiral Nimitz understood that the Philippines must be retaken, and he cooperated with General MacArthur to the extent of permitting him to have ships on a lend-lease basis. MacArthur never received as much naval support as he requested, but then no commander ever had as much of anything as he wanted. At last in 1944, in the Philippines the two strategies converged, for there Nimitz as well as MacArthur achieved a major objective when the Japanese fleet was finally brought to action shortly before the American invasion.

The Pacific war was as difficult and taxing as any in the history of the United States. To many Americans the amphibious operations in the Pacific had little meaning. The struggle for insignificant coral islands obscure of name and location sometimes appeared to the public to be pointless unless the purpose might be to engage the enemy as a matter of routine. Yet no stop was made on the way to Tokyo except to wrest from the Japanese an air strip or a harbor that was vital to the grand design. Further, Noel F. Busch, writing in *Life* for May 8, 1944, adds this summation of the problems of the Pacific campaign: "On technical grounds it is exciting because it calls not only for land, sea and air methods on an unprecedented space scale, but also because its battlefield is totally unequipped with the conveniences of ordinary war, like cities, railroads or even accurate maps. Finally, on strategic grounds, it is especially exciting because in addition to being of unprecedented immensity, the

whole layout is entirely fresh, not only to warfare but even to civilization; because the enemy is of a new and special variety; and climactically because all the above conditions imply an unprecedented set of problems for a commander-in-chief."

The possession of a common objective in the great Japanese base of Rabaul on New Britain compelled the two commanders of the South Pacific and the Southwest Pacific theatres to work in close conjunction. General MacArthur was named as the chief for the operation, and that threw Admiral "Bull" Halsey, in charge of the South Pacific zone, under MacArthur's command. Relations between these self-willed men remained surprisingly cordial, and the two leaders set a high standard for cooperation between the two services. Together they made the slow climb up the ladder of islands toward Rabaul and beyond.

MacArthur's initial moves were made in New Guinea. In January, 1943, the long bunker-to-bunker struggle for Buna and Gona near the island's southeastern tip came to an end. Thereupon troops began to edge along the New Guinea coast, an Australian division marching into Lae on September 16. Salamaua, Nassau Bay, and Finschhafen completed the conquest of the area around Huon Gulf. Another year was to pass before the Allies were near enough to New Guinea's northern end to make their first big jump to Morotai and on to the Philippines.

From Lae General MacArthur next hopped across a narrow strait to New Britain, the island on which Rabaul was located. Landings were made in December, 1943, at Cape Gloucester and at Arawe where the "Bushmasters" of the 158th Infantry established their reputation as jungle fighters. Then in the first three months of 1944 the occupation of New Ireland completed half of the circle around Rabaul. By that time many of the problems of supply had been solved and new equipment began to be the rule instead of the exception. A passage from Gilbert Cant's *The Great Pacific Victory*, describing the Arawe invasion, is indicative of the machines then in use: "Meanwhile, the Japanese were subjected to a new form of bombardment: two amphibious trucks (DUKWS, or 'ducks') leading the buffaloes and alligators into the harbor, were loaded with men operating bazookas. In 15 minutes the miniature rockets were considered highly effective. At 7:15 the buffaloes and alligators raced for the beach, the former firing as they went, and landed the assault troops." Perhaps it should be explained that "buffaloes" were amphibious tanks, that "alligators" were amphibious troop-carrying tractors, and that "bazookas" were rocket launchers.

Admiral Halsey, meanwhile, had been making his way through the Solomons in order to approach Rabaul from the east and south. Mopping up of Japanese pockets of resistance had been completed on Guadalcanal in the early months of 1943, and from that island Halsey began his drive. On February 21 the Russell Islands were taken without opposition, the Japanese having pulled out a few days before the large American invasion force went ashore. There an air strip was constructed, an excellent base from which fighter planes could operate during the step up the second rung of the ladder, New Georgia.

At Munda on New Georgia the Japanese had established one of their strongest air fields in the South Pacific; its capture was essential, therefore, for the operations to follow. Preliminary landings by Marine Raiders were made on June 20 at the southeastern end of New Georgia at Segi at the opposite end of the island from Munda, but the real line of attack was revealed on June 30 when elements of the Forty-third and Thirty-seventh Divisions fought their way onto the beaches of Rendova Island and of Zanana on New Georgia, each only a few miles from the true objective. The men sang "Marching Through Georgia" as they hacked their way through the jungle, but it was more of a crawl than a march. A Japanese garrison of less than

five thousand men held off a force three times as large for over a month. At last on August 5 the Americans, reinforced by the Twenty-seventh Division and part of the Twenty-fifth, cut the defenders to shreds, and only then was Munda taken.

Bougainville was the next important stop. On the way of the islands of Vella Lavella, Kolombangara, and Mono were used as stepping stones. In addition a diversionary attack was made by one battalion on Choiseul, and as had been hoped Japanese reinforcements were rushed there from Bougainville. Then on October 31, 1943, the Third Marine Division hit the shores of Empress Augusta Bay, and the long bloody contest for Bougainville began. The Japanese were prepared for the landings, for the steady development of the campaign had already made clear the course the Americans would take. Only after two assault waves had been wiped out by enemy fire was the beachhead established. The Marines were joined by the Thirty-seventh and the Americal Divisions, and together they fought for months in a vain effort to clear the island. Eighteen months later, after the war had moved thousands of miles beyond Bougainville, other troops were still engaged in the struggle against the tenacious foe.

With the foothold on Bougainville gained, the encirclement of Rabaul was completed. It lay exposed to attack from the east by Halsey's forces at Empress Augusta Bay and from the west by MacArthur's troops at Cape Gloucester and Arawe. Nevertheless the decision was reached to by-pass the Japanese stronghold. So many enemy troops were prepared to defend Rabaul that a major offensive would have been necessary to reduce it, and it was reasoned that the desired result could be obtained by occupying islands that lay across the Japanese line of supply to their big base. Consequently Los Negros in the Admiralty Islands, lying 150 miles to the north, was seized in March, 1944, and in that way Rabaul and its companion base at Kavieng on New Ireland were rendered useless to Japan. Rabaul was neutralized rather than reduced.

The process of by-passing and neutralizing enemy strongholds enabled the main body of the Allied forces to push on rapidly, but a disagreeable mopping-up job was left behind. The Japanese, as events proved, did not wither on the vine; instead they dug in, obtained food from the natives, and flourished. The thankless task of dislodging them usually fell to the Australians; and they moved from island to island in the wake of the advancing armies cleaning out caves and fox holes and bunkers. They were still hard at it when the war ended.

The struggle in New Georgia and Bougainville was carried on under all the customary hazards of fighting in the tropics; stifling temperatures, steady rains, thick undergrowth, and malarial fever made life unbearable. Sometimes the jungle was so thick that the men were afraid to use mortars and grenades for fear of being unable to loft them far enough to prevent injury to themselves. The troops frequently had to wade waist-deep in water. Always there was the stench of the dead, musty odor of the mangrove swamps.

American soldiers demonstrated, however, that they had become masters of the technique of jungle warfare. By the time of the drives for Munda and Bougainville they had changed their uniforms from blue dungarees and khaki to spotted yellow and green and brown coveralls that blended with the tropic foliage. They had learned to sit patiently for hours waiting for the enemy to make the first false move. They had learned the fine art of infiltration. They now avoided the dangers of massed attacks. They had discovered a suitable method to combat Japanese dugouts and bunkers with flamethrowers. With those tactics they won—with the aid of naval and air support.

The campaign through the islands of the South and Southwest Pacific would have been far more labored without the aid of General George C. Ken-

ney's Fifth Air Force. Proponents of air power, in fact, will argue that the speed of MacArthur's and Halsey's drives depended on the rapidity with which air strips could be won or built. As General Kenney stated it, the function of the air arm was "to help ground troops get the land on which we build airdromes and advance the bomber line, from which we help them go ahead to get some more land for more airdromes, and keep the process going." General MacArthur's communiques are a testimonial to the part played by the Fifth Air Force in keeping the process and the whole campaign going against Rabaul: on October 12, 1943, a thousand pilots used 350 tons of bombs to knock out 177 planes there; on October 18 sixty more planes were shot down; on October 23-24 no less than 123 more were destroyed; on October 25, 58 planes; on October 29, 45 planes.

While preventing raids by Japanese planes from Rabaul and Kavieng with one hand, Kenney with the other forestalled the landing of reinforcements by the enemy's navy. Clashes with Japanese ships were frequent occurrences, the most successful action being in the Battle of the Bismarck Sea. A Nipponese convoy of 22 vessels was sighted on March 1, 1943, as it attempted to slip 12 transports loaded with troops into the Huon Gulf region of New Guinea. Bombers of the Fifth Air Force and of the Royal Australian Air Force fought off the Japanese for two days, and with the loss of only four planes gave the enemy's ships, planes, and men a terrible mauling. At least 18 of the Japanese vessels, including three light cruisers and seven destroyers, 100 planes, and some 15,000 men were lost to Japan.

The importance of the Battle of the Bismarck Sea has been disputed since the day it was fought, a dispute growing in part out of the rivalry between the Army and Navy. Again it was an expansive communique of General MacArthur that started the controversy. "We have achieved," he announced, "a victory of such completeness as to assume the proportions of a major disaster for the enemy. . . . Our decisive success cannot fail to have the most important results on the enemy's strategic and tactical plans. . . . His campaign, for the time being at least, is completely dislocated. . . . A merciful Providence must have guarded us in this great victory." Those words started a wave of excitement, and the belief grew that a victory comparable to Midway had been won. The critics of MacArthur, not without some justification, blamed the general for making a misleading statement. Regardless, the Battle of the Bismarck Sea did halt the enemy at a critical point in the struggle to win back the Philippines. Possibly it can be called the Midway of the South Pacific.

In the course of the campaign, American airmen dealt Japan a heavy blow by striking down a single Japanese plane. An occupant of that plane was Admiral Isoroku Yamamoto, commander in chief of the Japanese Navy. Yamamoto had been the admiral who had plotted the attack on Pearl Harbor, and he it was who had announced that he would dictate peace terms to the United States in the White House. On April 17, 1943, a secret dispatch from Secretary Frank Knox was received in the Solomons outlining Yamamoto's itinerary for an inspection tour of Japanese bases. The admiral was scheduled to land at the Kahili airfield on Bougainville at 9:45 a. m. April 18, and Secretary Knox directed that "maximum effort" be exerted to knock out Yamamoto's plane.

Accordingly a reception committee of American P-38 Lightnings went out to meet the admiral. As predicted eight Japanese planes came in on schedule, two bombers carrying Yamamoto and his staff with an escort of six fighters. Captain Thomas G. Lanphier, Jr., accounted for one of the bombers and Lieutenant Rex Barber the other, Captain Lanphier being credited with finishing the admiral. Had the Japanese known of the advance information contained in Secretary Knox's dispatch, they doubtlessly would have made hurried changes in

their secret code, but as it was they attributed the abrupt ending of Yamamoto's career to a chance attack and went on using their code. A decoded Japanese radiogram of course had given the admiral away. The shot that caused his death was no chance attack; it was an ambush. It was one of the most singular incidents of the war.

Throughout the Solomons-New Guinea offensive the ground forces had the advantage of good naval support. The Navy furnished ships to fight and protect and construction battalions, "Seabees," to build and develop, and both contributed much to the campaign. The aid given by the Navy was necessarily limited because of other commitments; almost no battleships or carriers were on hand until the last of 1943. Late in the year the aged *New Mexico* and the *West Virginia* ventured into the Solomons, and at the same time the carriers *Saratoga* and *Princeton* put in their appearance. For one brief but effective strike at Rabaul three new carriers were loaned to Halsey, the *Essex*, the *Bunker Hill*, and the *Independence*, but after that one raid they were withdrawn to the Central Pacific.

For the most part Halsey and MacArthur had to make cruisers and destroyers do. The numbers sunk indicate the service they rendered in screening the landings of the invading ground forces. Among those lost were the cruisers *Chicago* and *Helena* and the destroyers *De Haven*, *Strong*, *Chevalier*, *McKean*, and *Brownson*. In addition heavy damage was suffered by the cruisers *Honolulu* and *St. Louis* and the destroyers *O'Bannon*, *Selfridge*, and *Spence*. Two British vessels were likewise damaged in the operations, the New Zealand cruiser *Leander* and Australia's cruiser *Australia*.

These casualties among the Allied vessels were the price of the severe toll taken on Japanese ships and shore installations. Munda and Kavieng were pummeled by cruisers and battleships; Rabaul was pounded by carrier planes. The main job of course was to land the invaders. As Admiral Richmond K. Turner put it: "The fellow we are working for is the fellow that walks on the ground. Whatever we are doing we are doing solely to get that boy on the beach." Every invasion shore was softened by salvos before landings were made, and all transports and Higgins boats and barges operated under the protecting guns of naval escorts. The Japanese threw everything they dared risk into the struggle. Practically every Allied vessel from battleship to PT boat scored hits and forced the Japanese to pay heavily for any ship damaged. For example in the Battle of Kula Gulf off New Georgia where on July 6, 1943, the *Helena* was torpedoed, nine Japanese cruisers and destroyers are believed to have been sunk.

Where the Navy served in a supporting role in the south, it ran the show and acted as the star performer in the Central Pacific. For that zone Admiral Nimitz husbanded his ships, waiting until the building program had provided enough new vessels to assure overwhelming superiority before launching an offensive. Not until November of 1943 did he feel that the Navy was ready; then at last he announced: "Henceforth we propose to give the Jap no rest anywhere." This challenge the admiral hoped the Japanese would overhear, and accept, for his chief purpose thereafter was to engage the enemy in some final, decisive battle that would open the way to China and Japan.

The rebuilt United States Navy of which Nimitz was the Pacific commander in chief had become a floating powerhouse. At the head of the battle line were the mighty 45,000-ton sister ships, the *New Jersey* and *Iowa*. Six fast 35,000-ton battleships, the *North Carolina*, the *Washington*, the *South Dakota*, the *Massachusetts*, the *Indiana*, and the *Alabama*, had been added to the nine cumbersome "fat boys" of the *California*, *Maryland*, and *Tennessee* type already on duty. New heavy cruisers like the *Baltimore* and the *Boston*, light cruisers like the *Mobile* and *Santa Fe*, and destroyers galore crowded each other for room.

The increase in carrier strength, however, was the most remarkable development. At the start of 1943 only the *Enterprise* and the *Saratoga* were in the Pacific, the one remaining carrier, the *Ranger*, being in the Atlantic. The building program, started years before, had produced for Pacific service by the end of the year a score of new carriers, and while many of them were converted merchant vessels a considerable number were big armor-plated ships. The *Essex*, with new "Hellcat" planes on its flight deck, was the first of the heavy battle-carriers to arrive at Pearl Harbor, and it was followed by the second *Yorktown*, the second *Lexington*, and the *Bunker Hill*. Intermediate cruiser-type carriers also came, among them the *Independence*, the *Belleau Wood*, and the *Cowpens*. Light escorts like the *Corregidor* and the *Sangamon*, useful but vulnerable, rounded out the carriers.

Most of these warships were put into a newly organized Fifth Fleet for Central Pacific operations with Admiral Raymond A. Spruance, the commander at the Battle of Midway, at its head. The most notable unit of the Fifth Fleet was Admiral Marc A. Mitscher's Task Force 58, a carrier group with tremendous hit-and-run striking power. Of Mitscher's force only the *Enterprise* had been afloat at the time of the attack on Pearl Harbor; all of his other ships had been launched since that day. These were the leaders and the ships that Nimitz planned to use when he issued his November challenge.

In mid-November an intensive bombing of the Gilbert and Marshall Islands began, and on November 21 landings were made on Tarawa and Makin and Apemama in the Gilberts. Only two men were lost in taking Apemama. Makin was stormed by the Twenty-seventh Division, commanded by General Ralph C. Smith, and fell after a three-day struggle. On Tarawa it was a different story, for while the fight lasted only two hours longer than at Makin, casualties were many times greater. The fierce resistance of the Japanese on Tarawa made this one of the bloodiest battles of American history.

On all of the tiny islets that formed the Tarawa atoll, and especially on Betito, the Japanese had prepared a formidable array of concrete and steel pillboxes dug deep into the sands that spread away from the water's edge. A massive barrage had been poured into the atoll prior to the landings; warships pumped in two thousand, nine hundred tons of shells, and planes dropped seven hundred tons of bombs. Some predicted that no Japanese would still be alive by the time the softening-up process had ended and the invasion had started.

Tarawa, however, was not to be another Kiska as fire from coastal batteries showed when the Higgins boats moved in to disgorge the first wave of invaders. Then things began to go wrong. The water around the islands had been misjudged and proved too shallow for the Higgins boats. They were grounded on coral reefs, and the troops had to jump over the sides and wade several hundred yards to the shore, making easy targets for the Japanese machine gun crews. By the end of the first day the landing force had driven inland less than seventh yards, and each yard had cost ten American lives.

In the fight for the square mile of earth named Betito, the Second Marine Division's assault battalions were cut to ribbons. Of the three thousand men who took part, almost every one was a casualty; nearly one thousand were killed and two thousand were wounded. The Navy's losses brought the total of dead and wounded to nearly three thousand, seven hundred. Yet Tarawa was won; after seventy-six hours the five thousand Japanese on shore had been killed. General Holland M. Smith, Marine commander for the operation, bluntly added this postscript to bloody Tarawa: "We've got the toughest and smartest fighting men in the world. But as long as the war lasts some of them somewhere will be getting killed. We have got to acknowledge that or else we might as well stay home." General "Howlin' Mad" Smith was speak-

ing to critics at home who were distressed at the long casualty lists, but his words deserve study by all men who make, or encourage, war.

From the Gilberts, the Navy made its way to the Marshalls. A massive armada bore down upon those islands, fifteen battleships, five large cruisers, two light cruisers, and a host of escort carriers, cruisers, destroyers, and small craft. Beginning on January 30, 1944, and continuing for forty-eight hours, five thousand tons of bombs and shells were rained on each of the three small islands of the Marshall group, on Kwajalein, Namur, and Roi. On February 1, the landing forces pounced on Kwajalein.

The mistakes of Tarawa were not repeated in the Marshalls. Instead of driving at the strongest or nearest islands, the approach was indirect and at an unexpected point. Instead of a bombardment of only four hours, forty-eight hours were used to throw in fifteen thousand tons of explosives; included were hundreds of bombs twice the size used at Tarawa. Then when the first soldiers went ashore, there was no miscalculation of the water's depth and no frontal attack that cut battalions to pieces. The defenders were reported dazed by the shock of the terrific bombardment. The results spoke for themselves. Kwajalein was taken with few casualties after only four days of fighting. Although the Japanese death toll was as high as at Tarawa, five thousand men, the Seventh Division lost less than two hundred killed and seven hundred wounded. The Fourth Marine Division, moreover, encountered little resistance on Roi and Namur. Eniwetok, the most westerly atoll of the Marshalls, fell on February 16, and thereupon the Navy left the Japanese on the other Marshall Islands to wither on the vine.

In commenting on the attack on the Marshalls, Admiral Turner admitted: "Maybe we had too many men and too many ships for this job. I prefer to do things that way. It was many lives saved for us." No criticism can be offered of any plan of battle that cuts down the number of casualties. Yet the wisdom of using thirty thousand men and a naval force equal to the entire pre-war Navy can be questioned in the light of the great need of ships farther south. The Japanese garrisons in the Marshalls were no larger than those in New Guinea and the Solomons, and yet Admiral Nimitz dispatched a battleship or a carrier to the Southwest Pacific as if he were parting with half the Navy's strength. MacArthur's complaints were not without some foundation, for clearly ships were available in the Central Pacific, the admiral's chosen area. It may reasonably be asked whether the saving of lives on Bougainville was any less important than at Kwajalein.

A reason for holding together such a great fleet of capital ships was the expectation and the hope that the Japanese Navy would give battle. In mid-February of 1944 an invitation to that effect was issued when Admiral Spruance and Admiral Mitscher took their fleet to the enemy's powerful Central Pacific base at Truk. With the battleships *New Jersey* and *Iowa* and the carriers *Yorktown*, *Essex*, *Enterprise*, *Bunker Hill*, *Intrepid*, and *Belleau Wood* leading the way, the fleet moved within sixty miles of Truk and proceeded to blast the famous station for a period of thirty-six hours. The Hellcats knocked down one hundred and twenty-seven Japanese planes and destroyed seventy-four others on the ground. Then Helldiver and Dauntless dive bombers and Avenger torpedo bombers tore into the ships in the anchorage, sinking two light cruisers, three destroyers, an ammunition ship, a seaplane tender, two oilers, two gunboats, and eight cargo ships. Nineteen American planes were lost. The Navy communique announced: "The Pacific fleet has returned in Truk the visit made by the Japanese fleet on December 7, 1941, and affected the partial settlement of the debt."

Japan's navy, however, did not elect to give battle. From Truk the Fifth Fleet went on to make similar raids on Palau, Saipan, Tinian, and Yap. Again and again Truk was brought under

American bombsights. Finally the clash came in the Philippines in June of 1944 where a strong unit of the Japanese fleet was decisively beaten in a major battle. The Central Pacific had become an Allied sea.

Thus by the spring of 1944 the secondary front had become a major scene of operations. The much-scorned strategy of island hopping had driven the enemy steadily back in the South and Central

Pacific. The United States Navy had at last been built to sufficient strength to challenge the Japanese even in their own waters. MacArthur and Nimitz had been originally ordered to hold the Japanese while the war in Europe was pressed to a conclusion. How well they had obeyed a war map of the Pacific would reveal. Japan had been held and pushed back. The Philippines were not far away.

CHAPTER XII

Preparation For D-Day

In a sense the preparation for D-Day, the day for a northern invasion of Europe, had been in progress for three years before that early morning in June, 1944, when Allied troops landed on the Norman coast. From the moment that the British had been pushed into the sea at Dunkirk, they had looked forward to the day that they could return. The British hope came to be shared by the Russians and the Americans as they in turn were drawn into the war. Together they had fought campaigns to make such a day possible: the Russians before Leningrad, Moscow, and Stalingrad; the British and Americans in North Africa, Sicily, and Italy. The battles of production and supply, the naval warfare of the Atlantic, the bombing of Germany had all played their important parts. Now all of these preliminary efforts were redoubled as the Second World War reached its climax.

The contribution of the Russians consisted of their crushing counteroffensive launched against the Germans in November of 1942. In the spring of 1943 and for a few days in the summer of that year, the Germans were again to wrest the initiative from the Soviet Union, but those were the only occasions after November, 1942, that the Red Army was on the defensive. The Soviet advance was sometimes brought to a halt which lasted for several weeks, but for the most part Russian progress was steady. Frequently gains were made that were spectacular.

The early months of 1943 were disastrous for the Nazis as the Red Army again demonstrated its superiority in winter fighting. In ten weeks the Russians had ploughed through deep snows to force the Germans back from one hundred to three hundred miles. From Orel to the Caucasus the Germans were in retreat along a seven hundred mile front. Kursk was taken by the Russians in the midst of a raging blizzard in mid-February, and Rostov and Kharkov soon followed. The muds of March slowed the drive down just as it appeared that the whole Ukraine might be cleared of the *Wehrmacht*.

The Germans promptly demonstrated, however, that their armies still possessed tremendous striking power. On March 8 they again attacked on the Donets front, and by March 14 they were once more in possession of Kharkov. Other minor Nazi thrusts resulted in negligible advances of 20 miles, but as March came to a close the Russians had brought the *Wehrmacht* to a standstill.

The second anniversary of the war, June 22, found the struggle in a quiescent state. On that historic date a Moscow broadcast gave a summary of the losses suffered since the Nazi invasion: Germany had lost six million four hundred thousand men, forty-two thousand four hundred tanks, forty-three thousand planes; Russia had lost four million two hundred thousand men, thirty thousand tanks, twenty-three thousand planes. While a recheck would bring a downward revision of those figures, they, nevertheless, are representative of the size and cost of the sanguinary conflict.

In July Field Marshal Gunther von Kluge opened what at first promised to be a third power-

ful German summer offensive in Russia. He used 400,000 Nazis to stab spearheads through the Soviet lines at Orel and at Belgorod, in the hope of encircling a large portion of the Red Army's best troops and armor near Kursk. The Nazi failure to achieve even that limited objective gave definite proof of what had been suspected for months: the strength of the German armies in Russia was spent. For only nine days were they able to maintain their advance. Thereafter they were to retreat and hold and then retreat again with Berlin as the ultimate stopping point.

With the battlecry of *Na Zapad*, "Westward," the Soviet forces fell upon the faltering Nazis and routed them in a counterattack that the Nazis labeled "bone-grinding." Forty-two-ton tanks from the Urals factories, together with British Churchill tanks and American Shermans, formed a steam-roller that flattened the *Wehrmacht*; and the famed Russian artillery was at its best in destroying enemy pillboxes and tanks. Even German war correspondents began to admit that in that sector at least their army was inferior. "Today's setting sun," one Nazi news dispatch ran, "has seen more soldiers dying than soldiers sleeping. For every single minute during the entire day all of us, from the last private to the highest staff officer, have been conscious of the monstrous Russian superiority."

That superiority the Russians fully exploited. In that July drive the Red Army first erased the Nazi's Orel salient, and then took Orel and Belgorod. In August, for the second time in six months, the Germans were swept out of Kharkov. By the middle of September they had lost Stalino and along with it their control of all the industry of the Donets basin. A week later the fortress city of Bryansk and the port city of Novorossiisk were in Russian hands, and between those two points Soviet armies totaling three million men pressed the Nazis back everywhere. Forty miles of steel and concrete fortifications failed to slow the giant Soviet machine before Smolensk. At last on the banks of the Dnieper the Germans made a stand, and there in October the Russians' summer and autumn offensive was brought to a temporary halt.

The Soviet drive to the Dnieper had produced remarkable results. The Germans had been rolled back from fifty to two hundred miles along a seven hundred mile front. At least one hundred thousand square miles of Russia had been reclaimed. Orel, Belgorod, Kharkov, Stalino, Bryansk, Novorossiisk, Smolensk, Poltava, Melitopol, and a dozen other important cities had been retaken, and the domes of Kiev were again in sight. Half of the Ukraine and all of the Caucasus had been cleared of the Nazis. The Donets basin was once more Russian. The Red Army was at the gateway to the Crimea. Most important, the *Wehrmacht*, while not routed, had been beaten—*Panzers*, *Luftwaffe*, and all.

Part of Field Marshal Erich von Manstein's retreat could be attributed, as Nazi spokesmen claimed, to the need for shortening the German lines. At only a few points were they driven pell-mell. On

the whole their withdrawal was orderly, and their continuous use of land mines to slow down their pursuers indicates that they were scarcely at a dead run. Yet the Germans would never have voluntarily made their lines so uncomfortably short nor would they have shed so much blood in the process had the Russians not made it necessary. Premier Stalin's announced estimate of German casualties for the campaign, 900,000 killed, 1,702,000 wounded and missing, and 98,000 taken prisoner, can be discounted as propaganda-laden, but almost any fraction of those figures would represent a Nazi defeat of disastrous proportions.

The German line at the Dnieper did not long hold the Russians in check. The Reds pushed on without stopping for an expected breathing spell. The Nazis massed their forces at Kiev and Melitopol in anticipation of Soviet drives there, but the Russians struck midway between those cities near Kremenchug. At that thin point in the Nazi ranks, the Reds won their first small bridgehead across the Dnieper River and promptly dug a gaping hole twenty-eight miles wide in the enemy line. By October 25, advance Soviet tank units had reached the outskirts of Krivoi Rog, seventy miles beyond the Dnieper. At the same time, crossings were made above and below Kiev. The Dnieper barrier which Hitler had insisted must be held at any cost had been breached in a few days.

On November 7, 1943, the armies of General Nikolai Vatutin fought their way into Kiev, their triumph spoiled by finding the historic old city in flames. With the Dnieper behind them and with Kiev, the major objective of the year's campaigns, in their possession, the Russians properly felt that they could write the Nazis off as an offensive threat. "Comrades," Joseph Stalin told a jubilant Moscow, "we have turned the course of the war. . . . The complete ousting of the Fascist invader is at hand."

Step by step the Germans were forced backwards; every village and city saw bitter fighting as the Russians pressed forward to free their soil of the Nazis. Gomel, Zhitomir, and Korosten fell to the relentless Red Army. On January 3, 1944 Vatutin led his troops across the old Polish border; in that one sector pre-war Russian territory had been cleared. In the north, a Soviet drive against the Nazis before Leningrad was equally successful, and by February 2 the Russians had crossed over into Estonia.

Only a year after the German debacle at Stalin-grad, the Russians had reached points that were eight hundred miles to the west of that city, and daily the distance was increased. Three great Russian armies gathered momentum as they approached Rumania, with General Rodion Malinovsky, Marshal Ivan Konev, and Marshal Gregory Zhukov in command. In March the Nazi Bug River line was broken, and by the middle of the month the Russians were fighting on Axis soil in Rumania.

Finland was another Axis satellite to hear the tread of Russian boots in her village streets in the course of that awesome spring offensive. During June of 1944 Finland's Mannerheim Line crumbled before Red assaults, Viborg fell, and the little nation was almost cut in two. In the following September, unhappy Finland asked and was granted an armistice, but the German army continued to keep the war alive there just as it did in Italy after the surrender.

The tragedy of Finland was illustrative of the problems of a neutral in a world at war. To protect its neutrality it had fought and lost a war against Russia in the first months after World War II began. Following the Nazi invasion of the Soviet Union in 1940, the Finns to avenge the loss of territory had first allowed the Germans a passage-way into Russia and later had made common cause with Hitler. Now at last the Finnish army had been beaten, and the prostrate nation was compelled to look on helplessly as its sovereignty was violated by two opposing armies.

In the Ukraine, the Germans' orderly retreat now turned into disorderly flight. They began to only their small arms. At two railroad junctions, Moscow reported Soviet troops captured 1,600 rail-abandon their heavy equipment, taking with them road cars loaded with ammunition, food, and German wounded. The Nazi Sixth and Eighth Armies were totally destroyed. At the end of the first week in April, Marshal Konev had driven forty miles into Rumania, and Marshal Zhukov had reached the Carpathians at the old Czech border. In Budapest a Hitler ally, Admiral Nicholas Horthy, spoke gloomingly to the people of Hungary: "The war is now approaching its final phase."

To the south General Andrei Yeremenko, and General Rodion Malinovsky were winning access to the shores of the Black Sea. Malinovsky was the victor at Odessa, and Yeremenko cleared the Crimea. The capture of Melitopol during the Dnieper drive had opened the way into the Crimea to the Russians, but they waited until they could mount an irresistible offensive before striking into the peninsula.

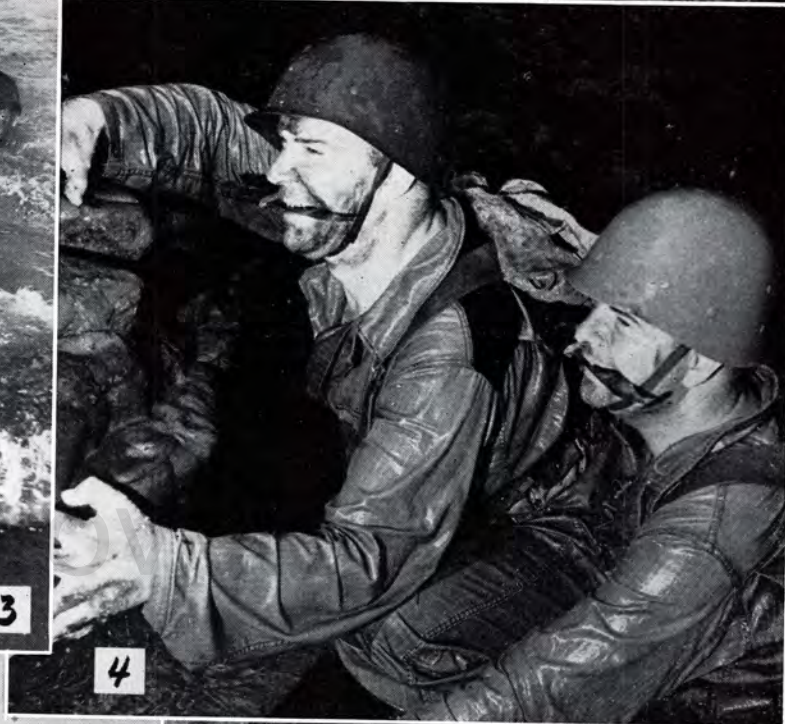
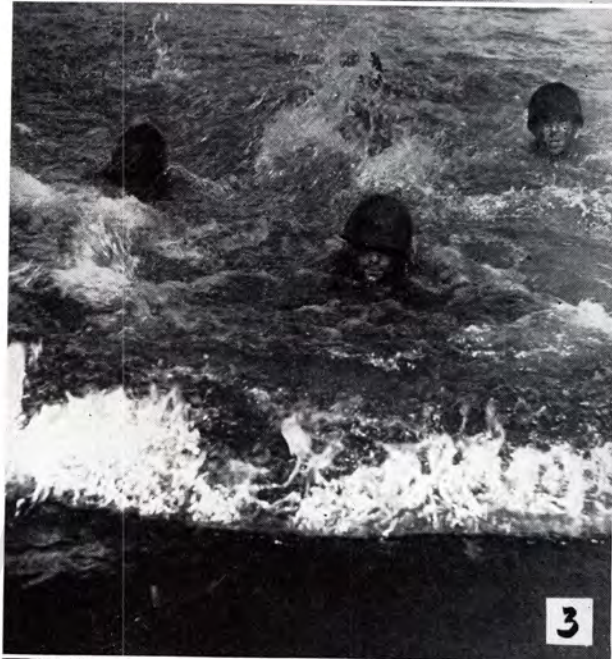
In mid-April the time came, and Soviet armies swept in from the north and east. Again Sevastopol was besieged, this time by the Russians; but where the Russians had stood for nine months in 1942, the Germans yielded in three weeks to the siege guns of Marshal Alexander Vasilevsky. Upon the fall of Sevastopol to the Nazis in 1942, the Russians' Black Sea fleet had withdrawn to safe harbors, but now it returned to shell enemy positions in the city and to block the escape by sea of the Rumanian and German defenders. In the ensuing naval action the Soviet navy sank 191 Axis ships, among them sixty-nine transport vessels.

The liberation of Sevastopol brought to a climax the Soviet campaigns preceding the invasion of Normandy. The Russian Battle of 1944 had been heavy blows to Germany at a climactic stage of the war. The part of Russia in making the Anglo-American landings in Western Europe possible was to bleed the *Wehrmacht* white and to pin down great forces that might otherwise have been stationed on the Channel coast. German casualties, by Berlin's own admission, reached into the millions. In May, 1944, Colonel Elliott Roosevelt reported to General Eisenhower that the three years of fighting in Russia had cost the Germans four million men and that in that same period the Soviet Union's losses amounted to sixteen million soldiers and civilians. In addition, some two hundred Nazi divisions containing two million men were facing the Russians on D-Day, three times the number of Germans ready to defend France.

The apparent lack of interest in this Third Front on the part of the Anglo-American leadership provoked sharp public criticism of the entire Mediterranean policy. A British member of Parliament said that the Allied strategy was reminiscent of "an old man approaching a young bride: fascinated, sluggish, apprehensive." Was it for this half-way endeavor, it was asked with some reason, that the sacrifices of Salerno had been made?

Winston Churchill in explanation pointed out the opportunities offered the defenders by the rugged terrain of Italy, and he admitted that during the winter Nazi Marshals Erwin Rommel and Albert Kesselring had taken full advantage. He added: "We were . . . committed to a frontal advance in an extremely mountainous country which gave every advantage to the defense. All rivers flow at right angles to our advance and violent rains often turn these rivers in a few hours into raging torrents, thus sweeping away all military bridges . . . and sometimes leaving part of the assaulting force committed to attack on the far side and beyond reach of immediate support."

To speed up the march to Rome, the Allies on January 22, 1944, tried a flanking blow at the German Gustav Line by making an amphibious landing behind it. At Nettuno and Anzio, thirty-six miles below Rome on Italy's west coast, six divisions of American and British troops went ashore



1. A half track ready for action awaits the signal from a forward reconnaissance group.
2. Spitting bullets in a sort of a enemies terrain.
3. Dumped into the sea by their LST, these boys swim into battle.
4. Nothing stopped them—with weapons and ammunition wet these two are looking for their next Japs.
5. Sand dunes, rocks, breakers, were only momentary barriers—On they went to Tokyo.
6. Training, too, was arduous—but better training saved lives of many who went overseas.

and quickly gained footholds. The enemy was caught off guard, and a beachhead was established almost without firing a shot. "It was so easy . . . American troops are standing with their mouths open and shaking their heads in utter amazement," reported the Associated Press. Unfortunately their commanders also stood with their mouths open.

What followed was one of the most amazing episodes of the war. The Allies, by swift action against a surprised enemy, could have moved inland even with a slender force to cut the Appian Way, a supply route vital to Nazi maintenance of the Gustav Line. If an army of sufficient size had been landed, a thrust northward toward Rome or southward against the German rear could have been made. Instead, the commanders elected to settle down on the beach to await developments. The Anzio-Nettuno beachhead was not to be a springboard for further activity; it was to be a waiting place where the Germans would be permitted to give battle at a time of their own choosing.

Excessive caution by the Allies gave the Germans ten days in which to bring up reinforcements. The Nazis, no doubt astounded and pleased by this unexpected display of courtesy, gathered their forces and at last descended on Anzio and Nettuno. For two weeks they battered at the Anglo-American troops, their attacks rising to a climax in mid-February. A lashing storm kept planes on the ground and nullified Allied air superiority so that the holders of the beachhead kept their position only by the hardest kind of hand-to-hand fighting. The veteran American Third Division added luster to its fine tradition by its courageous stand in the Anzio sector, and other British and American units won equal acclaim. Finally the weather cleared and Allied aerial and naval bombardments helped the infantry to beat off the German counterattack.

The post-war strategist of course has every advantage over the leaders directly concerned with a military operation, but the mistakes of the Anzio-Nettuno beachhead were so glaring that they should have been immediately apparent. The failure to exploit the initial advantage obtained by the surprise landings cannot easily be explained away. It may be granted that the number of men engaged was none too large, but effective use was not made of even the forces available. The official explanation, moreover, that this was an expedition for diversionary rather than attack purposes puts the whole project in a strange light in view of the knowledge then already at hand concerning the slow progress of Italian mountain battles. The plan, it was stated by those in command, was to draw the Nazi defenders back from their Gustav Line and then to hurl massed Allied strength against it, but the expectation of a sudden breakthrough in the German line seems a slender hope on which to base a gamble with the lives of a hundred thousand men. Either the Allied leaders should have been prepared to reinforce the assault troops and take full advantage of their achievements or the landing should not have been made at all.

Another needless waste of men occurred at Cassino, chosen as the point in the Gustav Line for the major attack to accompany the Anzio-Nettuno operation. Cassino, a bulwark of the western end of the German line had been besieged by General Mark Clark's Fifth Army since December, 1943, and its capture would have exposed the enemy's right flank and would have compelled a withdrawal from the Gustav defenses. The Allies had expected to reduce the mountain citadel in two or three weeks and then to rush forward to join with the troops at the Anzio beachhead, but instead they blasted at the enemy stronghold for four months before a breakthrough in May finally came. Many costly attempts to storm Cassino were beaten off, but at last the Germans were forced to yield.

The Thirty-sixth Division opened the campaign in January, 1944, by making a night crossing of the Rapido River and striking at German positions

before Cassino. The men of the Thirty-sixth fought for three days against an enemy that had only to wait behind well-prepared defenses on the hillsides and pour down a rain of shellfire. Then the ammunition of the Americans ran out, and they were forced to fall back across the river. Some swam; others formed human chains. So many dead and wounded were left behind by both sides that later a truce was arranged and Allied and Axis medical corpsmen alike swarmed over the battlefield to pick up the casualties. American losses totaled two thousand men killed, wounded, or missing.

Belatedly troops of the British Eighth Army were now transferred from their inactive sector on the Adriatic coast to take part in the battle for Cassino. With their aid other attacks were launched, some aimed at the summit of Monte Cassino on which rested the Sixth Century monastery of the Benedictine Order and others at the city lying in the lower valley. In mid-February, the air corps took over and rained destruction on both the abbey and the town, but months of bombing were necessary to make any appreciable dent in the strong German defenses. Nazi parachute forces were dropped on the monastery hill to reinforce the garrison there, and they helped make the caverns and tunnels under the ruined abbey a formidable fortress. Hills throughout the vicinity were stormed by American, New Zealand, and French troops, and New Zealanders of the Eighth Army and Americans of the Thirty-fourth Division fought their way into Cassino. Hill 165 changed hands six times. But Hill 516, the abbey hill, held out against all assaults.

During April the infantry rested while the Twelfth Air Force of General John K. Cannon went to work on Italy's railroads, and by the end of the month almost no Nazi supplies were being moved by rail south of Florence. Meanwhile reinforcements for the ground forces arrived; among other new units the American Eighty-fifth and Eighty-eighth Divisions took their places in the Allied lines. Then on May 11 the Fifth and Eighth Armies began again to hammer at the Nazis. General Sir Harold Alexander's order of the day offered his troops new hope: "From east and west, from north and south, blows are about to fall which will result in the final destruction of the Nazis and bring freedom once again to Europe. . . . To us in Italy has been given the honor to strike the first blow."

This time Cassino and the abbey's heights did not stand. Polish, French, American, Canadian, New Zealand, and English troops combined to capture those invincible points just six days after the new offensive began. With that the Gustav Line gave way, and the Germans were swept back toward Rome. On May 25 the Fifth Army made contact with the Allied defenders of the Anzio beachhead, four months behind schedule, and together they headed north. The Allied advance was so swift that the eastern and western sections of the German Army were almost split, and Marshal Kesselring had to flee north of Rome to reestablish contact between the two wings of his forces. The Nazis announced that they abandoned the Italian capital to save it from destruction, but the safety of the German Army of Italy was their paramount concern. On June 4, 1944, the long journey to Rome was ended when the Allies took over the Eternal City. The conquest of Mussolini's Fascist Italy was at last completed when Private John Vita climbed up on Il Duce's favorite balcony and delivered an impassioned address in Italian to an appreciative audience.

The Allies did not stop to celebrate but instead set out northward in pursuit of Kesselring. The Fifth Army pushed up the western coast while the Eighth Army made parallel gains on the eastern side of the peninsula. Together they converged on Florence, and after three weeks of street fighting that did irreparable damage to the city's artistic monuments, Florence was taken. By September 1, 1944, the Germans had succeeded in establishing themselves behind a new front, the "Gothic Line,"

stretching across the peninsula along the Arno River north of Florence. Between the Gustav Line and the Gothic Line, however, the Nazis had suffered sixty thousand casualties, including the loss of twenty thousand prisoners.

So at last in the weeks immediately preceding and following D-Day, the Italian campaign, for all the mistakes of commission and omission, paid appreciable dividends. It had been a heartbreaking struggle as Martha Gellhorn, writing for *Collier's* for October 28, 1944, makes clear: "Historians will think about this campaign far better than we can who have seen it. The historians will note that in the first year of the Italian campaign, in 365 days of fighting, the Allied armies advanced 315 miles. They will note this with admiration because it is the first time in history that any armies have invaded Italy from the south and fought up the endless mountain ranges toward the Alps. Historians will be able to explain with authority what it meant to break three fortified lines attacking up mountains, and the historians will also describe how Italy became a giant mine field and that no weapon is uglier, for it waits in silence, and it can kill any day, not only on the day of battle."

Some of the men who fought in Italy, however, were unwilling to await the verdict of history. The men of the Thirty-sixth Division who had made the bloody Rapido crossing and had waged the losing battle against hopeless odds had no intention of waiting. They could not forget how General Mark Clark had ordered the advance over the protests of their divisional commander, General Fred Walker, who had warned his superior that enemy hillside fortifications made such a project suicidal. The losses sustained had borne out Walker, and the survivors of the terrible three days at the Rapido blamed those casualties on one man—Mark Clark. At the close of the war they kept a promise made in Italy. They held a reunion of their division in January, 1946, at Brownwood, Texas and translated their hatred for General Clark into a demand for a Congressional investigation of his "colossal blunder"; they asked that Congress "take the necessary steps to correct a military system that will permit an inefficient and inexperienced officer, such as General Mark W. Clark . . . to destroy the young manhood of this country."

More to the point perhaps would have been a request for an inquiry into the Allied leadership's treatment of Italy as a second-hand front. Then it might be revealed what part the diverting of men and equipment and top-flight generals to England in preparation for D-Day played in forcing the commanders left on the Italian front to take unusual chances with the men and materials on hand. Their original policy of caution provoked the criticism that they were afflicted with a case of George B. McClellan's "slows," and a more vigorous policy brought forth equal condemnation. Vigor without recklessness was difficult to maintain under the circumstances. Clearly it was a balance that Clark failed to achieve.

Yet the Italian campaign was no failure. Charges that the invasion of Italy was a misguided venture were without foundation. No proof exists that a southern invasion elsewhere would have produced better results. Heavy losses were inflicted on the enemy there, and the one hundred thousand Nazis that continued to fight could not be in Normandy and in Italy at the same time. President Roosevelt had commented on the occasion of the fall of Rome: "The first of the Axis capitals is now in our hands. One up and two to go." He could have added that the road to the next capital, Berlin, was smoothed by the men who had forced open the road to Rome.

Prior to D-Day, the Allies had three active fronts on the continent of Europe. The Italian and Russian fronts were great affairs, engaging men by the hundreds of thousands and by the millions. The third field of operations, conducted

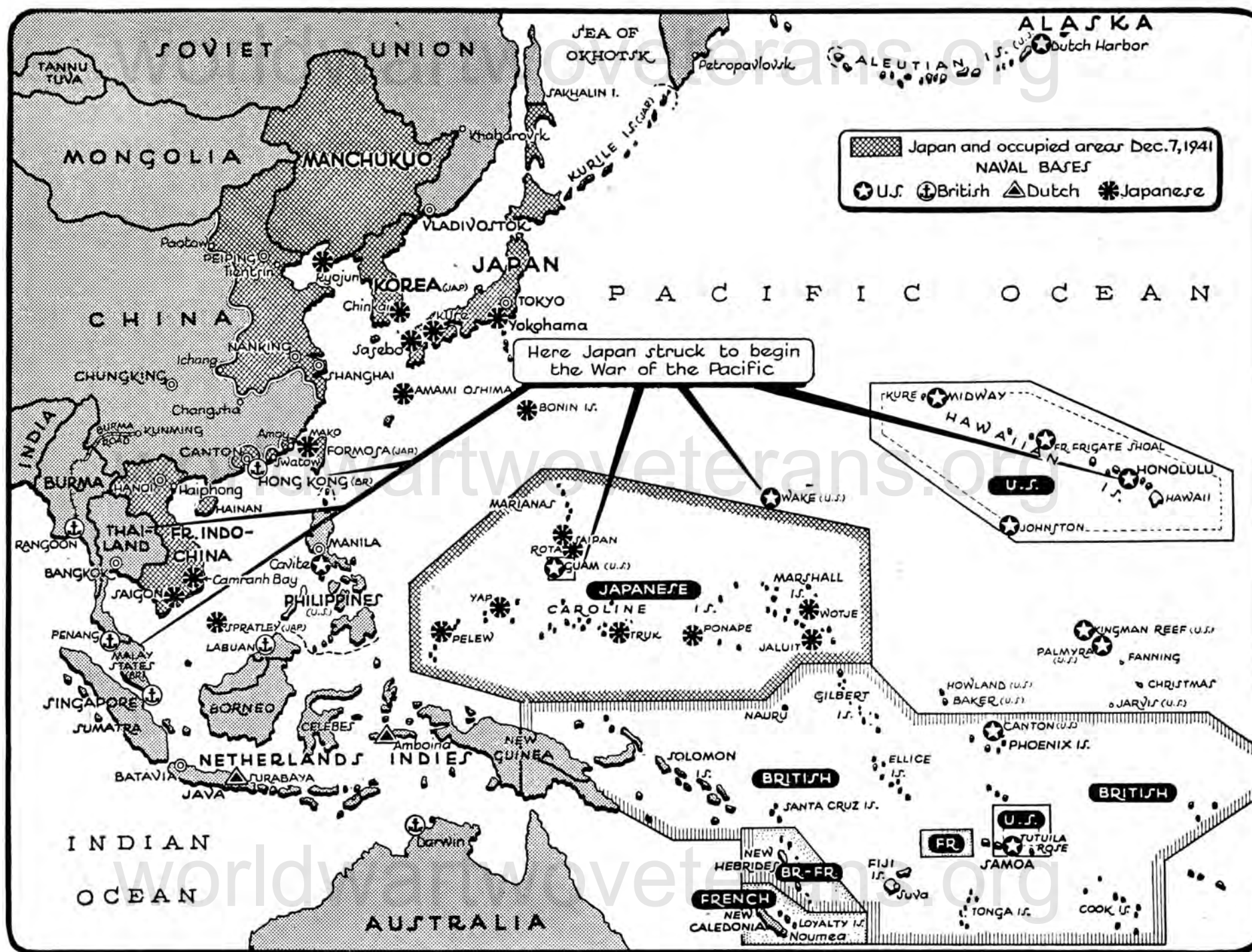
by underground irregulars and guerrillas in the Nazi-occupied nations, involved fewer men, but the unrelenting struggle carried on by the still unconquered French, Danes, Dutch, Belgians, Norwegians, Poles, Czechs, Greeks, and Yugoslavs was severely damaging to Hitler's plan of conquest. No amount of ruthless suppression could kill their patriotic spirit of resistance. Again the Fuehrer was being confronted with an unlearned lesson of history; again a more careful reading of a biography of Napoleon could have taught him how strong is the will of nationalism to live.

One of the most powerful of the resistance groups was organized in Yugoslavia. There the Serbs under General Draja Mihailovitch and the Croats under Marshal Tito daily came down from their mountain hiding-places to harass the Nazi invaders. Had the two Yugoslav leaders not disliked each other almost as much as they hated the Nazis, they could have doubled their strength; but contradictory ambitions kept them apart. In time Marshal Tito, who made that assumed name better known than his own Josip Broz, eclipsed Mihailovitch, and many of the Serbs joined with Tito's "Partisans." By the opening of 1944 Tito had organized more than 250,000 men and women into twenty-six divisions.

Their fierce struggle against the Nazis made Yugoslavia one of Hitler's major fronts. Demolition squads kept steadily at work blowing up German ammunition dumps, oil tanks, and food stores. Bands of guerrillas disrupted rail service by cutting lines and slowed down highway traffic with roadblocks. Thousands of Partisans, with tons of supplies furnished by the Allies, met the Nazis in pitched battles. The total value of the guerrillas to the Allied cause was indicated by *Time* for January 3, 1944: "Yugoslavia's Marshal Tito and his ragged, resolute Liberation Army engaged more Germans (at least 14 divisions) than the British and Americans together engaged in Italy. . ."

Not in Yugoslavia alone did the patriotic irregulars prove their worth. Poland too had a large underground army numbering nearly 300,000 men, an army that kept to the forests and occasionally gave battle to Nazi battalions. Polish resistance groups staged such a successful campaign to disrupt German railway transportation by sabotage that the Nazis were compelled to police every mile of track in Poland. Assassinations of German officials were common occurrences. As many as 140 secretly printed newspapers kept hope alive by publishing news of German defeats and Allied successes. And try as they might the Germans could not root out the underground. "The world press," wrote Xavier Pruszyński in *Poland Fights Back*, "is full of reports about horrible massacres, executions and deportations which follow each other relentlessly. The world hears less about the stubborn resistance which is largely responsible for many of the brutal reprisals. . . Just as the German terror is reaching in Poland a height of ferocity unknown in other countries, so the underground resistance and struggle of the Polish nation has an intensity unique in Europe."

In Norway, Holland, Belgium, Denmark, Czechoslovakia, and Greece, smaller invisible armies carried on a ceaseless campaign of systematic sabotage. Thousands from those lands made their way to England to be trained for military service, while other thousands stayed on the Continent to drive thorns in the German side. They daily posted signs on any anti-Nazi subject, and the letter "V"—for Allied "Victory"—appeared everywhere. They derailed trains, bombed bridges and dams, burned storage tanks and warehouses, blew up factories and radio stations, distributed illegal newspapers. The most famous of the underground newspapers was the oldest, *La Libre Belgique*, which had first been printed during the German occupation of Belgium during the First World War. "Volume One, New War Series" made its appearance on August 15, 1940, and thereafter it was regularly handed out to Belgian patriots. Apoplectic



Nazi governors were given free subscriptions and continued to receive the paper despite all their efforts to ferret out the editors.

In France the organized resistance movement put to shame the collaborationist activities of the Vichy government. Through the vigilance of the underground the Nazis were never able to put to full use the French factories they had requisitioned; fires, abrasives, and uncooperative workers constantly held back production. The well-managed underground army of France was two hundred thousand strong, with capable officers and plenty of war material. Tons of munitions had been hidden away at the time of the Nazi occupation, and with those arms the patriots made a formidable force. When the Americans and the British landed on D-Day, the silent armies of France were waiting to join them. De Gaulle spoke for the patriots: "France, overwhelmed . . . but never conquered, is on her feet to take part. . . . The simple, sacred duty is to fight." It was as De Gaulle said; some Quislings and Petains and Laval groveled, but most of occupied Europe kept to its feet—and fought.

None of the successes won on the fighting fronts, with the possible exception of the Russian victories, helped hasten the arrival of D-Day more than those scored by the air forces of the United Nations. The main burden of the aerial attack against Germany fell upon the Royal Air Force and the American Eighth Air Force based in England. The British bombed by night and the Americans by day with the result that the Germans in time had to suffer "round-the-clock" raids. Together the two Allies mounted an offensive that supplemented the campaigns in Russia and Italy by serving as a substitute for a second front while preparations for an invasion of Western France were being perfected.

In the early years of the war, pointless arguments were engaged in respecting the relative merits of British night-bombing and American daylight raids. The RAF commanders advocated the saturation theory of aerial bombardment where attempts were made to wipe out whole cities, and that form of attack could be made as effectively at night as in the daytime. The American leaders, however, adhered to the theory of strategic bombing, directing their blows at the essential war production of the enemy; for these precision attacks daylight was needed. Actually the two concepts of the use of airpower complemented one another, a fact that came to be understood on all sides before the close of the war.

The British had been compelled to adopt their policy of night bombing by the heavy losses sustained by their small air force during daylight raids in the early months of the war. The Americans, however, felt that the Boeing Flying Fortress, bristling with defensive armament, would be able to overpower German fighter resistance. On occasion it appeared that the British were correct in deciding that daytime losses would be prohibitive; one Eighth Air Force raid on Bremen in April, 1943, cost 16 Fortresses and 144 crew members and a greater one on Schweinfurt in October, 1943, cost 60 four-engined bombers and 593 airmen. The Americans came back, however, with more bombers and with long-range fighters, and engaged the enemy in a slugging match for supremacy. According to General Carl Spaatz who commanded the American Strategic Air Forces in Europe, the Allies had gained control of the air over Germany by February, 1944.

In midyear of 1943 the conviction was widespread that Germany could be bombed out of the war. Air Marshal Sir Arthur T. Harris, head of the RAF Bomber Command, and General Ira C. Eaker, chief of the United States Eighth Air Force, both felt that the Germans could be brought to their knees provided the English and American bombers were permitted to concentrate on that one objective instead of being assigned other tasks in support of ground operations. The experiment was never given a full trial although some support to

the idea was granted when the Allied leaders allocated a large number of planes to Harris and Eaker for a limited test of the project.

In the bombing of Germany, the British RAF necessarily took the lead over the comparatively new Eighth Air Force. Where the Americans made their first raid on Germany on January 27, 1943, the British had by May, 1943, dropped one hundred thousand tons of bombs on German cities. "In 1939," Air Chief Harris commented to his men, "Goering promised that not a single enemy bomb would reach the Ruhr. Congratulations on having delivered the first one hundred thousand tons on Germany to refute him. The next one hundred thousand if he waits for them, will be even bigger and better bombs, delivered even more accurately and in much shorter time." During February, March, April, and May of 1943, British airmen blasted Germany with at least ten thousand tons of explosives each month. By the close of the year they had dropped over one hundred fifty thousand tons, three times their total for 1942. Thirty German cities had suffered forty-eight RAF raids of five hundred tons or more. The Air Ministry announced in December, 1943, that seventeen major cities had become liabilities to the German war machine and that in Hamburg, Dusseldorf, and Cologne "civilized life . . . is no longer possible."

During the last week in July, 1943, the Eighth Air Force and the RAF combined to sear Hamburg, Germany's second city, with 10,000 tons of bombs. Seven night raids and two daylight attacks left Hamburg in ruins so complete that 400,000 were made homeless. No effort was made by the Nazis to disguise the devastation; instead their radio propaganda line took a new turn: "Terror! Terror! Terror! Pure, naked bloody terror! Go through the streets of the town which are covered with glass and debris. Set your teeth and do not forget who it was that brought you such misery! Let hatred glow in your hearts! Walk through the streets of Hamburg and from the smoldering ruins of houses see for yourselves at whom bombs and phosphorus were aimed. Forgiveness and conciliation are no longer possible here. The suffering of our heavily tried population has become a sacred vow of hatred." An official Nazi newspaper admitted: "The whole Reich and the largest cities are within reach of enemy planes. Nobody underestimates the imminence of danger."

A much smaller raid but one of strategic importance equal to the mass attacks on the cities was made by the British on May 16, 1943. Nineteen four-motored Lancaster bombers on that night were flown to the Ruhr Valley on a carefully-timed and long-planned mission. Bombs were loosed on two great dams that held back the Eder and Ruhr rivers. The streams were at flood-stage, and the raging torrent that burst through the dams inundated a large section of Germany's most important industrial area. Railway communications, telephone lines, power stations, and factory towns were swept up by the flood. It was one of the most profitable single raids of the war.

Since the Eighth Air Force had only one-fifth as many planes to spare for Northern Europe as did the RAF, the Americans during 1943 were outdistanced by their Allies in tonnage of bombs dropped on German targets. Yet the figures for the bombings by the Eighth Air Force grew larger as the year wore on: 547 tons delivered to Germany in January, 1943; 1,666 tons in March; 2,865 tons in May; 3,600 tons in July; 8,190 tons in September; and 12,000 tons in December. Altogether in 64,000 offensive sorties during the year, the Americans hit Germany with 50,000 tons of explosives and knocked down 4,100 Nazi planes. The costs had come high, however; the price was nearly 1,000 heavy bombers.

While the Eighth Air Force made some strikes of considerable size during 1943, as, for example, those on Regensburg and Schweinfurt in August, not until 1944 did American airmen open up with their great raids. On January 7, they hit Ludwigs-



hafen with 1,000 tons, and on January 29 they pounded Frankfurt with 2,000 tons. Then on February 20, General Spaatz unleashed the full fury of his tremendous bomber command, and the Eighth Air Force, by that time grown mighty under the leadership of General Doolittle, drove home blows that wrecked Germany's industry and destroyed for all effective purposes the German *Luftwaffe*. Six days of nearly perfect flying weather were used by more than 2,000 bombers and fighters to batter Leipzig, Oschersleben, Gotha, Bernburg, Brunswick, Halberstadt, Tutow, Posen, Stuttgart—any place there were aircraft factories and assembly plants. The airmen of the Eighth Air Force dropped in those six days a greater weight of bombs than they had delivered to Germany in the first year of their operations in Europe.

Allied airmen have come to refer to that as the "Big Week." It was the week in which American and British bombardiers dropped 18,000 tons on 15 Nazi aircraft centers. It was the week in which 644 German planes were shot down. "This sustained attack . . . fatally reduced the capabilities of the *Luftwaffe*," General Spaatz wrote in *Foreign Affairs* for April, 1946. "German aircraft production recovered; but the Allies retained control of the air throughout the remaining 14 months of hostilities."

The size and fury of the air battles of the "Big Week" are indicated by the number of plane losses, 387 bombers and 37 fighters for the Allies as against the 644 Nazi planes destroyed. Throughout the following month the struggle for air supremacy inaugurated by the Allied mass attacks of February 20 continued. During the second week 123 Nazi fighters and 68 American bombers and 11 fighters were knocked out of the air over Berlin. The week following, the score was 301 Nazi planes to 106 American bombers and 26 fighters in a single mid-day battle over the German capital. The fourth week was bitterly contested; while the Allies were dropping 20,000 tons of bombs on Nazi targets, the rival air forces engaged in battles that cost the Germans 440 planes to 195 for the Allies.

After that the *Luftwaffe* virtually gave up. Time after time Allied bombers made their runs without seeing a single enemy fighter. The devastation of Berlin was completed almost without contest, 2,000,000 of its people being left homeless and three-fourths of its area battered to ruins. The Nazis did not entirely concede the air to the Allies, for occasionally they would lash back; but the long intervals between the German attacks demonstrated the *Luftwaffe's* problem of replacement. Therein lay the difference between the opposing forces; the Allies could replace losses without delay, while the Germans now had reason to fear that replacements might never be found. Nevertheless Allied Intelligence reported that there were still 5,000 planes in the *Luftwaffe*, with half of them ready for use in France.

While the Eighth Air Force was the largest of the United States Air Forces in Europe, it was by no means the only one. The Ninth, based first in the Middle East and later in England, and the Twelfth and Fifteenth, based in Italy, also played important parts in the destruction of Germany's capacity to make war. The powerful Fifteenth Air Force made regular runs to Vienna and winged out over the Balkans, striking heavy political blows there with every bomb dropped. One of the Ninth's most notable exploits was performed while it was still assigned to the Middle East; in August, 1943, the Liberators of the Ninth Air Force dropped down on the Ploesti oil fields of Rumania and destroyed wells, storage tanks, and refineries. Together all of these air commands brought havoc unlimited to the Axis. They flew, during the whole of the war, a total of 1,692,469 sorties over Germany and the rest of Hitler's Europe; they unloaded 1,550,022 tons of bombs in their raids; and

they destroyed in the air and on the ground 29,916 enemy planes.

The importance to the Allied cause of the combined British and American air forces can hardly be overestimated. How much they contributed to the success of the Red Armies cannot be accurately calculated; but by compelling the *Luftwaffe* to shift from the Russian front, the Allies enabled the Russians to gain air superiority at a critical period in the German retreat. The part of Allied airmen in hastening D-Day is obvious. They forced the *Luftwaffe* out of the skies and thus cleared the path for the ships and men that made the landings. Ultimate victory depended on the troops that marched into Germany, but those who had flown there helped make that march possible.

While the Allied armies and air forces were softening the enemy, British and American troops were undergoing strenuous training for the great cross-Channel venture. Throughout the British Isles, parachute and glider forces practiced, assault troops staged miniature landings, ship crews studied mines and coastal blocks, sappers worked on land mine problems, infantrymen were toughened. These massive maneuvers, intended to secure coordination between ships, planes, tanks, and infantry, were repeated endlessly by commanders who sought perfection—and something to do while they waited.

Engineers reproduced on the English beaches near Plymouth and Dartmouth the defenses and fortifications used by the enemy on the French shore where the actual invasion was to take place. Beginning in September, 1943, thousands of men using hundreds of amphibious craft practiced storming the coast. Observers watched for mistakes and sought means of correction. New tactics and new weapons were given a thorough trial before being adopted. Each failure would bring changes, and the changes would then be tried out on the following day. Captain Harry C. Butcher, naval aide to General Eisenhower, records in his diary that only a month before D-Day the Allied commanders were still dissatisfied with the way the tests were going.

The most serious and elaborate rehearsal for D-Day, however, had been held at daybreak on August 18, 1942, when destroyers, transports, and launches of the British Navy crossed the Channel and landed some 5,000 men at the French port of Dieppe. The first attacks were made four miles to the east and five miles to the west of the Dieppe beach by English Commandos, troops especially trained to deliver swift, stealthy, death-dealing blows. The force that struck at the east was cut to pieces and had to pull out, but the western wing of Commandos succeeded in scrambling ashore and creating a satisfactory diversion.

When the Germans rushed men from Dieppe to cover those flank attacks, the main body of the raiders, Canadians under the command of General John H. Roberts, struck directly at the city. The Canadians cut their way through the barbed wire along the shore, and infantry and tanks pushed on into the city's streets. For hours they fought the Nazi defenders, destroying enemy supplies, seizing equipment, taking prisoners, gathering information.

Since this was only a rehearsal and not an invasion, the raiders then had to withdraw. That was the most difficult part of the operation, and despite Allied air control casualties were high. Of the 5,000 Canadians engaged, 3,372 were subsequently listed as killed, wounded, or missing. The Germans had taken 1,900 prisoners.

For nine hours, British ships and men had encroached on Hitler's Fortress Europe. That fact in itself made the assault worthwhile, for Hitler thereafter held troops in France that he had planned to send to Russia. The Germans had less freedom of movement in any direction, for this was a warning that the Allies might strike in earnest at any time; the Nazis could not know that nearly two years were to elapse before the next blow would fall in that quarter. The Germans for a while

were badly rattled, and three months later they were far better prepared for an invasion of France than for the attacks that came in North Africa.

The lessons learned at Dieppe, moreover, were put to use in North Africa, in Sicily, and in Italy, long before they could be applied in the landings in Normandy. "The Dieppe raid must be considered a reconnaissance in force," Winston Churchill explained. "It was a hard, savage clash, such as is likely to become increasingly numerous as the war deepens. We had to get all the information necessary before landing operations on a much larger scale." It was a costly rehearsal but it was in part responsible for the development of an invasion strategy that was to save countless Allied lives.

Appointment of the staff that was to plan and lead the invasion of Normandy began two years before the finishing touches were put on the preparations. Not until December, 1943, however, was the commander in chief for the operation named. General Dwight Eisenhower had demonstrated in the North African and Italian campaigns such marked talents for organizing and directing a complex command that he was a logical choice as Supreme Commander of the Allied Expeditionary Force. Yet the Combined Chiefs of Staff of the United Nations assembled at Cairo in November, 1943, with the expectation of naming General George Marshall to the post, and only after considerable discussion was the switch to Eisenhower agreed upon.

Captain Harry Butcher made this entry in his diary showing the comments of Harry Hopkins on the decision: "Hopkins said he thought the President and others thought General Marshall had come rightly to regard his job as Chief of Staff as more important to the war effort. He could devote his superior qualifications to global warfare, with which he is now intimately familiar. He could deal with Congress. The decision in Ike's favor had been made after very careful consideration of all of the factors, with important weight given to the need of General Marshall's experience in dealing with Congress in his present job and of Ike's battlefield knowledge and success in this theater. Ike's personal appearance before the Combined Chiefs of Staff at Cairo and his demonstration of his grasp of the military situation had added to the good impression already held of him."

Butcher also makes it clear that some of the discussions at Cairo were concerned with the question of whether a head-on invasion of France was actually necessary. General Spaatz still argued that three months of continuous bombing after the weather had improved in April or May of 1944 would drive Germany out of the war. Harry Hopkins prior to the Cairo meeting felt that the British had grown lukewarm about the Channel jump and were ready to "wash out" on the project, possibly in favor of Spaatz' bombing strategy or perhaps in favor of some new Mediterranean push. These policies Hopkins opposed. "Harry felt," wrote Butcher, "that the Russians' great drive would gain for the Soviets world-wide recognition as having licked Germany, leaving American and British interests at the peace table considerably submerged by the Russians." Whether the ultimate decision to spend thousands of lives in the invasion of Normandy stemmed from the desire to check Russia or Germany Butcher fails to record.

Included in the personnel for Supreme Headquarters of the Allied Expeditionary Forces, popularly known as "SHAEF," were Air Chief Marshal Sir Arthur Tedder, Eisenhower's deputy commander; General Bernard Montgomery, field commander for British ground forces; General Omar Bradley, field commander for American ground forces; Air Chief Marshal Trafford L. Leigh-Mallory, commander of air forces for the expedition; Admiral Sir Bertram Ramsay, naval commander, and General William B. Smith, chief of staff to General Eisenhower. Criticism of these appointments came both from the United States and England. Some Americans felt that the Brit-

ish had too much representation among the field commanders, especially in view of the fact that the bulk of the forces involved would be American. Many of the English for their part, felt that the supreme command should have gone to a Britisher. "I consider that either General Montgomery or Alexander should have held that position," one English critic wrote to Eisenhower. "Remember we have been in this war for over four years. Twelve months we stood alone." On the whole, however, the appointments won general approval.

The problems of a supreme commander in planning and supervising an operation on the scale of the cross-Channel thrust at the Continent were multiplied many times over by the exigencies of political considerations and public relations. The feelings of the British and American press must not be ruffled. The attitude of Russia had to be kept in mind. The loss of French good will in the event certain targets in France should be bombed had to be weighed. The zeal of Congressmen in an election year had to be taken into account. Prime Minister Churchill and General de Gaulle were constant trials. All of these individual items General Eisenhower handled smoothly without creating animosity or losing prestige.

The Patton case was indicative of the troubles with which the Supreme Commander was beset. George S. Patton in Sicily had established himself as one of America's most successful generals. This brilliant and erratic officer seemed incapable of doing anything wrong on a battlefield or anything right elsewhere. He had been dubbed "Old Blood and Guts" and seemed determined to live up to the title, swaggering around the Mediterranean wearing two pearl-handled revolvers in the best motion picture style. Just as he seemed destined to become one of the nation's great swashbuckling newspaper heroes, he committed the unpardonable blunder that nearly ended his career. During the action in Sicily, he paid a visit to a field hospital and there became incensed at a soldier who was suffering from malaria and battle fatigue. Since the soldier could show no visible wounds to the general, Patton took upon himself the privilege of diagnosis and cursed the man and accused him of being a malingerer and a coward. Then while the helpless soldier sat quivering "Old Blood and Guts" slapped him, and because the man sobbed he struck him again.

That episode had occurred in August, 1943, while Eisenhower was serving as Allied commander for the Mediterranean, and it fell to his lot to decide upon the method by which Patton would be disciplined. The whole affair gave Eisenhower many hours of worry. He did not wish to lose the services of his best ground gainer, nor did he dare to turn his back upon public opinion. He finally reached the decision to retain Patton as a commanding general while the punishment was to consist of a stern letter of rebuke and an order to apologize publicly to the patients and staff of the evacuation hospital. Not until late November was the matter made public, and for a time it appeared that both Eisenhower and Patton were to suffer oblivion, Patton for his misconduct and Eisenhower for the mild rebuke and the long months of keeping the affair under cover. Neither the American people nor the press, however, cared for a court martial for Patton, and in time the clamor over the case died out.

The reasons for Eisenhower's decision can be readily understood, and one can sympathize with his desire to save the man that he felt to be the best offensive general of the Allies that the war had developed. Yet it is difficult to give approval to the method he chose as a way out of the dilemma. Patton, while a superb field officer, was scarcely indispensable, and his disgraceful performance called for punishment more severe than a reprimand. Had the enlisted man struck the general or cursed him under comparable circumstances the enlisted man would without question have been sentenced to long months of imprisonment by a court martial.

The Articles of War are supposed to be just as compelling in their severity upon an officer as upon an enlisted man. Although Quentin Reynolds told Eisenhower at the time that 50,000 soldiers were ready to shoot Patton on sight, no one actually wanted Patton's head; but the slapping and vilifying of a soldier should have resulted in the degrading of the guilty general and his transfer to some other theater.

An attempt was made to excuse Patton's tantrum on the ground that he himself was suffering from battle shock. Yet the incident that was publicized was not unique in Patton's career, for investigation showed that there were other men he had cursed and cuffed and kicked. These facts Eisenhower knew when he elected to keep Patton at the head of the Seventh Army in Sicily and refused to allow the story to be released for publication until he could present the people with a *fait accompli* of several months' standing.

Within the American military establishment, the entire affair left a bad taste, and most enlisted men felt that the benign treatment of Patton emphasized the distinctions inherent in the Army's caste system. "There are lessons to be drawn from this deplorable affair which the High Command hereafter should enforce," the *Army and Navy Journal* declared. "The kind of democratic Army we have requires . . . discipline based upon mutual respect. . . . Officers, no matter what their rank, guilty of conduct undermining it, should be relieved instantly from their command."

Thus matters stood in the Patton case when Eisenhower was named Supreme Commander for the Allied Expeditionary Forces. As the Supreme Commander began to select his subordinates, a question arose concerning the post to be assigned to Patton. Almost any position given the gaudy general was bound to provoke opposition both in America and in England, yet Eisenhower braved public disapproval by designating Patton as commander of the American Third Army. Eisenhower's action in giving Patton that important command was consistent with the course he had taken in Sicily, and further criticism of the Supreme Commander was undeserved. Patton in his public utterances continued to be a source of embarrassment to Eisenhower until after D-Day, but when Patton subsequently swept through France and Germany with the Third Army, the Supreme Commander felt that he was repaid for his trouble.

Patton's achievements on the Continent came to be accepted in America as sufficient justification of Eisenhower's covering up for Patton in Sicily. Some military analysts have demurred, contending that Patton had the advantage of a favorable press that found it easy to capitalize on the reader's interest in "Old Blood and Guts" and consequently to play him up at the expense of a more able general, Omar Bradley. Certain it is that a great deal of study will have to be made of World War II to determine in the case of Patton and other leaders how much their reputations for great generalship depended on the skilled publicity agents attached to every commander under the title of Public Relations Officer. Yet no amount of success could excuse Patton's hysterical outburst. Perhaps history will come to look upon the face-slapping incident as an unimportant episode in Patton's colorful and useful career; yet it is more likely that the future historian will have to detail the affair as responsible for the adoption of a regrettably misguided policy by General Eisenhower.

Otherwise the Supreme Commander made few mistakes. Shortly after D-Day, Hanson W. Baldwin, one of the war's great reporters, gave in *Foreign Affairs* for October, 1944, this considered estimate of Eisenhower: "The clue to the victory, then, is to be found partly in the months of struggle on the seas and in the skies before the invasion proper began. It also is to be found in the careful planning during that period, and in the wise and skillful leadership of General Dwight D. Eisenhower, who fashioned out of 'SHEAF' . . . a cumbersome but on

the whole smooth-working instrument of Anglo-American cooperation. General Eisenhower's friendly but dynamic personality is the key to the success of SHEAF; perhaps no one else but 'Ike' could so rapidly have welded together such a diffuse and often clashing group of personalities and nationalities."

When Eisenhower first arrived in England to take charge of the Supreme Headquarters, he reviewed the plans already made and decided that they called for an attack on a scale too small to be successful. He directed that five divisions instead of three to be used in the initial landings, and he insisted that the area of the assault be widened. These changes caused a postponement of D-Day and considerable additional work by engineers, draftsmen, and supply agencies, but the wisdom the new strategy was demonstrated when the invasion finally came.

D-Day would not have been possible had not American industry and agriculture continued in 1944 their great achievements in the Battle of Production. The farmers of the United States harvested the biggest crop in the nation's history with the smallest number of farm workers on record. The output of American industry shrank slightly over the peak year of 1943 because of the steps taken toward reconversion to peace-time manufacture. Yet the miracles wrought by industry's performance between 1941 and the close of 1944 are indicated by the statistical tables: a gigantic new synthetic rubber industry established; aluminum production increased from 807,000,000 pounds to 2,179,000,000 pounds; plane output multiplied 10 times, tank production five times, naval shipping five times, and cargo shipping 10 times; the machine tool industry expanded 700 per cent. Gains in other manufactured products were comparable to those named. Meanwhile the Battle of the Atlantic turned completely in favor of the Allies in the summer of 1943, and thereafter, with the submarine menace removed, most of the shipments of goods reached their destination.

C. Lester Walker, writing for *Harper's* for March, 1945, has written the best account to date of the herculean labors expended in getting under way what "was beyond doubt the most gigantic as well as the most extraordinarily complex single operation two nations have ever undertaken." A planning staff of 6,000 worked out the details that brought together the necessary men and equipment and ships and supplies. The United States Army brought over a million men into the United Kingdom for the occasion. American engineers constructed 100,000 buildings for housing and storage purposes. More than 1,000,000 different items were in the 18,000,000 ship tons of cargo unloaded in British ports to supply the expedition's needs. Thousands of miles of concrete runways were built for the world's greatest air force. Six hundred different types of landing and escort craft were designed and built for the assault forces. "This invasion has got to be planned *big*," Eisenhower had said. It was.

War materials of all kinds were assembled: tanks and trucks and jeeps, howitzers and mortars and heavy field pieces, bazookas and machine guns and rifles, bulldozers and concrete mixers and air compressors, bombs and shells and cartridges, cranes and wheelbarrows and telephone poles, tires and motors and spare parts, food and drink and medicine. These vast stores were stacked ceiling-high in every available building, and millions of crates and vehicles were left to line mile after mile of country lanes throughout England. The amounts required of certain items reached fantastic totals: two and a half million miles of telephone wire, 90,000 parachutes for dropping supplies, 500,000,000 burlap sand bags. In March of 1944 the story was circulated that if materials kept coming to England, the island would sink in the ocean. "Just cut the barrage balloons," it was said, "and she'll go down six inches." So many things were piled about that at first many items

were lost track of and had to be reordered, but such mistakes were corrected by the arrangement of a systematic catalogue of equipment.

On May 7, less than a month before D-Day, the board of strategy of SHAEF put the Services of Supply on their mettle by a change in tactics affecting the airborne divisions. Under the new plan they were to land in Normandy, stay four days and then pull out to return to England; there they would get fresh equipment for a jump into Holland. This meant that 327,272 additional items, from flame throwers to stop watches, had to be gathered together in America and rushed to England. All the articles required were in England before the deadline.

The Medical Corps devised a method of handling casualties that further taxed the supply system. Among the requirements were 800,000 units of blood plasma, 600,000 doses of penicillin, and 10,000 pounds of sulfa drugs. The evacuation of the wounded was so arranged that the casualties could be shipped immediately to hospitals that could give them the best treatment. Each hospital in England was to keep the Surgeon General informed of the number of vacant beds available so that there would be no confusion in the handling of the injured. Meanwhile portable hospitals that could be set up on the beaches were prepared so that immediate first aid could be administered and even major operations performed.

For the landings the engineers made no less

than 125,000,000 maps. Their tide maps were so accurate that the exact water level of any French beach for any minute of the day could be ascertained from them. Even the underwater barriers were plotted on the maps. All of this was useful information for ship captains and the coxswains of landing craft in getting the troops close to the shore, and it was equally vital to the planning board in training the soldiers to wade the remaining distance with as little delay as possible. The mistakes made in some of the island invasions in the Pacific were not repeated in Normandy.

To the Transportation Corps fell the prodigious task of handling the flow of goods within England. Schedules for the use of port facilities by cargo vessels were drawn up and rigidly followed. Railroad equipment, including 3,000 locomotives and 57,000 freight cars, and the necessary operating personnel were brought from America to move the war materials from the harbors to the storage depots scattered over England. Then at the appointed time the men and the equipment were transferred to the ports of embarkation.

At last the loading of the troops and the supplies began. All roads leading to the docks were carefully policed lest traffic jams upset the time schedule. Every jeep was moved to a prearranged spot on shipboard. Each man took an assigned place as member of a team. The final aerial bombardment of the Norman beaches rose to a crescendo. D-Day was at hand.

CHAPTER XIII

Fortress Europe Falls

The D-Day landings had been so long in preparation and such a great number of men had participated in the planning stage that complete surprise was impossible to achieve. On occasion the security of the operation was threatened as a military or naval officer offered to make bets on the invasion date. Once a wool-gathering enlisted man attached to SHAEF addressed a packet of important papers to his sister in Chicago instead of to the War Department in Washington, an error that was caught in time to prevent harm. Again a babbling major-general grew talkative at a cocktail party and let out confidential information, a slip that cost him his stars and caused him to be sent back to the United States in disgrace. Yet the enemy never succeeded in obtaining facts or dates that could be used to advantage. As Prime Minister Churchill later stated: "It is rather remarkable that a secret of this character, which had to be entrusted from the beginning, to scores, very soon to hundreds and ultimately to thousands of people, never leaked out either in these Islands or the wide expanses of the United States."

No detail was overlooked that might help confuse the enemy as to the point of attack. Aerial and naval bombardments were directed at areas up and down Europe's coasts prior to D-Day in order that the Germans would not be able to figure out the actual landing place. Planes were sent over neutral countries distant from Normandy so that the resultant newspaper headlines would create apprehension in Nazi ranks. On the eve of invasion, Allied leaders even took a leaf from the book of the cloak and dagger school of fiction writers by sending a double for General Montgomery by plane to Gibraltar where he could be observed and duly reported to Berlin by Spanish friends of the Axis. Then on D-Day, although no real diversionary strikes were attempted, Allied forces sought to bring about further confusion by making a pretense of heading toward Calais, the Low Countries, and Norway.

All of those Allied feints helped to add to the German High Command's conviction that a series of landings would be made on several European beaches. Nevertheless, the Nazis had good reason to believe that the hardest blows would be struck somewhere near the British Isles, for military urgency would dictate that the invasion take place near the supply bases in England. The exact spot on the Channel coast that the Allies would pick, however, the Germans could not foretell, and no advance concentration of troops was possible under the circumstances. Even after the operation began in Normandy the Nazi commanders were wary about rushing troops to that sector for fear of attacks elsewhere.

The Germans had many opportunities for miscalculations concerning the Allied strategy, and their percentage of error was surprisingly high. They were slow to realize that only one landing was included in the plan for the northern invasion. They failed to guess the time and place of attack. They bungled badly in their preparations for resistance. Hanson W. Baldwin, in the October, 1944, issue of *Foreign Affairs*, put much of the blame on the Nazi's commander in France: "Marshal von Rundstedt . . . had had two years to strengthen the defenses of the French coast, and yet until Marshal Erwin Rommel's inspection in the winter of 1943-44 many obvious measures of defense were not taken. At the time of the invasion, the beach and coast defenses had been considerably improved since the winter, and troops had been shifted to the Normandy region. Fortifications were still in progress; in one 500-yard strip of beach this correspondent saw three heavy reinforced concrete casements still under construction, and in numerous pastures 'Rommel's asparagus'—heavy wooden posts up-ended in the earth to prevent airborne landings—were in course of installation."

The date of D-Day would have been difficult for Marshal von Rundstedt to predict since General Eisenhower himself was undecided. The Allied

commander had been advised by the weather experts that past records indicated that the two most likely periods during June for favorable weather would be from June 5 to June 8 and from June 19 to June 22. Acting on that information, Eisenhower had fixed upon June 5 as the day for launching the invasion. Accordingly all the ships and troops were ready at the appointed time, but heavy seas and overcast skies prompted the Supreme Commander to order a postponement of 24 hours. It was a nerve-racking wait for the men aboard ship, and General Eisenhower was fully aware of the harmful effects that prolonged delay could bring. At an Allied conference, therefore, he pointed out that reasons of morale and security made it imperative that the attack begin on the following day.

The decision was not an easy one. The forecasters gave no promise of improved weather conditions for June 6. In response to an inquiry about the possibility of a change, the conscientious weatherman replied: "To answer that question would make me a guesser, not a meteorologist." Eisenhower then had to act as chief guesser and had decided that the gamble should be made immediately rather than risk a postponement of two weeks. The great storm that swept the French coast from June 19 to June 22, the second period of predicted calm, made it appear that Fate had approved the choice of June 6 for D-Day.

The weather at the hour of invasion was unfavorable to aerial operations and the Channel was choppy, but both the air and naval forces rose to the occasion and performed their assigned tasks almost on schedule. The time chosen for the landings caught the Germans by surprise, for the first assaults began four hours before the high tide that had always been deemed essential. Minesweepers were able to feel their way to the shore better at low tide, and ship crews were better able to see and avoid the obstacles planted in the water by the Germans.

Captain Harry Butcher reports that Nazi officers captured after D-Day admitted that the day and hour selected for the offensive were totally unexpected. The Germans had assumed that the exposure of the underwater barriers at low tide would forestall an attack at such an hour. Moreover a captive German meteorologist told that he had advised his superiors that invasion for several days after June 4 would be impracticable because of bad weather. That forecast had led to the granting of short leaves to German officers who were, therefore, absent from their divisions on D-Day. One advantage enjoyed by the Allies on June 6, it is clear, was that the enemy was not on the alert against attack.

The armada that made the Channel crossing was larger than any other previously assembled, but not all of the superlatives used in describing it are justified. The flotilla of 4,000 ships exceeded by only 750 the number of vessels employed in the invasion of Sicily, an increase scarcely commensurate with the greater dangers involved. The 800 fighting craft on hand for D-Day, moreover, scarcely equalled in power the fleet used the previous February in taking Kwajalein in the Marshalls. Fifteen battleships had been at Kwajalein while only 12 ranged the invasion coast of Normandy, and three American battleships that took part in the Norman operations were among the oldest in the United States Navy, the *Arkansas*, the *Texas* and the *Nevada*.

The naval strength, of course, was entirely adequate, for the plan of attack called for most of the explosives that hit the French coast to be delivered by the air forces. The aerial might the Allies unleashed on D-Day was unparalleled. Three thousand planes took the airborne divisions across to France, and over 8,000 planes of the RAF and the Eighth Air Force provided an horizon-wide umbrella to cover the navies and the ground troops as they approached the alien shore. The Allied fighters kept all enemy planes grounded, and the bomb-

ers pounded installations in the landing areas to bits. On invasion eve, 7,500 tons of bombs were dropped on the 10 key German defense batteries; and 30 minutes before H-Hour, 1,350 heavy bombers blanketed the beaches with 530 tons of explosives for every brigade front of 2,300 yards.

Once the beachheads had been established, the Navy's next great task was to land supplies and equipment in quantities sufficient to keep the armies moving inland. Knowing that the dock facilities of a large port city could not be made readily available, Allied engineers had worked out in advance a scheme for constructing pre-fabricated harbors that could be hurriedly put together on the French shore. For the first few days breakwaters formed by scuttling 60 out-dated ships were the only protection for the supply vessels and transports as they unloaded their cargoes. Meanwhile tugs were busy towing the steel and concrete sections of the artificial harbors into position. Great caissons and piers weighing thousands of tons were brought over and sunk, and on these foundations were placed monstrous quays. Within two weeks two harbors with pierings as long as those at Dover were set up; and just as it appeared that the problem had been solved, a storm destroyed one of the giant installations. Thereafter, the one artificial anchorage had to suffice until Cherbourg fell to the Allies.

Despite the prevailing June gales that slowed down Channel shipping, vast amounts of materials were landed. By June 17, the British and Americans had put ashore, in addition to 589,653 men, a total of 89,828 vehicles and 200,000 tons of supplies. The loss of one of the artificial harbors had caused the vehicle landings to drop 50,000 behind schedule by July 2, but after Cherbourg was made serviceable that shortage was overcome. On August 12 the first of the cross-Channel pipe lines to provide fuel for these vehicles was completed. In October, the announcement was made that the pre-fabricated ports had helped the Allies in the first three months after D-Day to perform titanic feats of supply; the 2,500,000 troops, the 500,000 vehicles, and the 17,000,000 ship tons of munitions and materials in France were visible evidences of the miracles wrought.

Those were the agencies and their prodigious efforts that supported the men who landed in France on June 6, 1944. General Eisenhower's order of the day was his final word to the assault troops: "You are about to embark on a great crusade, toward which we have striven these many months. The hopes and prayers of liberty-loving people everywhere go with you. In company with our brave Allies and brothers in arms on other fronts you will bring about the destruction of the German war machine, elimination of Nazi tyranny over the oppressed peoples of Europe, and security for ourselves in a free world." General Montgomery, conscious of the gamble involved, quoted Lord Montrose:

"He either fears his fate too much,
Or his deserts are small,
That dares not put it to the touch
To gain or lose it all."

President Roosevelt prayed: "Almighty God: Our sons, pride of our nation, this day have set upon a mighty endeavor, a struggle to preserve our Republic, our religion and our civilization, and to set free a suffering humanity. Lead them straight and true; give strength to their arms, stoutness to their hearts, steadfastness in their faith. They will need Thy blessings. Their road will be long and hard. For the enemy is strong. He may hurl back our forces. Success may not come with rushing speed, but we shall return again and again; and we know that by Thy grace, and by the righteousness of our cause, our sons will triumph."

The invasion of Normandy started shortly after midnight on June 6 when parachute and glider troops of three Allied divisions, including the American 82nd and 101st Airborne, began dropping at the base of the Cotentin Peninsula on which

Cherbourg rests. The mission of these divisions was to draw German troops away from the beaches so that the seaborne forces would face fewer Nazis in the first phases of the naval assault. This hazardous night operation was successful, but the losses of airborne personnel, especially of glider troops, ran high. Some of the gliders cracked up on "Rommel's asparagus" or other obstacles, and their crews were killed or captured. Yet on the whole the casualties were lighter than had been expected, and the airborne losses were more than offset by the confusion that the parachute troops threw into the enemy's ranks.

At 6:30 in the morning of June 6, the troops began wading ashore from their landing craft. The British Second Army landed near Caen, while the Americans struck at two points near the mouth of the Vire River. The eastern point of the American attack was labeled "Omaha Beach" and the western "Utah Beach." Only light opposition was encountered by the Fourth Division at Utah Beach, but Omaha Beach, dominated by cliffs a hundred feet high, was strongly defended. Again the First Division drew the difficult assignment of routing a well-entrenched enemy, and Omaha Beach fell as other Nazi strongholds had to the First's determined advance. The Twenty-ninth Division shared the responsibilities and honors with the First. By June 12 the British and American beachhead forces had joined, giving the Allies control of a stretch of the Norman coast 80 miles long. Premier Stalin, at last presented with a second front, sent his congratulations: "The history of wars does not know any such undertaking so broad in conception, and so grandiose in its scale and so masterly in execution."

With 16 divisions by that time in France, the Allies next could turn to clearing the Germans out of the Cotentin Peninsula. While the British at Caen fought off any Nazi attempt at reinforcement of the beleaguered area, the American Ninth Division severed the peninsula with a quick thrust and headed north toward Cherbourg. The Fourth and the Seventy-ninth Divisions joined the Ninth in the fight for the great port city, and on June 27 the defenders were compelled to surrender. In praising this whirlwind campaign, the London *Express* gave voice to its unstinted admiration: "Americans have proved themselves to be a race of great fighters in the very front rank of men at arms."

Cherbourg was the first major Allied objective after D-Day. The capture of this, one of Europe's best seaports, gave the Allies assurance of a distribution center for supplies from Britain and America. German demolition squads, however, had wrecked the harbor facilities at Cherbourg just as they had at Naples, and with greater effect. Engineers put the harbor back in working order, but it was the last of August before full use of the port could be made. Yet this delay did not nullify the effect of the fall of Cherbourg; its capture meant that the Allied position in Northern Europe was no longer in danger. The beachheads had been developed into a second front.

From the outset, the Allied commanders were relieved to find the cost of the invasion in casualties was unexpectedly low. Before D-Day spokesmen had made gloomy predictions, estimates of the losses running into the hundreds of thousands. Thousands of men died in storming the Normandy beaches but not nearly as many as had been feared. The figures given out for casualties to July 20 included, for the United States, 11,026 killed, 52,669 wounded, 5,831 missing; for Britain, 5,646 killed, 27,766 wounded, 6,182 missing; for Canada, 919 killed, 4,454 wounded, 1,272 missing.

The failure of the two Nazi commanders in France, Rundstedt and Rommel, to launch a counter-offensive in those first weeks of the invasion was one of the surprising developments of the campaign. In numbers of men and in amounts of equipment, the Germans were clearly superior to the Allies for several months after D-Day. Only a month before the Anglo-American landings, General Eisenhower's

chief of staff, General Walter B. Smith, in private conversation with Captain Harry Butcher expressed the opinion that the Germans had an even chance of throwing the invaders back into the Channel. Yet to the relief of the Allied High Command no strong Nazi counterattack came until it was too late. In one respect only were the Germans outnumbered in France, and that may have been the factor that determined them to exercise caution. The *Luftwaffe* was no match for the Allied air forces, and the constant pounding of German bridges, roads, and supply lines unquestionably helped the Nazis to reach their decision to avoid an offensive.

The principal retaliatory move by the Germans was their renewal of the air blitz on England on June 12 with a new type of attack with a pilotless jet-propelled plane carrying a heavy explosive. This was the Nazis' long-anticipated secret weapon, the V-1—the *Vergeltungswaffe* or "Vengeance Weapon." These robot bombs were scarcely secret since British Intelligence had spotted them in reconnaissance photographs and had for more than a year worked on a plan of defense. The RAF had devoted a great deal of attention during that year to bombing the launching sites, and a range finder to direct anti-aircraft fire against the speedy robots was developed.

When the attacks finally came, however, a hundred of the flying bombs were sent against England each day, and no amount of defensive effort could ward off all of them. The destruction wrought in London and the south of England almost equalled the devastation of the worst days of the earlier Battle of Britain. At the end of the first six weeks of the use of the new weapon, Winston Churchill announced that 4,735 had been killed, 14,000 had been seriously injured, and 17,000 homes had been destroyed. The casualties continued to mount in the months that followed; by the close of August more than 1,104,000 homes had been razed and the monthly death total among civilians had risen above 1,100.

Then in September the Nazis unveiled another terror weapon, the V-2. The V-2 was a flying rocket which traveled through the stratosphere and hurtled down on its target without warning. Its range was much greater than the V-1, and the Germans continued to use it even after the landing sites in France and the Low Countries had been overrun by the Allied armies. The rocket bombs did less damage in England than the robots; but since no defense against the rockets was possible, they caused unequaled anxiety and fear. Yet neither V-1 nor V-2 had any consequential effect on the course of the war. They only increased the British determination to press the war to a bitter-end conclusion.

The havoc and dread created by the first flights of robots during June and July caused British morale to sag lower than it had in two years. Furthermore, as July wore on, Britons and the people of all the United Nations could not hide their disappointment at the apparent stalemate in Normandy. Then on July 21 came electrifying news out of Berlin; an attempt to assassinate Hitler and overthrow the Nazi regime had been made. All Allied troubles were temporarily forgotten as spirits rose at the portent of a collapse of the German home front. Evidences of growing defeatism in Germany had been observed for months, and this might be the beginning of the end.

The plot had been instigated by a disgruntled faction of army officers led by General Ludwig Beck, onetime chief of staff of the German army. Hitler had gathered with a number of his advisers at Berchtesgaden, and one of the plotters, Colonel Graf von Stauffenberg, had set off a bomb that had exploded only two yards away from the Fuehrer. Three among those present had been killed, but Hitler escaped with nothing more serious than burns on his right arm. The Fuehrer shortly thereafter broadcast reassurances to his people: "At an hour in which the German Army is waging a very hard struggle there has appeared in Germany a

very small group similar to that in Italy, that believed it could thrust a dagger into our back as it did in 1918. . . . It is a very small clique of criminal elements, which will now be exterminated quite mercilessly."

Promptly General Beck committed suicide and Colonel von Stauffenberg was executed, and wholesale arrests and executions suppressed the threatened coup. Heinrich Himmler was given full authority to purge, by any means he saw fit, all suspected of disloyalty. Strict censorship prevailed, but rumors spread out of Germany of a blood-letting equal to Robespierre's Reign of Terror. The bright prospect of a widespread revolt dimmed as the weeks passed without further incident. Yet as Churchill's words indicate, the Allied world still had hopes: "They missed the old boulder—but there's time yet. There are grave signs of weakness in Germany. They are in a great turmoil inside and none can measure the extent."

Events were to prove, however, that the Allies were to get to Berlin the hard, slow way, on the ground. Following the seizure of Cherbourg, the Allied forces spent a month of careful probing of the enemy's lines. The ancient hedgerows of the Norman farms made excellent defensive bulwarks for the Germans, who mounted machine guns behind the matted earthen banks. The bitter fighting waged to dig the Nazis out of their positions was reminiscent of the jungle and cave battles of the Pacific islands. Progress was so slow that the commanders began to be charged with over-caution, an accusation that failed to take into account the advantage the terrain gave the defenders and the disadvantage the continued stormy skies presented to the air forces of the attackers.

At last on July 25 the weather cleared sufficiently for the planes to get off the ground. Two thousand planes took part in a terrific bombardment of the German lines; in a single hour the Eighth Air Force loosed 3,400 tons and the Ninth 1,000 tons. After the planes had done their work, the artillery further widened the path, and at last the tanks and infantry struck hard at the crumbling enemy front. Heavy Nazi resistance at Saint Lo was finally overcome, and thereupon the American attack thundered past Avranches out of Normandy and on through Brittany. One spearhead shot 100 miles across to the Bay of Biscay in four days, thus sealing Brittany with its fine ports of Brest, Saint Nazaire, Nantes, and Saint Malo off from the rest of France. While Nazi garrisons prepared to hold out as long as possible in the port cities, the bulk of the German forces fell back to avoid entrapment.

General Eisenhower and General Bradley raced after the retreating German armies rather than turn immediately to the task of reducing the Breton ports. While the First Army held the line in Brittany, the armor of Patton's Third Army was sent out in a wide enveloping sweep toward Paris. At the same time Montgomery's British troops lashed out from Caen and began a drive from their northern flank position toward the French capital. Near Falaise the combined efforts of British and American forces were responsible for the partial surrounding of the German Seventh Army and the inflicting of over 50,000 casualties on the enemy. The Nazis at that point began a general retreat.

With the Germans already reeling, the Allies further added to their woes by making new landings in France, this time on the Mediterranean coast. This operation was originally intended to be launched simultaneously with the Channel crossing, but lack of landing craft for two such assaults forced a postponement in the south. Another deterrent was the slow progress of Allied arms in Italy, for troops had to be withdrawn from that front to provide the manpower for the new push. Finally all difficulties had been solved; the necessary men from Italy and the ships from Normandy had arrived, and the mid-August date was set.

The British entered upon this new venture with many misgivings. They felt that a strong drive on

Germany through Italy and the Balkans would be productive of greater good than a blow at Southern France. Eisenhower, on the other hand, had become convinced that the terrain on the Italian-Balkan front presented too many obstacles for a quick success. For that reason he held out for the invasion of Provence. He pointed out that the seizure of Marseilles would give the Allies another large port through which American divisions inactive at home could be sent against the Germans. Churchill to the last offered opposition, and a week before the southern landings he argued strongly in favor of a switch from Provence to the ports of Brittany for the invasion. "Ike said no," according to the Harry Butcher version, "continued saying no all afternoon, and ended saying no in every form of the English language at his command." Churchill was so upset that he told Eisenhower that he might have to go to the King and "lay down the mantle of my high office." In the end, however, the Supreme Commander had his way.

D-Day for the southern landings was August 15. For three days the bombers had blown up bridges and blasted roads in the Rhone Valley, thus isolating the German troops in the coastal area. Then a fleet of 1,000 ships bore down upon Provence, the naval guns adding their explosives to the overwhelming aerial barrage. It was more than the thin line of German defenders could stand; with only two divisions on hand and without hope of reinforcements the Nazis were helpless. No Allied operation in Europe met less opposition or won a more resounding success than did this opening of a fourth front in Southern France.

Veteran troops from Italian battlefields in the Third, the Thirty-sixth, and the Forty-fifth Divisions took part in the first assault on Provence. They struck at several points on the 90 miles of coastline between Cannes and Toulon and thrust far inland from the beaches. By the end of the first day they controlled a strip 40 miles long and 20 miles deep. By the fifth day 100,000 men had landed. On the eighth day the Port of Marseilles was captured and on the twelfth day a second port city, Toulon, was seized. Nice was occupied on August 31. Cities that had been expected to hold out for months were but weakly defended. The demoralization of the Germans in that sector was complete.

General Alexander M. Patch, commander of the Seventh Army that had made the Provence landings, wasted no time in heading his forces up the Rhone River Valley. Within six weeks Patch had swept 150 miles inland and had captured such cities as Avignon, Grenoble, and Lyons. By mid-September the Seventh Army had reached the Belfort Gap and was ready to carry the battle on into Germany. With the enthusiastic aid of French *Maquis*, patriotic irregular soldiers, the Seventh Army made casualties of more than 60,000 of the enemy troops, over half of the Nazi forces in Southern France. Even Winston Churchill, who had watched the start of the operation from the deck of a destroyer, was ready to congratulate Eisenhower for insisting on the project.

As the Second Battle of France broadened from its early beachhead phase, General Eisenhower had a new rift in Anglo-American relationships with which to contend, the problem of supremacy in command. According to a prearranged plan the overall control in France would be in Eisenhower's hands, and under his leadership, General Montgomery would command the British Twenty-first Army Group and General Bradley the American Twelfth Army Group. Because of the small area of operations in Normandy, General Eisenhower had at first designated Montgomery as the chief of all Allied ground forces; but when the Allies broke through the bottleneck, Bradley was announced in the press as "promoted" to equality with "Monty." Actually no promotion had been granted; Bradley was simply taking a position agreed upon long before D-Day. Yet the British

had heard rumors of the High Command's dissatisfaction with Montgomery's unimaginative leadership in France, had even heard talk of his removal, and the news of Bradley's "promotion" was interpreted as a demotion for the popular little Scot. On the other side of the Atlantic, Americans expressed resentment that equality with Bradley could be looked upon as degrading for anyone and editorials decried "British dominance." Eisenhower at a press conference enlisted the aid of newspaper correspondents of both countries in quieting the dissension, and eventually an official explanation helped to clear the atmosphere.

Petty jealousies between the sensitive peoples of the United Nations continued to endanger their unity throughout the war. The avoidance of the pitfalls of Allied animosities remained one of Eisenhower's major concerns as long as he held the title of Supreme Commander. Any shift in equipment or troops from one sector to another would invariably provoke criticism. Let him send gasoline to Montgomery's forces, and disgusted American tank-men would say, "Eisenhower is the best general the British have." Let him allow more Americans than British to be seen in the newsreel pictures of the occupation of Paris, and he would be accused by Britons of yielding to his national prejudices. That Eisenhower came out of the war with any scalp left was a tribute to his unflinching tact and his genius for management.

The Allied drive out of Normandy and Brittany gathered such irresistible momentum that no combination of offstage Anglo-American bickering and onstage German opposition could bring it to a halt. Two great spearheads, each with a head of several prongs, thrust toward Paris. In the north Montgomery sent General Henry Crerar's Canadian First Army and General Sir Miles C. Dempsey's British Second Army forward in the direction of Rouen. Farther south Bradley pushed his two American armies, General Courtney H. Hodges' First and Patton's Third, toward Mantes and Fontainebleau. The German commander, Gunther von Kluge, concentrated his forces in the north, possibly out of a desire to defend the rocket launching sites along the coast, and the American advance was phenomenal. Bradley used Le Mans as a fulcrum around which to wheel his forces north and east. Meanwhile the air arm ravaged Field Marshal von Kluge's supply lines, knocking out in a week's time 600 locomotives, 7,000 freight cars, and 10,000 vehicles. The German retreat became a rout as Allied tanks criss-crossed the Nazi ranks, chopped up their divisions, and pounded them to pieces against the Seine. General Montgomery was so encouraged by the heavy German losses that he could not hold back an optimistic prediction: "The end of the war is in sight."

As the Allies approached Paris, the Resistance forces of France came out of their underground hiding places to join in the fight for liberation. Inside the city the Parisian revolvers got completely out of hand, and the Germans were unable to suppress them. At the city's gates Eisenhower ordered the Fighting French Second Armored Division, commanded by General Jacques Leclerc, to lead the way into the capital. The triumphant entry into Paris on August 25 touched off a wild celebration that came to a climax the following day as General de Gaulle led the jubilant French in a procession to Notre Dame. "We will not rest," said De Gaulle, "until we march, as we must, into enemy territory as conquerors. France has a right to be in the first line among the great nations who are going to organize the peace and the life of the world." No one bothered to notice that while these great events were taking place, Henri Petain and his collaborationist advisers were being whisked out of Vichy by the Nazis and taken to Morvillars on the Swiss border. Vichy died as Paris was reborn.

The Second Battle of France was soon over. The Allied columns streamed across the Seine after the retreating Germans. Battlefields of the First Battle of France and of wars past again were blood-

stained. Patton's Third Army fought at the Marne, at Verdun, and at Metz, and Hodges' First Army rolled through Chateau-Thierry, Soissons, and Belleau Wood. The Canadians and the British entered Dieppe and Dunkirk, doubtless with mixed emotions and with memories of battles of another day. The rocket and robot coast fell to the British; Hodges and the First Army thrust into Belgium; Patton and the Third Army stabbed at the Reich's industrial Saar Basin. All natural defense lines where the Germans might have made a stand were enveloped before they could establish a stable front, at the Meuse, the Somme, the Aisne, and the Moselle. By September 15 six Allied armies stood before the Siegfried Line guarding the borders of Germany.

In their retreat from France, the Nazis left behind countless casualties and tremendous stores of equipment. Two weeks before France had been cleared, General Eisenhower made public the Allied estimate of enemy losses. A total of 3,545 German planes had been destroyed, two-thirds of them in the air and the remainder on the ground. Enemy tanks knocked out or captured numbered 1,300, transport vehicles 20,000, guns 2,000. The figure for Nazi dead and wounded was placed at 200,000 and for prisoners taken captive another 200,000. By November 1 these estimates had been boosted to 600,000 for prisoners and to 1,000,000 for the grand total of casualties. Twenty enemy infantry divisions and five armored divisions were declared to have been shattered, and 12 additional infantry and six other Panzer divisions were announced as "badly cut up." Four more divisions isolated in the Breton ports brought the total of infantry and Panzer divisions destroyed or badly battered to 47. Among the Nazi generals killed was Field Marshal Erwin Rommel, the erstwhile "Desert Fox," who was reported to have died of wounds inflicted by a swooping fighter pilot.

As the Battle of Germany began in the west, General Eisenhower made one more Allied attempt to capitalize on the rumored unrest within the Reich. In a proclamation to the German people he declared: "We come as conquerors but not as oppressors. . . . We shall overthrow the Nazi rule, dissolve the Nazi party and abolish the cruel, oppressive and discriminatory laws and institutions which the party has created. We shall eradicate that German militarism which has so often disrupted the peace of the world." The German people, however, paid no heed; even in the face of invasion and defeat the Nazis reigned supreme on the home front.

A spectacular maneuver seeking a swift access into Germany by outflanking the Siegfried Line was launched on September 17. In the hope of catching the enemy still out of breath from the run across France, airborne landings behind the Nazi lines were made in Holland just beyond the German city of Cleve where the Siegfried Line came to its northern end. The same three divisions that jumped on D-Day, the American 82nd and 101st and the British First, by that time formed into the First Allied Airborne Army under General Lewis H. Brereton's command, made the landings in Holland. The plan was for the paratroopers to disorganize the enemy's rear and to seize bridges that could be used by General Dempsey's British Second Army in swinging around the Siegfried Line and on into the Ruhr Valley of Germany. General Brereton gave his men a view of their role with these words: "On the success of your mission . . . rests the difference between a quick decision in the west and a long-drawn-out battle."

The jump into Holland started out auspiciously, but the Germans rallied in time to bring the move for a "quick decision" to an abrupt halt. The Americans accomplished their purposes at Eindhoven and Nijmegen and at the latter city seized a key bridge before it could be blown up by the Nazis. At Arnhem, the most advanced and therefore the most dangerous objective, the British First Airborne was met with deadly enemy resistance. The Allied strategy had called for a junction of Dempsey's

Second Army with the British paratroopers at Arnhem, but the Germans kept slashing at the Second's flanks and cutting its line of supply with the result that Dempsey failed to reach the point of rendezvous in time to achieve the hoped-for success. For nine days the British force at Arnhem, encircled and with little expectation of relief, withstood a withering fire of machine guns and mortars and artillery. On the night of September 25 the tattered remnants of the British First Airborne Division slipped through the German lines, but of the 8,000 paratroopers that jumped on September 17 only 2,000 came out alive. The Nazis had held securely to the northern anchor of their West Wall.

The failure to outflank the Siegfried Line caused the Allies to resort to a frontal assault in an effort to smash through into Germany. From Arnhem to Belfort artillery barrages hammered at the concrete defenses, but no breach wide enough to allow the passage of an army could be quickly made. The major Allied efforts were made at Aachen and at Metz. An attack by the First Army on Aachen on October 2 finally was rewarded with success; after three weeks of bitter struggle Aachen, better known to Americans by its French name of Aix-la-Chapelle, fell and thereby became the first large German city to be captured by the Americans. At Metz Patton and his Third Army were slowed down to a yard-by-yard walk. As winter's bad weather closed in, it became plain that the Allied hope for a decision in 1944 would have to wait.

The Allies by scoring one of the smashing victories of modern history in the Second Battle of France completed the process of pushing the forgotten battlefield in Italy into the background. There the United States Fifth Army and the British Eighth Army continued to wage their luckless campaign against Kesselring's forces. The contrast between the successes in France and the failures in Italy during 1944 merely served to emphasize the turnabout in Allied strategy since the invasion of Sicily. From an original plan to drive the Germans out of the peninsula, the Allies had clearly changed their concept to the use of Italy as an area of diversion. In its diversionary aspect, at least, the campaign was successful, for thousands of Nazis were held in Italy that might have been used to better advantage on other fronts. According to General Alexander, the Nazis on November 1 had 28 divisions engaged along their Gothic Line. Moreover, with 200,000 already lost in the defense of Italy, the Germans were paying a heavy price for attempting to hold their Fortress Europe intact.

The August invasion of Southern France by the Seventh Army and the subsequent push up the Rhone for a time gave Alexander hope that Kesselring might deem it wise to withdraw from Italy. Communications between the German armies in France and those in Italy were severed by the seizure of the Rhone Valley, and the capture of Nice on August 31 threatened Kesselring's rear. Yet the German commander coolly held his ground, a decision that proved sound when the Allies demonstrated no inclination to strike into Italy from France. The Belfort Gap, of course, was the objective of the Seventh Army not the Po Valley.

At times in September and October, the British and American troops seemed about to crack the Gothic Line. A deep hole was punched in its defenses at Pesaro, and minor gains were registered at the eastern and western extremities of the peninsula-wide front. In late September General Mark Clark's Public Relations Officer announced that the Americans had smashed through the Gothic Line by crossing the Apennines above Bologna, and the American press began to talk of liquidating the Germans in Italy. "For Field Marshal Albert Kesselring the end of his long, skillful campaign in Italy was now in sight," reported *Time* for October 2, 1944. "The only possible salvage still open to him was to withdraw his small army successfully to the fierce crags of the Dolomites, which form a better defense line than any he has held heretofore. There, on the frontier, he should be able to keep

General Sir Harold Alexander from penetrating into Austria."

While the Fifth Army had won a victory before the German defense line, taking in the process 10,000 prisoners, the communique describing the battle as a breakthrough proved to be without foundation. Again General Clark found himself in the hot waters of the home front. The New York *Herald Tribune* charged that Clark's headquarters was giving out stories of advances that were not supported by the facts. The army newspaper *Stars and Stripes* added its voice against the wishful thinking in official dispatches: "Why has the Fifth Army advance been slowed down to the same grudging advance of hill to hill—when a breakthrough of the Gothic Line had definitely been claimed? That is the question being heard from armchair strategists and also from frontline fighters who could not help but be amazed when they read: Fifth Army Cracks Gothic Line Defense."

Actually a more promising dent in the German front was made by the British at Rimini at the eastern end of the line. The city was captured but the expected debouch into the plains of the Po Valley failed to materialize. The Nazis fought back and with the aid of winter rains brought the drive to a standstill before level country could be reached by the Allies. Kesselring's resistance was so determined that it seemed that he felt that the fate of Germany was being decided at the Gothic Line rather than at the West Wall. Why did the Germans hold on in Italy when the need for troops in the homeland had reached the desperation stage? *Time* for November 13, 1944, gives this summary of General Alexander's reply to that question: "(1) for prestige—Italy, a former ally, is the major territory outside Germany that is still held; (2) for morale—further retreat would affect the home front; (3) for supply—the industries of north Italy are still useful."

Conferences between the United States, Great Britain, and the Soviet Union in the months before D-Day had resulted in agreements which guaranteed the coordination of attacks upon the Third Reich. Simultaneous with the opening of the new front in Normandy the Russians were to begin a drive, thus leaving to the Germans the problem of deciding whether the blows from the east or the west presented the greater danger. The week after D-Day the Red Army launched its summer offensive.

At first the Russian attacks were a disappointment to many of the Americans and the British. The Red Army struck in full strength and with all its demonstrated power, but the direction its drives took was a surprise to Anglo-American observers. Instead of heading straight across Poland to Berlin, the Russians struck in the north at Finland and in the south in the Balkans. Only when the German flanks were rolled back to the satisfaction of the Russians did they begin their blows at the center of their line in Poland.

The initial Soviet attack on June 12 was directed at Finland. By the end of the month the Red Army had overrun the fortress city of Viborg and had gained control of the Leningrad-Murmansk Railroad. Then the Russians began a furious campaign to drive the Germans out of White Russia, almost the only area in the Soviet Union still under Nazi control. First Vitebsk and then the other Soviet cities held by the Germans fell; the last Nazi stronghold in White Russia, Minsk, was taken over by the Reds early in July. Vilna, in Lithuania, was captured on July 14. Brest-Litovsk in Poland was seized on July 28. On August 1 the Red Army plunged to the Baltic at the Gulf of Riga in Latvia, cutting off large German forces in Latvia and Estonia. By August 10 the hard-driving columns of General Ivan Chernyakhovsky had reached East Prussia, and the armies of Marshal Konstantin Rokossovsky and Marshal Ivan Konev were crossing the Vistula only 60 miles from Warsaw. From Vitebsk to the Vistula the Russians had covered

nearly 500 miles, more than half the distance to Berlin.

As on the western front, there began to be premature talk of Nazi disintegration in the east. "The Germans no longer had much semblance of a line on the Eastern Front, except on maps," reported *Time* for July 31, 1944. "They had only bloody, bewildered fragments of armies, of divisions, tossed about and swallowed like debris in a tidal wave." As in the west the Germans brought this over-optimism up short by staging an effective counterattack that slowed down the Russian drives. Panzer assaults before Warsaw stopped the Reds short of the Polish capital, and heavy blows by the Germans at Riga drove back the Soviet forces and permitted the reestablishment of communications with the trapped Nazi divisions in Latvia and Estonia. The *Wehrmacht* had not disintegrated.

The Soviet armies, stalled in the north, next opened a Balkan offensive. On August 20, General Rodion Malinovsky and General Fedor Tolbukhin led their armies across Bessarabia in Rumania and gave the German and Rumanian forces there a demonstration of the Russian style of *blitzkrieg*. Within a week the Red armies advanced 125 miles and killed or captured some 300,000 of the enemy. It was more than the Rumanians could stand, and they began to surrender by the thousands. Thereupon the Rumanian government begged for an armistice, only to be met by this reply from Moscow: "The help of the Rumanian Army to the Red Army in the liquidation of German troops is the only means of speedily . . . concluding an armistice between Rumania and the Allies." In spite of the Berlin radio's outcries against "treason" and "perfidy," the Rumanians turned one of the war's many political somersaults by declaring war on the ally at whose side they had fought for nearly three years. Hostilities between Rumania and the Allies then came to an end.

Together the Russians and the Rumanians fought their way into Bucharest. The Nazis before withdrawing from the Rumanian capital vented their rage against their erstwhile ally by attempting to tear the city apart. At the Ploesti oilfields they did comparable damage, an action which of course could be justified on the grounds of military necessity. In running the Germans from Rumania, the Reds smashed nearly 20 divisions that Hitler could ill afford to lose, turned 25 Rumanian divisions into enemies of the Reich, deprived the Nazis of an important source from which to replenish their dwindling supply of oil, and paved the way for drives that were to force the Germans out of the Balkans.

No sooner had Rumania deserted the Germans than another Nazi satellite let it be known that it too wanted to get out of the Axis camp. Bulgaria's Premier Ivan Bagrianoff spoke out even before Rumania had quit: "The majority of the Bulgarian people never wanted to interfere in a large-scale conflict between great powers. The government declares it fully recognized this. It is determined to remove all obstacles that stand in the way of the Bulgarian people's love for peace." As a first step, 12 Bulgarian divisions that had helped the German war machine in Greece and Yugoslavia were called home. To demonstrate that no half-way measures would suffice, Russia acted to force Bulgaria to make a decision by issuing a declaration of war against her. The Bulgarian government knowing that the price of an armistice with Russia was a complete switch in allegiance pondered only three days before proclaiming itself in a state of war with Germany. For one wild day, the Bulgars found themselves at war with both the Allies and the Axis, but at last the peace arrangements were completed with the Soviet Union. Bulgaria had joined Rumania in the Allied fold.

When on September 3, Finland followed the example of Rumania and Bulgaria and made peace with Russia, in all Europe only Hungary was left as a Nazi ally. The misguided decision of Admiral Horthy to adhere to the German alliance was a

fateful and costly one for the Magyars, for it permitted the Nazis to use Hungary for a cheap last-ditch defense of Germany. The house-to-house fight waged by the Nazis for Budapest was their way of defending Vienna, and yet it was the beautiful old capital of Hungary that suffered. Neither Germany nor Russia showed any inclination to exercise moderation, and the Battle of Hungary was notably violent and destructive.

The Russians struck across Hungary's borders at two points. First their armies raced into Yugoslavia from Rumania, made a junction with Marshal Tito's Partisan forces, and then rolled on northward. Next General Ivan Petroff drove through Czechoslovakia and pushed past Hungary's eastern frontier. Thus the Carpathian Mountain barrier was completely outflanked, and the plains of Hungary offered ready access into the interior. Only the heavy rains that turned the lowlands into a sea of mud provided any effective resistance to the two-pronged Soviet advance. In October it was Admiral Horthy's turn to seek a truce with Russia, but his appeal to the Allies was blocked by the Nazis; they seized Horthy and hustled him off to a German prison. A Berlin-controlled regime carried out German orders in Hungary until the walls of Budapest began to give way in January, 1945; then at last a new Hungarian government was granted an Allied armistice upon accepting an agreement that Magyar divisions would be furnished for the final blows against Germany. The *Drang nach Osten* had been completely reversed.

When Premier Bagrianoff spoke of Bulgaria's desire to cut its ties with Hitler and hop on the Allied band wagon, he used these significant words: "This war will certainly end with a large-scale social organization of mankind, both horizontally and vertically. It will end with certain achievements as far as the form of government is concerned . . . will lead to the strengthening of the democratic concept . . . to more political freedom for the individual. It will end with achievements in the economic field that will reduce the exploitation of man by man." This unmistakable overture to Russia showed a willingness to adopt communism in some form if only the Russian armies would spare the Bulgarian people. The effect of the whole great Soviet southern drive, as a matter of fact, was to give Russia a dominance in the Balkan Peninsula that was political as well as military. A display of armed might had enabled the Soviet Union to realize an ambition cherished by Russians for centuries: ready access to the open waters of the Mediterranean.

Great Britain, the long-standing opponent of Russian power in the Balkans and the Eastern Mediterranean, as an ally of the Soviet Union was in no position to speak out against this upset to British diplomacy. That the Empire of Disraeli and Churchill would be heard from in its own good time no one doubted. Britain's perennial concern with Balkan matters was demonstrated in the autumn of 1944 when British troops landed in Greece, ostensibly to bring aid to Greek guerrillas who had arisen against the Germans. The British, however, stayed to participate in a controversy between rival Greek factions, a controversy that grew so violent and bloody that pitched battles in Athens brought back memories of the days of war against Germany and Italy. While critics in England and America voiced their displeasure at "power politics," Churchill pursued a course he admitted was intended to put an anti-communistic party in control in Greece. This was Churchill's way of saying that Britain's interest in the Balkans and the Mediterranean had not waned. The Balkans, as an area of tension, could not even stay quiet until World War II was won.

A similar clash between British and Soviet policy was revealed when the Red Army began its Polish offensive against the Germans. As the Reds advanced into Poland, they let it be known that they had no intention of doing business with the British-recognized Polish government in exile.

Instead they helped a pro-Russian group of Poles to organize a Polish Committee of National Liberation. The unequal contest between the London and Moscow committee could have only one ending; with the Soviet armies actually on Polish soil the Russian committee was bound to gain general recognition.

While the Anglo-Soviet discussions over the legal Polish government were in progress, however, a tragic chapter in Poland's unhappy history was added at Warsaw. On August 1, 1944, as the Reds closed in on the capital city, the underground army of Poles arose in Warsaw and joined in the fight for liberation; under General Tadeusz Komorowski, who had adopted the *nom de guerre* of "General Bor," the Poles struggled for 63 days to oust the Nazis. The Russians meanwhile brought their Warsaw drive to a halt and refused to move to the aid of General Bor. Bor and his partisans, Moscow coldly explained, had been "foully deceived by a group of adventurous and political speculators of London emigre governments," and consequently the blame for failure of the abortive uprising must fall upon the anti-communistic policies of the British-sponsored group. Public clamor in England finally aroused Churchill enough to send some help; British planes flew from Italy with supplies for Warsaw's patriots that might have been delivered from Russian airports. This little aid arrived too late, however, and General Bor was compelled to yield. Thousands of Poles had died in a second heroic Battle of Warsaw with nothing but a ruined city to show for their sufferings.

The blame for this whole painful episode cannot altogether be placed at Moscow's door. Russia's military leaders insisted that they could not make a frontal assault on Warsaw until they had freed their flanks of the danger of German attack. This claim is borne out by Russia's subsequent difficulty in taking Warsaw, for three months were to pass after General Bor's surrender before the Red Armies fought their way into the Polish capital. Yet Soviet spokesmen could not deny that their press and radio had exerted a great deal of time in an effort to discredit General Bor. Nor could they deny that Russia had withheld help from the partisans until after the long journeys of British airmen from Italy had made it embarrassing to delay longer. Nor could they deny that the aid granted was in no way commensurate with the Russian capacity to give. Russians charged that the upsurge of the Warsaw underground had been prompted by a desire to take from the Soviet the credit for the city's liberation. The Americans and British, however, had not allowed such fears to deter them from driving on into Paris; there the *Muquis* had claimed the victory, but the Allied leaders in France had been undisturbed. The Russians had won enough glory to be able to share a little of it with the Poles. In all the Warsaw tragedy one point is clear: had the Reds wanted to aid General Bor as much as he wanted to aid them, the Soviet contribution to the city's capitulation would have been considerably greater in August and September than it was. In that case the second Battle of Warsaw could have had a different ending.

So sweeping were the Allied victories in 1944 that the people of the United Nations began to think in terms of victory only, and they were wholly unprepared, therefore, for any setback that might be sustained. In the United States, plans had already been made for a reconversion to peacetime production, and workers in war plants were beginning to switch to jobs in factories turning out civilian goods. These sanguine expectations were kindled by governmental spokesmen and military commanders who spoke glibly of a German collapse before Christmas. Warning had been served by the Nazis at Arnheim that they were by no means on the verge of collapse, but that lesson had not been heeded. Now as 1944 drew to a close Allied overconfidence was given a hard jolt by a stunning German counter-attack on the western front.

In December, 1944, the western front extended from the Mediterranean to the English Channel, the most active sector being along the 350 miles of German border from Basel to Arnheim. The seven Allied armies facing the Reich were divided into three groups: in the north was Montgomery's British Twenty-first Army Group, composed of Crerar's Canadian First Army and Dempsey's British Second Army; in the center was Bradley's American Twelfth Army Group, consisting of General William H. Simpson's newly formed Ninth Army, Hodges' First Army, and Patton's Third Army; and in the south was Devers' Sixth Army Group, composed of Patch's American Seventh Army and General Jean de Lattre de Tassigny's French First Army.

Fifty-seven divisions grouped in seven armies might seem to be a formidable array of military strength, but, contrary to the complacent public opinion nurtured by the press, the Allied units were thinly stretched along the West Wall. Marshal Foch in 1918 had at his disposal 220 divisions and had shorter and far less powerful enemy lines to face. General Eisenhower and his subordinate commanders, confronted by 70 German divisions firmly planted in their Siegfried Line, were able to achieve numerical superiority only by concentrating their forces in certain areas for attack purposes, leaving other points inadequately manned. Consequently, when in November and December of 1944 a build-up in the northern sector before Cologne was attempted by the Allies, they chose to leave only a small force in the Ardennes Forest, a region both mountainous and wooded and regarded as an improbable area for action in winter.

Nevertheless the Ardennes was for Field Marshal Gerd von Rundstedt a favorite battleground, for it had been in that area that he had outflanked the Maginot Line in 1940. There again on December 16, 1944, he launched an offensive against the Allies that seemed at first destined to develop into another general battle for France. "Your great hour has struck," he told the *Wehrmacht*. "Strong attacking armies are advancing against the Anglo-Americans. I do not need to say more to you. You all feel it. Everything is at stake. You bear the holy duty to . . . achieve the superhuman for our Fatherland and our Fuehrer." In their "great hour" the Germans scored a breakthrough by overrunning the American 106th Division, an untried unit which had been assigned to that "quiet" sector to get front line experience. Two-thirds of the infantry components of the 106th Division were lost, most of them taken prisoner.

The objective of Von Rundstedt in this winter counteroffensive is still a matter of dispute. His words "Everything is at stake" led some to decide that this was an end-all campaign, the long-delayed stroke that would seek to push the Allies into the waters of the Channel. The German plan, however, scarcely embraced any intention of a new Schlieffen envelopment of the Allied armies in France. From the number of divisions Von Rundstedt employed he appears to have sought to upset and delay any attack on Germany from the west by forcing the Allies to change from an offensive to a defensive strategy. German reconnaissance had brought him information on the imminence of Allied attacks; by attacking first and catching the Allies off their guard he would be able to gain time. Time in the west meant Nazi divisions saved for a defense against the Russians.

Von Rundstedt's initial breakthrough achieved the shock and surprise he had wished. He drove through the front of Hodges' First Army and so split it that Eisenhower had to make a hasty rearrangement in command. The elements of the First Army north of the Nazi spearhead were assigned to Montgomery and those to the south were left under Bradley's control, and not until the German bulge in the Allied front had been eliminated did the army groups return to normal. Further confusion was thrown into Allied ranks by the dropping of Nazi parachutists dressed in American uniforms behind the First Army's lines.

The combination of the German armored advance and the paratroop invasion caused a bad case of the jitters to be experienced by the people of all the United Nations, feelings shared in some instances within the inner circle of the High Command. Fears were expressed for the lives of Eisenhower and some 150 other important officers, stories being circulated that trained German troops had been dropped where they could stalk and shoot the key leaders. General Eisenhower was heavily guarded.

The Supreme Commander, however, refused to share in the prevailing gloom. Captain Butcher reports in these words Eisenhower's reaction to the "Battle of the Bulge" while it was at its height: "Over all, he felt that the situation was well in hand; that there was no need for alarm; that he and his senior commanders had taken prompt steps to meet what he figured was the Germans' dying thrust, and if we would be patient and the Lord would give us some good flying weather, all would be well and we would probably emerge with a tactical victory. He added that it is easier and less costly to us to kill Germans when they are attacking than when they are holed up in concrete fortifications in the Siegfried Line, and the more we can kill in their present offensive, the fewer we will have to dig out pillbox by pillbox."

Von Rundstedt used three columns in his counter-thrust. The northernmost column struck through St. Vith toward Liege and Antwerp; another in the center reached out for Bastogne; and the southern spearhead stabbed at Sedan. Sedan was never in actual danger, for the Nazi attack in that direction was soon blunted, but Liege and Bastogne were held only by heroic stands by American forces. The high tide of the Nazi offensive was reached between December 18 and December 21. During that period the Germans had punched a hole 50 miles deep in the American lines; they had by-passed St. Vith and Bastogne and seemed ready to take Liege and drive on to the Meuse. The American troops, many of them worn out from continuous combat duty since D-Day, appeared too tired to stop the rejuvenated Germans. The Nazis began to talk of being in Paris by Christmas.

Yet the Germans never reached Paris; they were not permitted to get so far as the Meuse. "The essence of this change," T. H. Thomas writes in *Current History* for May, 1945, "was brought about by plain fighting—by the way British and American troops stood up to Von Rundstedt. Their contribution came at the critical time, when the odds were against them. They wrecked the best armored troops von Rundstedt could bring into battle. They turned the whole German force west of the Rhine into an army that knew it was beaten."

As soon as the Germans began their advance, General Eisenhower moved to check the threat by ordering attacks on the flanks of the enemy salient. The Seventh Armored Division struck from the north, and the Tenth Armored Division pounded the southern sector of the bulge. The 101st Airborne Division was hastily pulled out of a rest center and rushed to Bastogne with orders to hold on until General Patton could hurry the Fourth Armored Division northward to bring relief. The First Division was thrown across the roads to Liege, thus blocking the enemy's path towards its principal immediate objective.

All of these units gave spectacular demonstrations of what Thomas called "plain fighting." The Seventh Armored Division compelled the Germans to engage in a protracted struggle for St. Vith, thus checking their breakthrough just as it was gathering speed. The 101st Airborne, although surrounded, refused the Nazi demand for surrender by sending back a reply in classic American: "Nuts!" The First Division stood for eight days against the German Armored thrust at Liege and thereby saved that key city. The Fourth Armored Division raced through Luxembourg in record time, and at full speed charged into the Nazis at the Bastogne bastion. To complete Von Rundstedt's discomfiture the weather cleared on December 21, and for the

first time since the Battle of the Bulge began Allied planes were able to operate with effectiveness; it was an opportunity that the Ninth Air Force did not miss. Altogether the men of these units rose to the "new heights of courage" called for in Eisenhower's order of the day issued on December 23: "By rushing out from his fixed defenses the enemy has given us the chance to turn his great gamble into his worst defeat. So I call upon every man, of all the Allies, to rise now to new heights of courage, of resolution, and of effort. Let everyone hold before him a single thought—to destroy the enemy on the ground, in the air, everywhere—destroy him!"

The Battle of the Bulge, which continued until February 1, 1945, as the Allies battered at the Nazi salient, was for the Germans a limited victory. The American losses alone numbered nearly 100,000 dead, wounded, or captured. The German casualty figures had gone above 100,000, but Von Rundstedt had relieved the pressure against the northern end of the Siegfried Line and had delayed the Allied offensive on the western front. Thereafter 20 Nazi divisions could be withdrawn from the West Wall to face the Russians, who had begun another massive drive in mid-January. The Ardennes campaign had thrown the Americans and the British out of gear, and they were unable to get moving again for nearly two months. Yet once a western offensive was launched, the Germans were forced to surrender within six weeks. The Von Rundstedt push toward the Meuse proved to be as Eisenhower had said a "dying thrust."

The Ardennes breakthrough, fortunately for the Allies, had only in part disrupted their supply system, and the flow of goods to the fronts was thereafter speeded up to overcome the losses. Despite the lack of harbors, the supply services equalled their matchless D-Day performance by maintaining a continuous stream of war materials over supply lines that rapidly lengthened as the armies moved away from the coasts farther into the center of Europe. "What was more," *Time* for September 25, 1944, recorded, "the supplies closely followed the slashing, wheeling, speeding columns of Allied tanks and infantry via plane, truck, pipeline and railroad. . . . This miracle was in the American tradition, a tradition the Germans have never really understood. It was begotten of a people accustomed to great spaces, to transcontinental railways, to nationwide trucking chains, to endless roads and millions of automobiles, to mail order houses, department stores and supermarkets; of a nation of builders and movers. It was also a miracle in the British tradition, begotten of a people who for generations have sailed all waters, great and small, and delivered their goods to every shore and harbor of the world."

Irwin Ross, in the June, 1945, issue of *Current History* points out that the overcoming of the obstacles in the way of supplying a large mobile force deprived as it was of the use of sufficient ports was an all-important factor in the ultimate Allied victory. This was something on which the Germans had not counted; it upset their whole plan of defense in the west. "The Germans," writes Ross, "did not stake everything on preventing a beachhead, or beating it back once it was established. One of their primary aims was to block our flow of supplies, causing our armies to bog down and fall easy prey to their counter-attack. To accomplish this aim, the Germans tenaciously hung on to the continental ports until long after we expected to capture them, and then systematically destroyed all harbor installations before surrender." Cherbourg, Brest, Le Harve, and Rouen were captured between June and September of 1944, but in each instance months were needed for the repair work to make the harbors ready for use. Antwerp, which fell in September, was one port city that the Nazis did not have time to destroy.

When the Allies swept through France, some method of systematically moving supplies inland had to be arranged. The first solution was the

organizing of the "Red Ball Express," a truck line across France that constituted a haul four times the length of the famous Burma Road. Eleven thousand drivers kept the trucks speeding high priority cargo over the two one-way highways. During the 81 days of the Red Ball's operation, more than 500,000 tons of supplies were transported. After the capture of ports close to Germany, the Red Ball Express was replaced by the "White Ball," by the "ABC" line, and by "Operation XYZ," all truck hauls designed to hurry materials to the front. In addition to the trucks, railroads were pressed into service as quickly as repairs could be made. Some 20,000 cars and locomotives were moved from England to France, and thereafter the railroads took over the major share of the task of transportation. By the opening of 1945 the battle of supply in western Europe had been won; over 120,000 tons of materials were being moved each day. Men as well as supplies were moved to the front, including the new Fifteenth Army, commanded by General Leonard T. Gerow. All was in readiness for the march on Berlin.

The final campaign to knock Germany out of the war was opened by the Russians on the eastern front on January 12, 1945. Near the Vistula south of Warsaw, Marshal Konev chose a sector 25 miles in length along which to mass thousands of artillery pieces, and after directing a withering barrage at the enemy, his army was sent through the blasted Nazi lines. Simultaneously Marshal Zhukov led an army across the Vistula before Warsaw and smashed directly toward the city. Two other Soviet columns struck north and south of the two main points of attack, one in East Prussia and the other north of Budapest. It was a crushing onslaught on the grand scale.

This winter offensive produced startling gains, with the Russians sweeping all opposition aside as they rolled toward the German border. On January 17, Warsaw, by that time a wasted ghost of a city, was captured. On January 19, two other Polish cities, Lodz and Cracow, fell to the Soviet forces. On January 20, Tilsit in East Prussia fell, and on the following day Tannenberg was added to the list of Soviet conquests. By the last of January the Red Army was in German Silesia, poised on the banks of the Oder River.

In industrial Silesia, second only to the Ruhr as a manufacturing center for Germany, Marshal Konev dealt the Nazis a staggering blow. He needed only a week to sweep through that rich region where German defenses and fortifications had been considered as strong as any in the Reich. Breslau held out until March, but the remainder of Silesia fell before Konev's remarkable drive. Synthetic oil plants, munitions works, steel mills, and mines, all invaluable to Hitler in his desperate attempt to prolong the war, were gathered up by Konev's army.

By the end of the first week in February, both Zhukov and Konev had driven to the Oder River. Since their advance had carried them 225 miles in 23 days, it was felt that they would pause to regroup their forces. They did the unexpected, however, by throwing spearheads across the river without delay, and then by sending their armies over to widen the bridgeheads. Between February 6 and February 12, the front on the west bank of the Oder was lengthened to 100 miles, and the Soviet armies moved 50 miles beyond the river. The Russians took up the exultant cry *Dayosh Berlin*, "Give us Berlin!"

Yet Berlin was not to fall to the Russians immediately. After 275 miles of hard fighting, the Red Army was finally brought to a standstill. Nearly six weeks were needed by Zhukov before he could gather his forces for another great drive toward the center of Germany. After what his men had accomplished they deserved a rest. Marshal Stalin's official announcement gives some indication of the immensity of their achievements: 800,000 Germans were reported killed, and 350,000 were claimed as prisoners.

While the Russian armies were catching their breath, the American and British forces saw to it that the Germans had no respite. On February 8, General Montgomery's Twenty-first Army Group, following a prolonged bombardment by artillery and some 2,000 planes, pushed into Cleve at the northern end of the Siegfried Line. Then on February 23, while most of the Nazi armored strength concentrated in the Cleve sector, General Simpson's Ninth Army struck across the Roer River toward Cologne. The original plan had called for Simpson's attack to coincide with Montgomery's, but the Americans were delayed for two weeks by the floods in the river valley created by the enemy's cutting of the Roer dams. Once started, however, the Ninth Army was hard to stop, and by March 6 it had driven to the Rhine.

Meanwhile other of the Allied armies had lunged forward. The First Army of General Hodges, moving south of the Ninth's columns, captured Cologne on March 6. Patton's Third Army broke into the Saar Basin, seized Trier on March 2, and pushed on to Coblenz and the Rhine. Patch's Seventh Army also advanced at the southern end of the long front. The air forces, given good flying weather for a change, pounded the enemy unceasingly. The pressure was too great for the Germans, and they were forced to abandon the Rhineland.

Eisenhower's prearranged pattern for the initial drive into Germany had aimed at the destruction of a major portion of Von Rundstedt's army west of the Rhine. The enemy, by a hasty withdrawal from the Rhineland, prevented the annihilation of the *Wehrmacht*, but the defeat and capture of a considerable number of the Germans were achieved by the converging Allied armies. Patton was sent south across the Moselle, and he and Patch closed the pincers on the Germans in the Saar, chewing two Nazi armies to pieces. While many of the Nazis escaped to safety across the Rhine, most of the Reich's armies in the west were knocked out of the war. General Eisenhower announced to a press conference that the enemy dead and wounded were still unreckoned but that 250,000 Germans had been taken prisoner before they could evade entrapment.

The Rhine proved to be no more of an obstacle for the Allies in the west than the Oder had been for the Russians on the eastern front. On March 8, the Ninth Armored Division, one of the advance spearheads of the First Army, came upon the Ludendorff railroad bridge across the Rhine at Remagen. Determined to seize the bridge intact, the Americans raced on to the span and set to work cutting wires and detaching detonators connected to the dynamite charges prepared by the enemy. German soldiers and civilians had gathered to watch the demolition of the bridge, but the quick work of the American engineers deprived the spectators of their show. Some of the explosives caused minor damage, but the bridge remained standing.

This unexpected windfall brought about a hasty revision of Allied strategy, for the crossing of the Rhine had not been contemplated until after all of the Allied armies had been moved up along the river's west bank. Eisenhower, however, directed that the seizure of the Ludendorff bridge be fully exploited, and Hodges promptly poured five divisions over the Rhine. Tanks and trucks and all sorts of heavy equipment followed. The bridge at Remagen stood only 10 days, finally falling before enemy bombardment; but it lasted long enough for the Third Army to secure a firm foothold on the Rhine's east bank. Before March Supreme Headquarters had warned the public that a long period of preparation would be needed for the Rhine crossing, and yet the Remagen bridgehead had been established in a few hours. Most of the heroic engineers who were repairing the bridge when it finally fell were drowned, but they helped make possible the crossing of the river at a nominal cost in American casualties.

No immediate attempt was made to break out of the Remagen bridgehead. A considerable amount of mopping up was still necessary in the Saar

pocket and in other sectors west of the Rhine; not until the German divisions in the Rhineland had been completely wiped out could the offensive beyond the river begin. Nevertheless, the Nazis made the mistake of concentrating at Remagen in anticipation of a heavy blow there, leaving other points in their Rhine defenses weakly garrisoned. Thus when the combined English and American forces began the next phase of their campaign on March 24, they were able to throw pontoon bridges over the Rhine and make a general river crossing from Arnhem to Karlsruhe. The Battle of the Rhineland won, the Allies moved on to the Battle of the Ruhr.

The Ruhr offensive was carefully staged by General Eisenhower since the seizure of this great industrial section was considered essential to the defeat of Germany. So vital was it that without the war materials that flowed from the Ruhr the Nazi war machine could not hope long to continue to function. The complete encirclement of the Ruhr was accomplished by columns of the Ninth Army which struck from the north and of the First Army which swept in from the south, the two armies joining at Paderborn in "the largest double envelopment in military history," to use the words of Eisenhower's chief of staff, General Walter B. Smith. Twenty-one Nazi divisions, including a total of more than 300,000 men, were wiped out in this Ruhr pocket. General Smith's press conference summary indicates the nature of the victory: "We have studied the double envelopment from Cannae down through Tannenberg, but never have seen anything like this before. I suppose it's the ideal of every military commander someday to execute a maneuver of this kind. Nobody ever expects to, and now it's been done. The result was that the German forces on our front which might have opposed our further advance were completely eliminated." Perhaps the most remarkable feature of this stupendous victory had been that it had developed according to a blueprint Eisenhower had prepared long before.

Thereafter the Germans were never able to establish a stable front in the west. Opposition to the Allies was by isolated groups, some of which yielded easily while others fought with die-hard fanaticism. Montgomery's Twenty-first Army Group cleared most of Holland. Bradley's Twelfth Army Group gathered speed daily as it raced toward the next great German river, the Elbe. The First and Ninth Armies arrived at the Elbe in mid-April, and promptly they threw bridgeheads across the river. The Third Army in a sweep to the south sped through Baden, Wurttemberg, and Bavaria. Included in the bag of German cities were Bremen, Hamburg, Frankfurt, Magdenburg, Augsburg, and Munich.

At the Elbe, however, General Eisenhower called a halt. Later some American newspapers carried stories suggesting that the Supreme Commander had stopped the victorious plunge toward Berlin because of previous agreements made with the Russians. The Red Army wanted the glory and prestige that went with the capture of Berlin, it was asserted, and consequently Eisenhower had deferred to the Soviet Union's wishes. No such arrangement, however, appears to have been made either by military or political leaders. Eisenhower had many reasons for stopping at the Elbe: the need for regrouping, the problem of straightening out supply lines, the dangers of confusion arising from a two-sided siege. Since the assault on Berlin would have cost many American lives, the criticism of the American press seems misplaced in any event; Eisenhower could afford to forgo a triumphal entry into the German capital if the Russians preferred to furnish the troops for the attack. The war and the glory had been won before Berlin fell, and it mattered little what army made the initial march into the city.

On April 25, the Allied drives from east and west across Germany were brought to a climax by a junction of the Russians and the Americans near

the Elbe. In late March the tanks of the Red Army again had begun to roll forward on the Oder River front, in East Prussia, and in Hungary. By March 30, the southern army had invaded Austria, and two weeks later it was in Vienna. On April 9 Koenigsberg, chief city of East Prussia, had fallen after a bloody siege. The bitter house-to-house battle for Berlin had started when Zhukov's army had battered its way into the German capital on April 21. Now at last on April 25, when a patrol of the American Sixty-ninth Division made contact with the Russians at Torgau, the Reich was cut in two.

The disintegration of German resistance thereafter was incredibly rapid. Rumors that the Nazi war lords had prepared a "national redoubt" by shifting men and materials to the Alpine fastnesses of Southern Germany had been in circulation for months; and the Allied press had warned the public to expect a long "campaign of the pockets" against Nazi fanatics. The charge of the Third Army along the Danube toward a junction with the Russians and the invasion of Austria from Italy ended any plans for a last-ditch stand the Nazis may have formulated. The battle of the pockets was never fought, for once the surrender of the German armies began the collapse became general.

The mass capitulation began in Italy. Suddenly in mid-April the Allied armies in Italy, accustomed to measuring progress in yards, began to gather momentum as they pushed down from the Apennines. Once on the plains of the Po Valley, the victory offensive swept all German opposition aside. Bologna fell on April 21, and the attack became a pursuit. Milan was occupied and then Turin, Genoa, and Venice. Allied armor reached out through the north of Italy to cut off the enemy's lines of retreat, and with that the confused Germans lost all their fight. On April 29, General Heinrich von Vietinghoff, Kesselring's successor as the German commander, formally surrendered, and his army of nearly a million men laid down their arms. The Battle of Italy begun three years before was at an end.

The following day, April 30, the Hamburg radio made a "grave and important announcement" that underlined the German collapse: Adolf Hitler had died. The manner in which the Fuehrer met death remains a matter of conjecture; the reports emanating from Europe variously described cerebral hemorrhage, suicide, assassination, and an exploding shell as the cause. Hitler's body was never found, and as a consequence many believe that he made good his escape. Others, with less reason, think that he actually perished in the bomb plot of the previous year. Whatever the truth of the mysterious passing of Hitler might be, it was certain that as a political force he was dead, and his tomb was the shambles of his shattered Germany. The regrettable feature surrounding his demise, as far as history is concerned, is that the way to the writing of a new legend was opened by the uncertainties regarding Hitler's end. Inevitably Hitler will be "recognized" in Seattle or Buenos Aires before many years, and myths will be perpetuated about him. Some double may even make a tour in a side show.

Grand Admiral Karl Doenitz assumed control of Germany upon Hitler's death and made overtures to the western Allies for a surrender. Eisenhower, however, refused to listen to the Nazi pleas, insisting that the Soviet Union be included in all conferences. While Doenitz delayed, trying to avoid yielding to the fearsome Russians, the capitulation of the surrounded German armies continued. Berlin fell on May 2. On May 4 more than a million Nazi troops in Holland, Denmark, and the northwestern section of Germany gave up to General Montgomery. On the following day several hundred thousand yielded to General Devers in Austria. The deaths of famous Axis leaders became commonplace: Mussolini was lynched by Italians; Goebbels and Himmler committed suicide. Doenitz scarcely had anything left to surrender.

The German capitulation was signed on May 7. A small trade-school building in Rheims, in a France

that had arisen from her humiliation of 1940, was chosen as the place for the signing of the final documents. After several days of preliminaries, the enemy representatives, General Alfred Jodl, German chief of staff, and Admiral Georg von Friedeberg, head of the Nazi navy, affixed their signatures to papers that called for unconditional surrender. Upon turning the document over to General Walter B. Smith, General Jodl spoke these words: "With this signature the German people and the German armed forces are, for better or worse, delivered into the victors' hands. In this war, which has lasted more than five years, both have achieved and suffered more than perhaps any other people in the world. In this hour I can only express the hope that the victors will treat them with generosity." No reply was made. General Smith had already given assurance that after the Germans had laid down their arms that the Allies would act in accordance with the dictates of humanity; further generosity was not guaranteed.

The cease-firing order was issued on May 8, and that date was generally accepted in the United States and England as the concluding day of the struggle. Since Field Marshal Wilhelm Keitel, chief of the German High Command, did not sign surrender terms with the Russians until May 9, the Soviet Union looks to a different victory date. Actually desultory fighting by Nazi units in Czecho-

slovakia and belated capitulations there and elsewhere caused the war to drag on until the middle of May. General Eisenhower's simple words in his cable from Rheims, however, can be taken as the effective last words for the European struggle: "The mission of this Allied force was fulfilled at 0241 local time, May 7, 1945."

As the combined armies of occupation moved into Germany, a dazed Europe tried to resume some appearance of a normal existence. At first the people could only look with bewilderment at the ruins of their civilization. Many noble cities were damaged beyond repair. The total of the dead was still unreckoned. Europe had experienced many wars in its history. Europeans could but wonder whether the continent could stand another such as the Second World War.

For Americans too the war in Europe had been costly. They had paid heavily with blood and dollars for "V-E Day," and no amount of victory could dim the fact that scores of thousands of Americans had lost their lives in defeating Italy and Germany. Among the deaths was one that occurred in Warm Springs, Georgia, on April 12, 1945. The New York *Post* placed this announcement at the head of its Army-Navy casualty and next-of-kin list for April 13: "Roosevelt, Franklin D., Commander in Chief, wife, Mrs. Anna Eleanor Roosevelt, the White House."

CHAPTER XIV

Japan Revisited

President Harry S. Truman, the successor to President Roosevelt, told the American people in his V-E Day Proclamation that the defeat of Germany was not an occasion for celebration: "Much remains to be done. The victory won in the west must now be won in the east. The whole world must be cleansed of the evil from which half the world has been freed." The common feeling was that prolonged cheering was scarcely in order while Americans were dying on Pacific battlefields. The nation wasted little time, therefore, in effecting a redeployment of troops and interests from Europe to Asia.

While the struggle in Europe had occupied most of the attention of military leaders and publicists, the Pacific conflict had by no means been neglected. The campaign of the islands had produced no single, climactic D-Day comparable to Normandy's, but from June 6, 1944, to May 8, 1945, many D-Days had come and gone in the Southwest and Central Pacific; and the beaches won on those invasion days contributed in their smaller way to ultimate victory just as surely as did the Utah and Omaha Beaches on the other side of the world. The men that had engineered the climb up the Solomons and the drive through the Central Pacific had not rested on their laurels between D-Day and V-E Day. New Georgia and Bougainville and Tarawa and Kwajalein were springboards, not stopping points.

In the middle of June, 1944, at the very moment the Allies were making secure their beachheads on the Norman coast, a succession of heavy blows began to rain upon the Japanese Empire, attacks that were to bring the war into the inner circle of Nipponese defenses. It was at that time that regular long-range raids on the Japanese home islands began to be made by a new American bomber, the B-29 "Superfortress." The flights of these giants of the air carrying huge loads of bombs to Japan represented a remarkable advance since that day two years before that Doolittle's planes had made their one raid on Tokyo. The Superfortresses heralded the defeat of Japan just as surely as the thousand-plane sweeps over Germany spelled doom to the Third Reich.

These great ships of the new United States Twentieth Army Bomber Command first flew from bases in China, and they selected as their initial target Yawata, the "Pittsburgh of Japan," home of the imperial steel works. The official announcement described the bombing of Yawata as "accurate and effective," but the extent of the damage done was unimportant by comparison with the experimental values obtained from the attack. After Yawata it was known that any other Japanese home city could be bombed. Bases closer than the interior of China were the only requisites lacking to make the Celestial Empire uninhabitable.

In that same week, the Navy acted to supply the longing for an airbase close to Japan. The next objective on the Navy's agenda after the seizure of Kwajalein and Eniwetok in the Marshalls was Guam, one of the Marianas Islands. Since Guam had been American until it was scooped up by the Japanese in the early months of the war, the Navy had a sentimental as well as a strategic interest in repossessing it. Guam is the most southerly of the large islands in the Marianas group, Saipan, Tinian, Agiguan, and Rota all lying to the north in the direction of Japan. This made it imperative that the Navy move in on the northern Marianas first; if they were not knocked out, their air strips could be used in the defense of Guam. Saipan then was selected as the point against which to launch the attack. Saipan was only 1,500 miles from Tokyo, and the operation was looked upon as a move into Japan's front yard. As one naval officer expressed it: "If we can land on Saipan we can land anywhere there are Japanese."

The invasion of Saipan took place on June 15 after five days of softening of the islands by air and naval bombardment. Well-coordinated raids on island groups throughout the Pacific helped to keep the Japanese guessing as to the point selected for a landing, and strikes at islands in the vicinity of the Marianas made them virtually isolated during the period of the attack. The Fifth Fleet of Admiral Spruance, spearheaded by Admiral Mitscher's Task Force 58, had charge of the operation, while General Holland M. Smith's Fifth Amphibious Corps

made the landings. General Smith drew his assault troops from General Thomas E. Watson's Second Marine Division and General Harry Schmidt's Fourth Marine Division. The Army's Twenty-seventh Division, commanded by General Ralph Smith, was held in reserve.

The southwest corner of Saipan was selected for the landings, and the first waves of invaders got ashore without undue trouble; but stubborn resistance from the Japanese developed when the Marines began to push inland from the beaches. The Twenty-seventh Infantry Division, therefore, was sent ashore much sooner than had been expected. What followed proved to be the bloodiest fighting in the Pacific since Tarawa. Nearly four weeks were needed to rout the Japanese from the caves and underground hideouts that honeycombed the island. Not until after the last mountain and ravine had been cleared of all the die-hard defenders, who again engaged in a final banzai death charge, could Saipan be considered as safely won. The Japanese commanding officer, Admiral Chuichi Nagumo, who had been at the head of the fleet that bombed Pearl Harbor, committed suicide, and his example was followed by many among the civilian inhabitants of the island. The Americans counted 3,426 killed and 13,099 wounded, while Japanese casualties included 29,747 killed or captured.

The battle for Saipan was marked by a change of command during the heat of the fighting that was provocative of speculation and criticism. The Army's General Ralph Smith was relieved of his command over the Twenty-Seventh Division upon orders of General Holland Smith of the Marines. From the conflicting versions of the incident given out by the Army and the Marine Corps, it appears that General Ralph Smith's cautious tactics wore upon "Howlin' Mad" Smith's nerves and brought about a change in generals. The basic issue of whether the hard-driving of the Marines was more wasteful of men than the slower methods of the Army still remains a matter of debate. The Smith *versus* Smith affair simply bore witness to the friction existing between the various branches of the military establishment.

From Saipan the Second and Fourth Marine Divisions moved to nearby Tinian. Landings were made on the northern end of the island on July 24, and by August 1 the troops had worked their way to the southern coast. During that week 314 Americans were killed and 1,515 wounded. Enemy casualties were reported to be 6,939 dead and 500 captured. Most important was the acquisition of the elaborate Ushi air base used by the Japanese hitherto as a stepping stone to the south, but thereafter available for bomber flights against Japan's home islands.

Meanwhile the battle for Guam had begun. Seventeen days had been spent by planes and warships in plastering the island with explosives. The Navy had fired some 10,000 tons of shells at the beaches before the Third Marine Division went ashore on the morning of July 21. Beachheads were easily established above and below Port Apra, the Japanese as usual electing to wait and make a fight of it in the interior. The struggle for Guam was another blowtorch operation, a step-by-step examination of each place of concealment and the extermination of the tenacious foe. On Orote Peninsula, at Mount Tenjo, and at Mount Santa Rosa, the Japanese made determined stands, but at last they were beaten down by the Americans. Under the command of General Roy S. Geiger of the Marine Corps, the Army's Seventy-seventh Division and the Marine's Third Division proved that coordination between the two services was possible by functioning without friction as a team.

Japanese resistance on Guam was pronounced at an end on August 10, but 12 months later searching parties were still looking for holdouts. Over 10,000 enemy dead had been counted and only 86 prisoners. Then a message went out to Pearl Harbor: "This news is from Radio Guam. Nothing heard from you since 1941. Greetings." It was the

radioman's way of saying that this island, the first United States territory to be seized by Japan, was back in American hands.

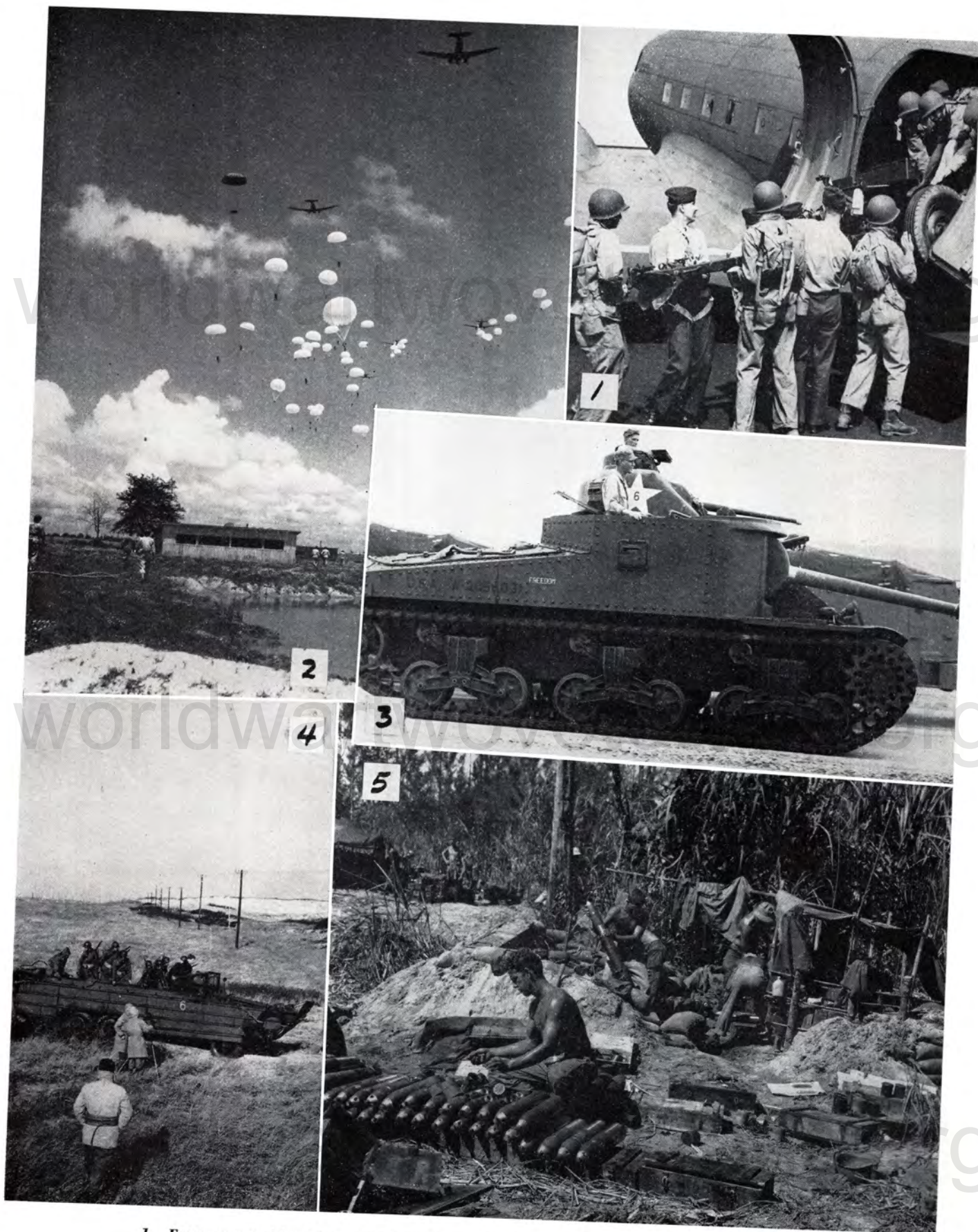
Meanwhile the fight for a foothold in the Marianas had been supplemented by a remarkable naval engagement. Since Saipan and Guam were within the inner defense circle of Japan, it had been anticipated that the Imperial Navy would again be compelled to show itself; and this premise had been borne out shortly before the invasions began by the announcement from Radio Tokyo that "the Japanese Navy in the near future will win a great naval victory in the Central Pacific." Clearly the Japanese were going to give battle, probably in the expectation that the Americans would be so far removed from their base that they would be in no position to counterattack because of a shortage of fuel and ammunition.

While Admiral Mitscher and Task Force 58 were *en route* to Saipan, Japanese reconnaissance planes on June 10 had spotted the fleet. The first preparatory bomber strike at the Marianas had been intended for June 12, but Mitscher had picked up speed and had arrived in time to hit Saipan, Tinian, Rota, and Guam a day ahead of schedule. In this way the Japanese were prevented from making use of the warning given by their observers. Japanese rescue planes had not yet arrived from the north when the American attack on the island air strips started, and squadrons from the *Hornet* and the *Essex* were able to knock out 124 Japanese aircraft that day.

American observers were also on the alert, and fleet commanders now began to receive reports regarding the movements of the Japanese force. On June 12 a submarine sent word that the Japanese fleet had been sighted south of the Philippines heading north. Again just after midnight on June 18, Commander Herman J. Kossler of the submarine *Cavalla* sighted the Nipponese. He reported that he had stayed submerged for over an hour as the enemy ships passed over him; there had been too many vessels for an accurate estimate of the size of the fleet to be made. At that time the Japanese were making straight for the Marianas, 700 miles away.

That gave Admiral Spruance the rest of the day to make his plans for the impending battle. In reply to a question from Mitscher, the Fifth Fleet Commander directed that the Americans avoid an engagement with the enemy fleet when it came within range that night; too many risks were involved, he felt, in a night battle of carriers. Spruance also refused Mitscher's request that the carriers be permitted to move out to meet the enemy, for he felt that the Saipan landing might thereby be endangered. The principal assignment for the Fifth Fleet was to support the forces on Saipan, and Spruance wanted nothing, not even the prospect of dealing roughly with the Japanese fleet, to jeopardize the island invasion. Critics who have questioned the admiral's strategy say that his caution cost Mitscher a complete victory over the enemy, but it is by no means certain that any other course would have assured equal protection to the divisions on Saipan.

The First Battle of the Philippine Sea began then on June 19. That morning scouting planes were sent out in a vain search for the Japanese fleet, and as the American carriers waited, their decks crowded with planes loaded with bombs and ammunition, word was flashed that a Japanese airforce was on the way. The Nipponese planes had flown in from nine carriers with the intention of striking at the American ships and then refueling in the Marianas. With the support of land-based planes from Guam and Rota, the Japanese armada numbered perhaps as many as 600 planes. The United States carrier commanders hurried their planes into the air, even the bombers that had no place in particular to go, because almost any enemy hit on a bomb-laden flight deck would have been disastrous. By accident as much as design, the bombers, seeking something to do, made runs over



1. From ammunitions base comes an Anti-Aircraft gun ready for action.
2. Army planes rain soldiers from the sky—Danger lurked for the trainee or the paratrooper.
3. Light tanks of this type played an important part in the war—when men manned them.
4. The "DUCK" walked onto the beaches after swimming harbors, lagoons and breakers.
5. Somewhere in the South Pacific a mortar crew is lobbing shells made and tested at the Pine Bluff Arsenal into Jap positions.

the air strips on Guam, wrecking them and making landings virtually impossible. This proved to be a tremendously effective means of dealing with the Japanese planes, for refueling was made a hazardous venture and the enemy had to refuel.

Shortly before 11 o'clock, the two air forces met head-on far to the west of Guam. The Japanese apparently were determined to disregard all losses and fight their way through the protecting screen to the ships in Mitscher's task force. For three hours the Japanese kept coming; wave after wave of the planes of the Rising Sun were beaten down before they began to veer off toward their landing strips on Guam. There, however, American bombers were waiting, and the Nipponese found that they had little chance of reaching their runways. Those that got close enough to land crashed into the bomb craters with which the airfields were covered. Many of the Japanese pilots just flew around helplessly until their gas ran out; then they fell, some into the sea and others onto the coral beaches.

It was a massacre. The Americans were better pilots; they outnumbered the enemy; they were flying superior planes. Japanese designers had sacrificed protective plating for speed, and the battle of June 19 demonstrated the folly of that choice. Only 18 Japanese planes were able to break through to the American fleet, and of these 12 were brought down by anti-aircraft fire from the ships. Two torpedoes came close to the *Lexington*, and superficial damage was done by a bomb hit on the *Indiana*. In protecting the ships, the American airmen lost 27 planes while administering a stunning defeat to the enemy airforce. The official United States Navy count of 404 Japanese planes destroyed reads like a propaganda story when a comparison of the losses of the opposing forces is made, but the amazing total stood the test of later checking. Navy men called it the "Marianas turkey shoot."

Next Task Force 58 went after the Japanese ships. Searching planes continued to prowl over the Philippine Sea for two days, but it was mid-afternoon of July 20 before the enemy fleet could be located. The report came finally that the Japanese were midway between Saipan and the Philippines, some 700 miles to the west. For Mitscher it was a difficult matter to decide. Not many hours of daylight remained, and in the darkness the planes would be hard-pressed to get back safely. The distance to the enemy fleet made it problematical whether gasoline supplies would last. Yet the hope of sinking a large part of the Japanese force led Mitscher to give orders for his planes to get under way.

Part Two of the First Battle of the Philippine Sea took place in the gathering twilight of June 20. The semi-darkness made visibility poor and identification problematical, and these factors caused a variety of conflicting reports of the action to be turned in by the pilots. Consequently neither the size of the enemy fleet nor the amount of damage inflicted on it ever was accurately determined. Probably as many as four battleships, six carriers, and an assortment of cruisers, destroyers, and tankers were on hand when the Hellcats, Helldivers, and Avengers came swarming down. The score on hits, at a conservative estimate, ran to one carrier, one destroyer, and two tankers sunk and one battleship, four carriers, three cruisers, two destroyers, and two tankers damaged. Twenty-six enemy planes were added to the grand total of the two-day battle.

"Now we all have a 25 per cent chance of getting back," one of the pilots said just before the attack on the ships began. This was a too-pessimistic prediction, but the homeward journey in the moonless night to carriers hard enough to land on in the light of day would certainly not be easy. The gauges of the gasoline tanks were almost at the empty mark on all the planes by the time the carriers were reached, and many of the motors died for want of fuel before a landing could be made. On board the *Lexington*, Admiral Mitscher again faced a momentous decision as the time drew near for the planes to return. Commander Gus Widhelm

had recommended to Mitscher that he turn on the lights to guide the homing pilots. That move would save the pilots, but it might also bring enemy submarines and thus endanger all the ships and thousands of lives. Ordinarily a match would not be lighted in those waters. But now radio calls began to be heard: "Yorktown, where are you please? Must land soon, have no gas left." Mitscher turned on the lights: deck lights, searchlights, star shells, a regular riot of lights.

The pilots had no time for circling, so orders went out that planes should land on the first available carrier. In the scramble to land, the control officers were not always obeyed; two planes sometimes came in at once; anxious pilots cut in too quickly. Many crashes occurred on deck, and many planes fell into the ocean. "It was an evening of sheer horror for the vast majority of the men in the returning planes," Gilbert Cant writes in *The Great Pacific Victory*, "and for those responsible for getting them safely down on a flat-top's deck. But when it was over, the cost of the mission was not excessive, and Mitscher's daring in turning on the lights had been amply justified." Ninety-five planes had been lost in the raid on the enemy fleet, either by enemy action or by forced landings, but from these planes 49 of the pilots and crew members were rescued.

The First Battle of the Philippine Sea was no midway, but the two days of fighting did constitute a victory of major importance. The destruction of the enemy's planes in the "turkey shoot" made secure the landings on Saipan and assured success to the venture into the Marianas. Air bases on Saipan and Guam put Tokyo within easy reach of the Superfortresses, and thereafter no spot within the Japanese home islands was safe from bomber attack. The general effect of the battle on the enemy's naval strength is thus set forth by Fletcher Pratt in his *Fleet Against Japan*: "By getting an early start, by skimping every other type of naval construction and carefully husbanding their resources, by avoiding any but a decisive battle, the Japanese had managed to assemble a carrier fleet with accompanying pilots . . . not far from equal to our own. It had been blown to fragments in two days. . . . As a result of these two days Japan no longer had a naval air service." Nor could the Japanese disguise their concern over the defeat; forthwith the cabinet was reorganized and Premier Hideki Tojo was swept from his high office.

When in August, 1944, the Navy completed its conquest of the Marianas, the way at last opened for a merging of the Nimitz and MacArthur strategies. Twenty thousand men were set to work preparing Guam as a naval station, and before the end of the year Admiral Nimitz announced that he was ready to move his headquarters there. Guam obviously was no ordinary coral island; it was a potential base that could put the Navy in the thick of the war. Moreover it was only 700 miles from the Philippines. The next move for the Navy then was in the direction toward which General MacArthur had been pointing for years. Almost in spite of themselves the admiral and the general were now compelled to admit they were fighting on the same side of the same war. Thereafter they displayed a surprising degree of cooperativeness in their mutual enterprise.

Heretofore the progress of General MacArthur in the Southwest Pacific, as he had repeatedly sought to make plain to all concerned, had been painfully slow. With the neutralizing of the Japanese bases at Rabaul and Kavieng by the seizure of the Green and Admiralty Islands, his advance could begin to be more rapid; but now with the destruction of the enemy carriers and planes in the Philippine Sea, the time schedule for the return to the Philippines was speeded up beyond all expectation. Only a few more moves in New Guinea and its neighboring islands would be necessary to lay the Philippines open to invasion.

The long campaign for New Guinea was brought to a close in August of 1944. The jungle battle

that had begun in 1942 at Port Moresby had been dishearteningly slow. In turn Buna, Gona, Lae, Salamaua, Nassau Bay, and Finschhafen had been won to pave the way for the final drive. Then as 1944 opened General MacArthur initiated a new type of leapfrog strategy; in his moves up the New Guinea coast, he avoided the areas where the Japanese had great bodies of troops, jumping past them to points ever closer to the Philippines. MacArthur's tactics left heavy enemy concentrations in his rear, especially at Wewak and around Geelvink Bay, but control of the air and the seas made the Allied positions secure. The Allied series of jumps included Sidor in January; Hollandia, Aitape, and Madang in April; Wakde and Biak Islands in May; and Noemfoor and Sansapor in July. The seizure of Sansapor put the American and Australian forces at the tip of the Vogelkop Peninsula, squarely on the "bird's head" of the big island. Among the United States Army divisions that had participated in the 1,200-mile drive were the Sixth, the Twenty-fourth, the Thirty-first, the Thirty-second, the Forty-first, and the Forty-third. The casualty score shows the unequal nature of the struggle; the Allies lost 662 dead and 63 missing and the Japanese 24,941 dead and 2,855 prisoners. Few campaigns in history have been conducted with a greater economy of life than MacArthur's New Guinea hops.

Two small islands now had to be taken to complete the preparatory moves preliminary to the invasion of the Philippine Islands. The Japanese bases in the Palau Islands represented a threat to the Allied flank, and at Halmahera in the Molucca Islands the Japanese possessed a garrison that stood between New Guinea and the Philippines. Palau had to be reduced, but Halmahera could be by-passed by the capture of Morotai, weakly defended by comparison with Halmahera.

The first two weeks of September, 1944, were spent in clipping the wings of the Japanese throughout the islands around or near the Philippine Sea. The carriers of the Third Fleet, now commanded by Admiral William F. Halsey, ranged far and wide striking at enemy ships, planes, and air strips in the Bonins, the Volcanos, the Philippines, the Moluccas, at Yap, Celebes, and Ceram. The airmen in those great sweeps sank or damaged 173 Japanese vessels and destroyed 501 planes. After those raids the enemy forces at Morotai and Palau, once the invasions started, could expect little aid and few reinforcements from their nearby bases.

American landings were made on September 15 both on Morotai and in the Palau Archipelago. Special assault troops of the Thirty-first and Thirty-second Divisions found Morotai easy, for the Japanese made no effort to defend the beaches. The only American casualty suffered in establishing the beachhead was when an officer slipped on a coral reef and broke his leg. Within two hours, General MacArthur had gone ashore from the *Nashville*, and Morotai was pronounced secure. Then the fighting started. Japanese raiding parties, many of them from adjacent Halmahera, kept up the struggle until January of 1945. Nevertheless, the Morotai landings had served their purpose in the first few days; the strong Halmahera Japanese base had been nullified and no longer stood as an obstacle to MacArthur's journey northward.

The struggle for the Palau Islands proved to be much more bitterly contested than was Morotai. The Palaus were a major Japanese base, "the spigot of our oil barrel" they called them, and as was to be expected the large enemy forces there were firmly planted. The American plan of attack contemplated no collision with strong forces; it was felt that the seizure of two of the small Palau Islands, Peleliu and Angaur would be sufficient to the needs of the campaign. From their air strips American bombers could patrol the other Palaus, and thus all of this great enemy station would be rendered impotent.

Admiral Theodore S. Wilkerson had command of the tremendous amphibious force that made the attack on Peleliu. There were only 12 square miles

in Peleliu; little of the island could have gone untouched by the eight days of aerial bombing and the three days of ship bombardment. Yet when General William H. Rupertus and the First Marine Division stormed to the shore, the Japanese, over 8,000 strong, swarmed out of their caves and pill-boxes to give battle. The shelling had cleared the beaches for the landings, but once ashore the Marine and Army units found the enemy, badly underestimated in all reconnaissance reports, far tougher than had been anticipated. Three Japanese counter-attacks with tanks and mortar fire had to be beaten off before the beachheads could be considered safely won.

Peleliu, Angaur, and several of the smaller Palaus were taken, but the Japanese never seemed to know when they were beaten. Two days after the landing at Peleliu, the Eighty-first Division, under General Paul J. Mueller's command, was sent against Angaur; that island was taken without undue trouble or loss. Then a part of the Eighty-first had to hurry over to Peleliu to help the hard-pressed Marines who were by that time engaged in a fight for an escarpment of hills they called "Bloody Nose Ridge." That costly battle, in which the Marines' First Regiment saw two-thirds of their men either killed or wounded, was one of the worst of the Pacific war. Four weeks were needed to break down the resistance of the Japanese, and the dynamiting of the caves went on for months longer. Nearly 12,000 enemy dead were counted in the Palaus, as against Marine and Army casualties numbering 1,105 killed and 6,439 wounded.

According to the American blueprint for the war against Japan, the reduction of the Palaus was scheduled to be followed by a jump to the Talaud Islands and the island of Yap. General George C. Marshall in his *Biennial Report* for 1945 gives an interesting account of how this plan was changed at the last minute. The discovery was made in the course of a series of strikes in the Philippines by Admiral Mitscher's carriers that the southern and central islands of the Philippine group were weakly defended. Few Japanese Zeroes took to the air over Mindanao to oppose the American airmen as they bombed and strafed five airfields and set fire to 68 planes. The Navy's planes and warships joined in an attack on Japanese coastal shipping, and together they sank 49 cargo vessels and 37 sampans.

Immediately Halsey sent a message to Nimitz recommending a revision of the plans for the Philippine campaign. Halsey urged that the intermediate attacks on Yap and Talaud be dropped, and he suggested that an immediate move into the Philippines be made. Instead of an invasion of the southern island of Mindanao, he advocated landings on the central island of Leyte. In his opinion the Japanese had shown that they were unprepared to offer effective resistance at that time; further delay might give Japan sufficient opportunity to strengthen its defenses. Nimitz forwarded Halsey's communication to his superiors who at that moment were in session at Quebec with the Combined Chiefs of Staff of the Allies. General Marshall and his colleagues thereupon requested MacArthur to express his views on the proposal, and MacArthur promptly endorsed the new strategy. The Quebec conference then granted its permission to the moving up of the date for the return to the Philippines from December 20 to October 20.

Hasty rearrangements now had to be effected to make ready for the early attack on Leyte. First the little undefended atoll of Ulithi was occupied on September 21 in order to render Yap useless to the Japanese. Next Halsey flew to Morotai and conferred with MacArthur, and agreements were reached for a number of shifts in military and naval units. With the concurrence of Nimitz, Admiral Thomas C. Kinkaid's Seventh Fleet, which had for some time been assigned to MacArthur to support his Southwest Pacific campaign, was augmented by a large number of warships. The cooperation of Halsey's Third Fleet was also prom-

ised for the first phase of the Philippine invasion. Troops of the Central Pacific command were turned over to MacArthur; these included the Seventh, Seventy-seventh, and Ninety-sixth Divisions. This meant that the Seventh and Ninety-sixth Divisions which already had sailed from Hawaii to take part in the strike at Yap had their destination changed *en route*.

The return to the Philippines called for the use of 17 divisions, the largest army to be assembled by the United States in the Pacific. In order to gather equipment ahead of schedule for such a force, every supply base had to be combed; the waters around beaches already left far behind were explored for landing craft abandoned in invasions carried out many months before. MacArthur and Nimitz had known that this enormous task of patchwork and salvage would have to be done, and yet their confidence that the job would be completed on time had prompted them to accept the October date. They made their decision and saw to it that the new deadline was met. "It was a remarkable administrative achievement," General Marshall recorded in his report.

The blasting of Japanese targets was continued until the day of the invasion. General George C. Kenney's Far Eastern Air Force and General William H. Hale's Seventh Air Force struck with increasing fury at air bases in Celebes, Borneo, the Bonins, and the Volcanos. Particular attention was paid to the chain of islands between Japan and the Philippines, islands that might serve as a staging area for ships and planes that could deliver supplies and ward off attack upon the Empire's holdings in the south. Marcus Island, only 1,200 miles south of Tokyo, was raked by shells from the battle fleet, and in their turn the Ryukyus, Luzon, and Formosa were subjected to the bombing of the Navy's carrier planes.

The last week before American forces pushed into Leyte Gulf saw especially significant blows delivered to the Japanese. On October 10, Miyako and Okinawa in the Ryukyu Islands were raided by Mitscher's planes; there within 270 miles of Japan's home islands, the Navy airmen accounted for 82 enemy planes, a destroyer, four submarines, 14 cargo ships, and 68 other vessels. On the next day, a glancing slap at Aparri on Northern Luzon revealed that the Japanese were still unprepared for invasion. Then on October 12, a smashing attack was directed against one of the enemy's greatest strongholds, Formosa; 97 defending planes were shot down, 124 others were destroyed before they got off the ground, 16 cargo vessels were knocked out, and all the island's installations were battered. For five days Formosa was subjected to continuous raids, with Superfortresses flying over from China to add their bomb loads to the impressive total that rained down on the big base. Altogether 670 enemy planes were destroyed during that important week, and the result was that the Philippines were virtually isolated. Less than a hundred American planes were lost in achieving this objective; the major damage suffered by the raiders consisted of torpedo hits against two cruisers, the *Canberra* and the *Houston*.

Meanwhile a massive amphibious force had been gathering on the coast of New Guinea and at bases in the Admiralties. Finally on October 17, the first American contingent ventured into the chosen area of attack in the Philippines, at Leyte Gulf. In a heavy downpour which heralded the beginning of the monsoon season, ships bearing the Sixth Battalion nosed into the gulf, and the members of that unit landed on the island of Dinagat. Other patrols occupied nearby Homonhon and Suluan. With these islands which guarded the mouth of Leyte Gulf safely under American control, an easy access to the island of Leyte was assured. To make doubly sure that nothing would go wrong, minesweepers went to work in the gulf clearing the way to the shore; nearly 200 mines were removed in a two-day period.

Yet when the main body of the American invasion forces arrived in Leyte Gulf, the Japanese were still not certain that the move in that direction was not a feint. Japan's leaders felt that Mindanao was MacArthur's real objective, and reinforcements were poured into that island even after the fight for Leyte had begun. The Japanese could not believe that the large southern island would be bypassed in favor of the small central one. Not until the Americans had been safely ashore for a week did the Japanese start moving fresh troops toward Leyte. It was a miscalculation that was of inestimable value to the invaders.

On October 19, 1944, an American flotilla of 750 vessels bore down upon the Philippines. The fleet units had come from bases that stretched from Pearl Harbor to New Guinea, and they had joined 450 miles out in the Philippine Sea. The *California*, the *Mississippi*, the *Maryland*, the *Pennsylvania*, the *Tennessee*, and the *West Virginia*, some of them bearing scars suffered at Pearl Harbor, were the most powerful of the warships; while carriers, destroyers, transports, cargo ships, and amphibious craft made up the rest of the armada. The planes of 18 escort carriers of the Seventh Fleet furnished the air cover over the beaches, and outside Leyte Gulf Halsey's great Third Fleet stood ready to meet any Japanese naval threat.

At dawn on October 20 the final pre-invasion barrage opened; this and earlier bombardments hurled 9,600 tons of explosives against the weak enemy defenses of Leyte. As a result the spearhead battalions of General Walter Krueger's Sixth Army had an easy time getting ashore. Two beachheads were quickly taken over, one near Tacloban and the other near Dulag. The First Cavalry Division, minus its horses, and the Twenty-fourth Division made the Tacloban assault, and the Seventh and Ninety-sixth Divisions struck at Dulag; by October 25 the two beachheads had been expanded until they had become a single united front. Casualties were light and progress rapid along the entire coastal area.

Four hours after the initial landings, General MacArthur left the cruiser *Nashville* and went shoreward in a motor launch. Close in he jumped into the water and waded ashore. To his chief of staff, General Richard K. Sutherland he remarked, "Believe it or not, we're here." Yet before a microphone, he chose more dramatic words. "This is the Voice of Freedom," he began, using a phrase from the last broadcasts from Corregidor before it fell. "People of the Philippines, I have returned. By the grace of Almighty God, our forces stand again on Philippine soil. . . . Rally to me. . . . Let every arm be steel. The guidance of Divine God points the way. Follow in His name to the Holy Grail of righteous victory." When MacArthur proclaimed "I have returned," he fulfilled a promise made over two years before. His choice of pronouns was resented by Navy men and by others who had helped put him on Leyte, but none could deny that in many ways it was a personal triumph. The first person singular was not wholly unjustified.

Neither Japan's army nor its navy proposed to allow the United States to reenter the Philippines without a contest. The enemy's naval commanders in particular could not ignore this challenge to their might, this encroachment upon their domain of raw materials. The Philippines stood astride the Japanese route to the oil and rubber of the southern isles, and the Imperial Navy would be well-nigh helpless without the stolen resources of the East Indies. Further postponement of a show-down with the American fleet was pointless, and Admiral Soemu Toyoda now determined to commit most of his ships in a do-or-die battle. The engagements off Guadalcanal had been piecemeal affairs into which the Japanese had sent only a few vessels at a time, and the First Battle of the Philippine Sea had been an attempt to win a cut-rate victory with planes rather than ships. Heretofore nothing risked had meant nothing gained and a great deal lost, and Toyoda made up his mind to try a different strategy.

For the first time since Midway, a force comprising most of Japan's naval strength would give battle.

The Japanese had no intention of trying hara-kiri on a grand scale with their fleet. Toyoda's plan of battle was well conceived; the time and place and tactics chosen for the engagement were as good as geography and circumstances afforded. The Imperial Commander held back until he was certain that Leyte was the principal American objective, and then he launched his attack so that full advantage could be taken of the early confusion at the beachhead. Since the Japanese warships could not swing south of the Philippines for fear of running into General Kenney's planes from Morotai, Toyoda ordered his ships to move eastward and squeeze through the narrow waterways of the central Philippine Islands. Two Japanese columns were to converge upon Leyte Gulf from the north and the south; one would pass through the Sibuyan Sea and the San Bernardino Strait and the other through the Mindanao Sea and the Surigao Strait. Still a third force would drive southward from Formosa to engage the carriers in Halsey's Third Fleet. The Japanese intended at least to knock out the transports in Leyte Gulf; they held some hope of inflicting enough damage on the American fleet to be able to isolate MacArthur and his divisions on the beachheads.

Toyoda's plan, however, had several fatal weaknesses. A basic mistake was the assumption that three sizeable naval forces could travel great distances and maneuver and fight their way through a complex of islands and arrive at an appointed place on time. Too many details had to mesh for a complete success to be assured, and a single misfire could endanger the whole project. That point was demonstrated during the battle when Japanese land-based planes failed to give the warships the full measure of air support required, and the surface vessels were subjected to an unexpected going-over by American bombers. Another glaring error was the miscalculation regarding the comparative power of the rival fleets in Philippine waters. The Japanese seem to have believed that they would meet an American force suffering from recent severe losses, losses that never had occurred.

A Japanese propaganda leaflet dropped among American troops on Peleliu on October 20 gives evidence of this misplaced confidence: "Do you know about the naval battle done by the American 58th Fleet at sea near Taiwan and Philippine Japanese powerful Air Force had sank their 14 AEROPLANE CARRIERS, 4 BATTLESHIPS, 10 SEVERAL CRUISERS and DESTROYERS along with sending 1,201 SHIP AEROPLANES into the sea. From this result, we think that you can imagine what shall happen next around Palau upon you. . . . Thanks for your advice notes of surrender. But we haven't any reason to surrender to those who are forced to be totally destroyed in a few days later. . . . YOU SHALL GET AN VERY STERN ATTACK! WE MEAN AN CRUEL ATTACK!" In commenting on this extraordinary document, Fletcher Pratt writes in his *Fleet Against Japan*: "This collector's item represents with fair accuracy both the information and state of mind in the Japanese camp on the day after MacArthur went ashore." The explanation for the blunder apparently lay in the reports Japan's airmen brought back from a night air battle fought on October 13 off Formosa, which the Japanese call Taiwan. Exploding planes had landed near Mitscher's ships during the course of the battle, and American observers later stated that they thought some of the United States carriers had been set on fire. Evidently Japanese pilots received a similar impression and turned in accounts that led Radio Tokyo to broadcast exaggerated claims. Admiral Toyoda had accepted these false estimates, and thus the Second Battle of the Philippine Sea was fought with the odds against him from the outset.

As the elements of the Japanese fleet began to assemble and move toward the Philippines, the

commander of a United States submarine, the *Darter*, spotted them on October 23 in the South China Sea and sent out a warning of their approach. Then the *Darter* and a companion submarine, the *Dace*, struck, putting torpedoes into the cruisers *Atago*, *Maya*, and *Takao*. They sank the *Atago* and the *Maya* and sent the *Takao* limping back to Singapore with gaping holes in her side. Japanese destroyers closed in on the submarines, forcing them to run for it, and during that pursuit the *Darter* ran aground close to the shore of Palawan. The entire crew of the injured sub was able to get to land, and friendly guerrillas kept them from falling into Japanese hands. That was the opening round of the battle.

Other American submarines put messages on the radio regarding the movement of the Japanese ships as they made their way through the Sibuyan Sea and the Sulu Sea, and from their reports Admiral Halsey was able to predict the course the enemy would follow. Consequently he stationed his forces so that they were able to guard the only two routes through the Philippines that afforded the Japanese an exit to the east, the Surigao Strait and the San Bernardino Strait. What followed then was not one engagement but three, or rather one great battle in three parts. The enemy's southern force was engaged in the Surigao Strait, the central force off the island of Samar after it had emerged from the San Bernardino Strait, and the northern force, when it put in its belated appearance, off Cape Engano.

The total of the Japanese warships in the Philippine Sea was impressive, but divided as they were in three groups no one group was dangerous. The southern force included two old battleships, the *Huso* and the *Yamashiro*, four cruisers, and 13 destroyers. The central force consisted of two new 40,000-ton dreadnaughts, the *Yamato* and the *Musashi*, three old battleships, the *Kongo*, the *Haruna*, and the *Nagato*, eight cruisers, and 13 destroyers. The northern column contained two hybrid battleships made over as carriers, the *Ise* and *Hyuga*, four big aircraft carriers, four cruisers, and six destroyers.

Formidable as were the three Japanese forces, they could not equal the combined might of Halsey's Third Fleet and Kinkaid's Seventh Fleet. At the time of the battle some of the ships of the Third Fleet were away taking on fuel, but it still consisted of eight fast battleships and more than that number of large carriers; and the Seventh Fleet had available its six old battleships and its small escort carriers. The carriers, the destroyers, the PT boats, and the escorts when added to the capital ships comprised an overpowering array of naval strength. The Japanese were simply outmatched.

In the morning of October 24, the great sea battle was joined when Admiral Mitscher sent out his carrier planes against the central and southern Japanese forces. Admiral Kinkaid's naval planes and some of the Army's land-based planes took part in this attack, and considerable damage was done to the two Japanese groups. Planes from the *Essex* rained bombs on the central force, and 10 hits were made against the big battleship *Musashi*. Late that afternoon planes from the *Enterprise* bombed the *Musashi* again; the dreadnaught absorbed a great many punishing blows, but at last it went down. Other hits were scored on battleships, cruisers, and destroyers, and the Japanese finally turned back and headed westward. The enthusiastic reports of the American airmen represented this action as a smashing victory, and their exaggerated estimates caused Halsey to write off the enemy's central force. Subsequent events were to prove that Halsey and his observers were wide of the mark.

Meanwhile the Japanese airmen had been at work. Some 200 planes were flown down from bases on Luzon; and despite the loss of nearly half their number, they fought through to the carriers of the United States Fleet and inflicted a great deal of

damage. The light carrier *Princeton* was set afire, and several cruisers and destroyers were hurt in a vain effort to save her; the fire got to her magazines, and she had to be sunk by American torpedoes. During the air battle the Japanese land-based bombers were joined by planes from the carriers of their fleet coming in from the north.

This was the first indication that there was a northern enemy force, and a scouting plane was sent out in search of the carriers; the pilot located them and his report prompted Halsey to make a quick change in tactics. The admiral, lacking full information, could only guess at the strength of Japan's northern force, and he decided that this was the enemy's main fleet. The presence of the carriers led him to believe that they were the nucleus of a strong battleship-carrier combination. He reasoned that the Japanese central force was out of the reckoning and that the southern force could be easily handled by the Seventh Fleet. He felt therefore, that the Third Fleet could best be employed against the northern force. Consequently he took his whole Third Fleet northward.

Admiral Halsey by pulling out with all of the modern battleships and the high-speed carriers then in Philippine waters laid himself open to a cross-fire of criticism that has raged about him since that day. He was wrong in his estimate of the size of the enemy's northern force, and he was mistaken in assuming that the central force had been eliminated. As a result he is blamed for the things that went wrong thereafter. Apparently Halsey depended on Kinkaid to establish patrols in the San Bernardino Strait, and Kinkaid for his part depended on Halsey. The strait was not patrolled. Thus when the Japanese central force again came to life and slipped through the strait, the whole Leyte Gulf area was laid open to attack, and disaster was narrowly averted. Excuses have been made for Halsey and Kinkaid on the ground that a divided command was responsible for the blunder, and it is explained that Kinkaid was under MacArthur rather than Halsey. Still one wonders if the two admirals were not on speaking terms; they were in the same Navy and doubtless Kinkaid would have used a suggestion regarding patrols if Halsey had bothered to give one before his departure. If the two admirals had been on the alert, the division of commands should have resulted in the establishment of two watches in the San Bernardino Strait rather than none. The major share of the blame, therefore, must go to Halsey; as the senior naval officer present in the Philippines, it was his responsibility to tie together loose ends. He left the ends—and the ships in Leyte Gulf—dangling.

In contrast to the procedure at San Bernardino Strait, Surigao Strait was closely guarded. There Kinkaid had stationed the six World War I battleships, the *Maryland*, the *West Virginia*, the *California*, the *Tennessee*, the *Mississippi*, and the *Pennsylvania*, together with the customary complement of cruisers and destroyers. The commander of this task force, Admiral Jesse B. Oldendorf, posted torpedo boats in the bottleneck of the strait; and thus when the southern Japanese column entered the narrow waters shortly after midnight of October 25, the PT boats gave the alarm and put all of the American crews at battle stations.

Oldendorf next demonstrated what he meant when he said that his "theory was that of the old-time gambler—never give a sucker a chance. If the Jap was sucker enough to try to come through the Straits I wasn't going to give him a chance." The Japanese ships were ambushed. They advanced in the darkness in two columns toward the line of American vessels, and Oldendorf succeeded in performing a rare naval tactical feat of "crossing the 'T,'" by means of which the Japanese became the stem and the Americans the cross-bar of a "T." A deadly cross-fire thus raked the enemy, and the Japanese commander had to order his fleet to withdraw. In executing this turn the Japanese captains, instead of wheeling together, came up to

head of their column and one by one turned at the same point. That stupid maneuver enabled the American gunners to pick off the enemy ships one at a time, and the record of hits was incredibly high. In the darkness, no one could be certain of the exact amount of damage done, but it has been definitely established that both of the battleships, the *Huso* and the *Yamashiro*, and the heavy cruiser *Mogami* were sunk. Other vessels were badly hurt, and one, the cruiser *Abukuma*, was sent down by Army bombers the next day. In wiping out the Japanese southern force only one American ship, the destroyer *Grant*, was hit, and valiant crewmen managed to save her. "A dream of an action!" Oldendorf called it.

Gilbert Cant calls the contrasting engagement with the enemy's central force a nightmare. And contrary to the bad advice that Halsey had accepted from his observers, the Japanese central force still meant business. American reconnaissance planes had failed to notice that the Japanese ships, after fleeing westward following the aerial bombardment that sank the *Musashi*, had regrouped and again turned eastward. Unobserved they made their way at night into the unguarded San Bernardino Strait and without lights negotiated the waters of the treacherous channel. By that remarkable bit of navigation the enemy moved within range of the vulnerable escort carriers of the Seventh Fleet standing in front of Leyte Gulf. At dawn on October 25 the Japanese opened fire.

Escort carriers are made-over merchantmen and were never intended to be used as front line fighting ships. Without speed and without heavy guns they have to depend on their planes for protection. On this occasion, however, the enemy's unannounced approach caught the little carriers unprepared, and they had no opportunity to get their planes aloft before they were under attack. Yet they and their destroyer escorts were all that stood between the main Japanese task force and the transports in Leyte Gulf.

The 16 "jeep carriers" and an equal number of destroyers had been divided into three groups that stretched from north to south along Samar, an island that almost touches Leyte. Admiral C. A. F. Sprague, the commander of the northern group, was nearest to San Bernardino Strait, and he it was who first had to face the enemy's four battleships, five cruisers, and 11 destroyers. "I didn't think anything could save me," Sprague later told. The Japanese soon began to find the range; their shells containing dyes of various colors to aid in aim corrections sent up great splashes of red, orange, green, yellow, and purple close to the American ships. "My God, they're shooting at us in technicolor!" one seaman exclaimed. Sprague's destroyers did what they could to spoil the Japanese aim by laying a smoke screen, and some of them, headed by the *Johnston*, charged the enemy battle-line with gunfire and torpedoes. The destroyers *Johnston*, *Hoel*, and *Roberts* were blown apart by the Japanese battleships, but their courageous action saved most of the carriers.

The carriers by no means escaped unscathed. In the three-hour attack all of Sprague's six jeeps were hurt. The *Gambier Bay* was sunk. The *Fan-shaw Bay*, the *Kalinin Bay*, and the *Kitkun Bay* were hit. A near-miss weakened the frame of the *White Plains*. The *Saint-Lo* was untouched by the naval guns, but a Japanese plane from Luzon deliberately crashed into the carrier's deck, and a series of explosions sent the ship to the bottom. Yet in spite of this hail of blows, the American airmen succeeded in getting their planes into the air in the face of the shells around them, and their effective bombing finally brought the enemy to a halt.

This time the Japanese turned back for good, running north along Samar and on through San Bernardino Strait. They had come close to their objective, and but for the gallantry of Sprague's little ships the enemy giants might have done terrible damage in Leyte Gulf. The Japanese com-

mander, however, had already lost a cruiser and a destroyer, and he did not care to wait until other units of the American fleet had closed in around him. Although he lost another cruiser before he had cleared the strait, he still could take considerable satisfaction from the results of the battle off Samar. A sailor summed up the American viewpoint thus: "This, sir, is a hell of a way to run a war."

The jeep carriers had filled the air with pleas for help from the moment that they had been surprised outside San Bernardino Strait. Their urgent appeals began to be heard by "Bull" Halsey as his Third Fleet's planes began to close with the enemy's northern force off Cape Engano. Squadrons from the *Lexington*, the *Essex*, the *Langley*, the *Hornet*, the *Wasp*, the *Enterprise*, and the *Belleau Wood* had gone out ahead of their ships just after they completed their night's run to the north. They first went after the Japanese carriers, and a series of strikes put all of them out of action: the *Zuikaku*, a large 29-800-tonner, and three light carriers, the *Zuiho*, the *Titose*, and the *Tiyoda*. The shells of an American cruiser division hurried the sinking of one of the light cruisers, and its gunfire also sank an enemy cruiser. The United States submarine *Jallao* accounted for another of the cruisers.

Two of the biggest prizes, however, got away; these were the battleship-carriers, the *Ise* and the *Hyuga*. Again Admiral Halsey had the misfortune of making a faulty decision, and that mistake explains, in part, the escape of the *Ise* and the *Hyuga*. Upon receipt of the news of the battle of the jeeps off Samar, Halsey signaled all of his eight battleships to follow his flagship, the *New Jersey*, in a hurried return journey to the south. This left only cruisers to pick off the cripples of the Japanese northern force, and they were not big enough for the job at hand. Had Halsey left only three battleships with Mitscher in the north it seems likely that the *Ise* and *Hyuga*, already limping from bomb hits, could have been sunk with ease.

As it was, Halsey arrived at San Bernardino Strait long after the Japanese had withdrawn. The mighty *New Jersey* had the privilege of giving the *coup de grace* to a floundering enemy destroyer, but otherwise Halsey would have done better to have stayed at Cape Engano. One of the strange features of the three-cornered battle was that the Third Fleet's battleships, the fastest and most powerful American vessels afloat, had virtually nothing to do with the winning of this, one of the great naval victories of history; their role was to run back and forth between the northern and central battles, always arriving too late and leaving too soon to participate in either. Some uncertainty has arisen regarding the most acceptable name for the engagement; it is variously called the "Second Battle of the Philippine Sea" and the "Battle of Leyte Gulf." The best suggestion, in view of Halsey's unusual performance, will doubtless never be made official: "The Battle of Bull's Run."

Planes and submarines continued to stalk the enemy as they retired from the Philippine Sea, and some of the straggling survivors were added to the bag of Japanese vessels. Among other laggards picked off was the redoubtable battleship *Kongo* which on November 21 went down under a torpedo attack by the submarine *Sealion II*. Yet even if those mop-up encounters are left out of the reckoning, the Japanese losses in the three rounds of the battle of October 23-26 made an impressive total: three battleships, four carriers, nine cruisers, and nine destroyers. "Never before," Fletcher Pratt writes in his *Fleet Against Japan*, "had an entire navy lost so great a proportion of its strength as the Japs did in the fighting for the Leyte Gulf." The *Princeton*, the *Johnston*, the *Hoel*, the *Roberts*, the *Gambier Bay*, and the *Saint-Lo* had been lost in a good cause. The Japanese Navy as a fighting force was virtually eliminated from the war in the Second Battle of the Philippine Sea.

The defeat of Japan's navy assured the United States of success in the invasion of Leyte and in the ultimate extermination of all of the Japanese in

the Philippines. The Japanese had 260,000 men scattered through the Philippine Islands, but with Japan deprived of the ships with which to transfer them, most of these troops might as well have stayed at home. Some of them, however, were taken to Leyte while the big sea battle was in progress, and from time to time other reinforcements managed to slip past the American blockade. For the Japanese were determined to sell Leyte at a high cost; it was there that they made their most stubborn stand in the Philippines.

The surprise experienced by the Japanese at the unexpected American invasion of Leyte made them slow to react to the landing. In the first week the invaders made rapid advances on the island. Those early successes were especially gratifying to the Americans, for they were made at the expense of the hated Japanese Sixteenth Division, the victors at Bataan. The drive out of the beachheads gained so much ground that on October 29 General MacArthur announced that organized resistance on Leyte was crumbling; with two-thirds of the island overrun, the liberation of the Filipinos on Leyte, he asserted, "virtually is achieved." MacArthur, however, had greatly underestimated the staying power of his foes, for it took two more months of the hardest sort of fighting to make good the general's optimistic communique.

The commander in chief of Japan's armies stationed in the conquered southern empire was Field Marshal Hisaichi Terauchi. Terauchi now named as the defender of Leyte and the other islands of the Philippines General Tomoyuki Yamashita, one of Japan's ablest soldiers. Yamashita, the conqueror of Malaya and Singapore and Bataan, could be expected to put up a stubborn fight, and his words on leaving Tokyo indicated that he had complete confidence that he would succeed in his mission: "The only words I spoke to the British commander during the negotiations for the surrender of Singapore were: 'All I want to hear from you is "yes or no." I expect to put the same question to MacArthur.'"

The transfer of Yamashita to the Philippines was the signal for the stiffening of Japanese resistance, and thereafter on Leyte American gains were measured in yards rather than miles. Japan made repeated efforts to get men and supplies ashore, and despite the heavy toll taken by American bombers and warships, enough enemy aid reached Leyte by way of the port of Ormoc to prolong the struggle. In addition, the progress of the American forces was impeded by torrential rains that turned the island into a gumbo of mud; infantrymen were caked and engineers had to use flame-throwers to dry off air strips under construction. In forward areas supplies had to be carried by hand.

New American divisions, among them the Eleventh Airborne and the Thirty-second and the Seventy-seventh Infantry Divisions, helped bring the battle for Leyte to a close. By December 1, five airfields had been completed and land-based planes were helping the carrier planes furnish air cover for the ground troops. The blow that spelled defeat for the Japanese was delivered by the men of the Seventy-seventh Division when on December 7 they took to their boats and swung around the southern end of the island and landed near Ormoc. The capture of that port broke Japanese organized resistance, and on December 26, General MacArthur again reported that the fight for Leyte was ended except for the inevitable "minor mopping-up operations." That task was turned over to General Robert L. Eichelberger and his new Eighth Army. The total Japanese losses on Leyte were announced as 54,833 dead and 493 prisoners, as against American casualties listed as 2,623 dead, 8,422 wounded, and 172 missing.

Even before Leyte was secured, MacArthur had begun to move into other islands of the Philippines. During the first phase of the Leyte invasion, First Cavalry units crossed the narrow San Juanico Strait and occupied Samar, an island the Japanese had never bothered to garrison. Then on December 15,

just before the battle for Leyte ended, an amphibious force jumped to the southwest coast of Mindoro which lay alongside the main island objective, Luzon. As the Navy began its customary pre-invasion bombardment, Filipinos ran down to the shore waving American flags; the shelling was stopped and the landings on Mindoro were made near San Jose without incident. Scattered Japanese troops were found elsewhere on the island, but no difficulty was experienced in routing them. The most severe setback suffered by American forces near Mindoro came when a typhoon sank the destroyers *Hull*, *Spence*, and *Monaghan* with heavy losses to their crews.

Within six days of the occupation of Mindoro air strips had been completed by the engineers. This meant that the Army could put up planes to cover any operation against Luzon and that the invasion of the key island of the Philippines could begin. The carriers of the Third Fleet thereupon launched a number of preparatory strikes, at Formosa, at ports held by Japan on the Asiatic mainland, and at Luzon itself. The destruction of hundreds of enemy planes and ships in these raids later proved an insurmountable handicap to the Japanese when they sought to get reinforcements in to Yamashita. Meanwhile on January 3 the Americans inched closer by seizing little Marinduque Island just south of Luzon.

General Krueger, whose Sixth Army drew the assignment of the assault on Luzon, elected to use the Lingayen Gulf invasion route chosen three years before by the Japanese. Krueger's choice was dictated by a desire to gain a measure of tactical surprise. The enemy knew that an invasion was coming and had every reason to expect MacArthur to use Mindoro and Marinduque for short hops across to the southern shore of Luzon. Instead the 850 ships of Admiral Kinkead's Luzon Attack Force steamed on to the north, and on January 6, 1945, began a bombardment that lasted three days. Yamashita, however, had been thrown off balance by the Mindoro and Marinduque landings, and he did not dare then or later risk pulling his forces away from the south; the enemy commander's uncertainty immobilized some 20,000 troops. Thus on January 9, General Innis P. Swift's First Corps, consisting of the Sixth and Forty-third Divisions, and General Oscar W. Griswold's Fourteenth Corps, composed of the Thirty-seventh and Fortieth Divisions, were landed at nominal cost. By nightfall, 68,000 men had gone ashore, and more were streaming to the beachhead.

The supporting naval units lost more heavily than did the ground forces. Here for the first time the Japanese made extensive use of a new system of aerial attack by a special suicide corps. These *Kamikaze* pilots took their name from the *Kamikaze* or "Divine Tempest" that had in earlier times scattered the ships of a fleet that threatened to attack the island empire. Stories of the existence of a corps among Japanese pilots who took a vow to give their lives for victory had been heard for two years, and an occasional episode of a plane diving into an American ship had borne witness to the truth of the reports. The *Saint-Lo* had gone down off Leyte under a lone *Kamikaze's* attack, but it was at Lingayen Gulf that the corps first turned loose in earnest. The result was that considerable damage was done to Kinkead's fleet either by pilots bent on suicide or by airmen with normal intentions. The *New Mexico*, the *California*, the *Mississippi*, and the *Columbia* were hit, with more than 130 killed and 300 wounded. The escort carried *Ommamey Bay* was sunk, and a number of other vessels were struck.

On land, however, the enemy offered ineffectual Manila at an unexpectedly rapid pace. The Japanese, in contrast to their practice on other islands of lesser importance, had installed few fortifications and those were quickly reduced. Yamashita was completely out-manuevered; he never succeeded in unifying his forces but instead had to commit his troops piecemeal. Not until the Americans had

reached Clark Field, on the outskirts of Manila, did the Japanese stiffen; but even that, the finest airfield in the Southwest Pacific, was taken after only three days. The Americans were somewhat bewildered by the enemy's do-nothing tactics. As General Eichelberger expressed it: "Those Jap generals must have gone crazy. Where in hell are they going to fight?"

The struggle for Manila opened when two new landings were made near the city. On January 29, the Twenty-fourth and Thirty-eighth Divisions of General Charles P. Hall's Eleventh Corps pushed ashore at San Narciso, north of Subic Bay, and by sealing off the Bataan Peninsula they prevented the Japanese from making use of the area where earlier MacArthur had made his prolonged last stand. Two days later another amphibious operation put the Eleventh Airborne Division on the coast at Nasugbu, across Manila Bay from Bataan, and, aided by parachute troops who seized a dominating ridge, that division moved on to the capital from the south. North of Manila the First Cavalry Division and the Thirty-seventh Infantry Division engaged in a race for the city with the First Cavalry winning by a slight margin. The first step in the liberation of the Philippine capital was the freeing of 3,700 Allied civilians who had been held prisoners in the Santo Tomas University camp.

American troops entered Manila on February 4, 1945, but the fight for the city lasted for several weeks. The Japanese holed up in the old walled section, the Intramuros, and the battle for this fortress was a building-by-building and room-by-room affair. By February 23, all organized resistance had been beaten down, but small pockets of Japanese troops still had to be eliminated. Much of the city was devastated by enemy demolition squads, but fortunately the harbor could quickly be put in order. Before February closed the first American supply ship in three years entered Manila Bay.

Only Corregidor remained in the enemy's possession in the Manila area. General Kenney's planes began the bombardment of the Rock on January 23 and in the following four weeks dropped over 3,000 tons of bombs on the little fortress. Next the fleet took over the job, and the guns on the Rock were battered into silence. Then on February 16, the troops of the 503rd Parachute Regiment jumped down on Corregidor's flat top, risking the possibility of being smashed against the steep cliffs of the island. The jump was successful, however, and the paratroopers, with the help of the Thirty-fourth Infantry Regiment, forced the Japanese to take to the tunnels. Ten days were needed to wipe out the last of the enemy; many had to be sealed up in the underground passageways. With Corregidor in American hands the conquest of Luzon could be considered complete. General Marshall's *Report* carries a pertinent comment: "In less than two months General MacArthur accomplished what the Japanese had needed six to do after Pearl Harbor."

General Yamashita, however, insisted that he had only begun to fight. Upon evacuating Manila, he announced: "At last I have MacArthur in my iron trap. I have been chasing him all over the South Seas and each time he has slipped away from me. This time it will be different, and my pleasure of a face-to-face meeting will be realized." Yamashita's bravado contained this much truth: he did intend to make a last-ditch stand wherever there were Japanese left to continue the struggle. For the United States this meant a slow grinding campaign in the hills, the swamps, the jungles of Luzon, Mindanao, Panay, Negros, and countless other islands of the archipelago. Krueger's Sixth Army, which operated principally on Luzon, and Eichelberger's Eighth Army, which concentrated on the southern islands, were still hard at it six months later.

Throughout the battle in the Philippines, the United States was aided by the efforts of the Filipinos. The Filipino troops in fact had never ceased their resistance to the Japanese invaders, and during the occupation a fierce guerrilla war



Raising of the Flag over Mt. Suribachi, Iwo Jima in February, 1945.

had been kept alive by an underground army that was as active as any in Europe. The guerrillas had been joined by the few Americans who had escaped capture, and together they had harassed the Japanese by burning and sniping and dynamiting. They had kept in touch with MacArthur by radio, and upon his return they had arisen to take part in the fighting on Leyte and Luzon. Now in the final clean-up stage of the struggle, they proved especially useful at uprooting the die-hards among the enemy. The Filipinos by their courageous opposition to the Japanese proved beyond question their right to stand alone as an independent people.

At last on July 5, 1945, General MacArthur was able to say: "The entire Philippine Islands are now liberated and the Philippine campaigns can be regarded as virtually closed." He called it "the greatest disaster ever sustained by Japanese arms," pointing to the annihilation of 23 enemy divisions with their 409,261 dead and 9,774 prisoners. The American casualties were reported to be 11,921 killed, 401 missing, and 42,569 wounded. MacArthur's communiques usually were prone to overestimate enemy losses, and this 40-to-1 ratio of fatalities seems incredible; but even with a discount for optimism the general's phrase regarding the disaster suffered by Japan seems to be an understatement.

At the time the first troops entered Manila, MacArthur began to look ahead toward new objectives: "Japan itself is our final goal. . . . Our motto becomes 'On to Tokyo.' We are ready in this veteran and proven command when called upon." The Navy too was eager to press on to Japan and had already picked out the next island stepping stone. For several weeks prior to the assault on Luzon, preparatory bombings of the Volcano Islands had begun, and the invasion of one of that group, Sulphur Island, had been made even before Manila fell. The Japanese call Sulphur Island "Iwo Jima;" Americans will have reason to remember those two words of an alien language if they never learn any others.

Iwo Jima lies between Tokyo and Saipan, approximately 750 miles from each. The tiny island is only five miles long and is only three miles at its widest; its area is eight square miles. Its worth in peacetime would be negligible, but in 1944 it possessed a fabulous military value. To Japan it was important as a base from which its planes could attack the Superfortresses that winged up from the Marianas to strike at the island empire. To the United States it had a double value: in American hands it would no longer be a nesting place for enemy Zeroes, and, on the positive side, its air strips would make it possible to send fighter planes along to escort the B-29s in their runs over Japan. American leaders knew that Iwo would come high; the Japanese could be depended on to part with an air base within easy range of Tokyo only with extreme reluctance. It was decided that the price must be paid: 4,630 Marines dead or missing, 19,938 wounded.

Everything possible was done to lighten the casualties. Never had the diversionary raids been more sweeping; Mitscher's carriers drove right up to Tokyo. Task Force 58 steamed under cover of bad weather within 300 miles of the Japanese capital and on February 16 and 17 gave the Tokyo area a blasting to be remembered. Nearly 1,200 carrier planes bombed the Kasumigaura naval air base, the Tachikawa army air base, aircraft factories, shipping of all kinds. At the cost of only 49 planes, read the Navy's communique, 332 Japanese planes were knocked down, 177 planes were destroyed on the ground, an escort carrier was set on fire, and three destroyers were sunk. Later while the fight for Iwo was in progress, another carrier strike and a raid by 200 Superfortresses against plagued Tokyo.

Never had the preliminary softening up of an island been more devastating. For 72 consecutive days before D-Day, bombers of the Seventh and Twentieth Air Forces and planes from aircraft carriers had rained 5,800 tons of bombs on Iwo

Jima. During the final three days before the invasion 7,000 tons of shells were thrown at the island by the ships of the Fifth Fleet. By D-Day no less than 800 vessels were on hand at Iwo. Their tremendous bombardment rocked the little island. Yet when the assault waves of American troops touched Iwo's shores, they were met by a foe that seemed to be unaware that no living thing should still be found on the island.

The invasion of Iwo Jima began on February 19, 1945, and the campaign was officially announced at an end on March 16. In less than a month, however, the Marine invaders experienced the toughest and bloodiest fight in the history of their Corps. General Tadamichi Kuribayashi, the Japanese commander, had prepared a defense somewhat like that used at Tarawa. He had buried in the sand a maze of pillboxes so skillfully concealed that the first Marines ashore walked past them without noticing them. Further inland he had constructed among the caves an interlocking chain of underground fortifications. General Kuribayashi was quoted by Radio Tokyo as saying: "This island is the front line that defends our mainland, and I am going to die here." That attitude of desperation he communicated to the Japanese he commanded, and they became a force of 20,000 fanatics. Admiral Turner had reason to call Iwo "the most heavily fortified and capably defended island in the world."

Yet the Marines took it. The men of the Fourth and Fifth Marine Divisions led the way to the beaches and moved forward against light opposition. Not until great numbers of assault troops had pushed inland to the base of the Japanese stronghold on Mt. Suribachi did the enemy open fire; then all the guns on the heights and in the sand-covered pillboxes broke loose at once. The advance guard of Marines was caught between a searing cross-fire of machine guns, mortars, and howitzers. It seemed impossible that the invaders could hold their ground. The casualties sustained were so great that the morale of the Americans, by the reckoning of experts, should have cracked. The losses were borne; the beaches were held. The Marines at Iwo Jima demonstrated the truth of all the superlatives ever used in connection with their Corps.

Over 40,000 men were needed to subdue the Japanese on Iwo. The Third Marine Division was added to the Fourth and the Fifth in the early phase of the battle; and those three divisions, aided by tanks, heavy artillery, naval guns, and aerial bombardment, eventually cleared the island. On February 23, the Americans fought their way to the summit of Mt. Suribachi and thereby broke up the center of Japanese resistance. The stirring photograph of the raising of the flag at Suribachi became the most famous and familiar of the war pictures; carefully posed though it was, it was a dramatic portrayal of a significant event of the war. The Americans drove on to the sea, and on March 9 split the enemy's troops by reaching the shore opposite the original point of invasion. The Japanese forces were further segmented by wedges of Marines, and a slow campaign was thereafter conducted against isolated pockets. The process of extermination was pronounced complete on March 16.

The wiping out of the enemy garrison of 20,000 was only one of the offsets to the heavy casualties suffered by the Marines. In April fighter planes began to leave the airfields on Iwo to escort the B-29s on their flights over Japan, and thenceforth the big bombers were able to drop down for low-level precision bombing raids. Moreover, in the four months following the capture of Iwo Jima, 1,400 Superfortresses made emergency landings on its air strips. Those B-29s, but for the seizure of the island, might have been lost and their crews with them. The 15,000 airmen thus saved pointed up the reason that Iwo Jima was invaded. The tragedy of the battle was that so many had to die that others might live.

Iwo was a suitable air base from which to bomb Japan, but it was too small to serve as a staging area for troops Tokyo bound. The Philippines were

large enough, but they were too far away. American strategists, therefore, had reached the decision that Okinawa in the Ryukyus, an island group lying immediately south of the Japanese mainland, must be taken in order to provide a large invasion base adjacent to Japan. Manila was 1,300 miles from Kyushu, the southernmost home island of Japan, while Okinawa shortened that distance by nearly a thousand miles. Within its 485 square miles Okinawa could house the troops and armaments and stores and planes needed for the assault on the Japanese homeland. Okinawa was intended by the planners to be the Britain of the Pacific.

Again the carrier planes of Task Force 58 acted as the point of the spear of invasion. For the Ryukyus operation Admiral Mitscher had 1,200 planes from the *Enterprise*, the eight large carriers of the *Essex* class, and the seven or eight light carriers of the *Independence* class. Admiral Spruance's screening ships in the Fifth Fleet included such leviathans as the *New Jersey*, the *Wisconsin*, and the *Missouri*, new battle cruisers like the *Alaska* and the *Guam*, and scores of cruisers, destroyers, and PT boats. In addition the Japanese were given a taste of what V-E Day was to mean to them by the appearance of a British task force in the vicinity of Okinawa; this British flotilla included the battleship *King George V* and four large carriers, the *Indefatigable*, the *Indomitable*, the *Victorious*, and the *Illustrious*.

The preliminary moves in the Okinawa campaign followed the familiar pattern of island warfare in the Pacific: the seizure of undefended nearby islets, diversionary aerial attacks on widely scattered targets, a protracted bombardment of the invasion beaches of the true objective, the storming of the alien shore, the easy establishment of a beachhead, the development of a bitter struggle with the attempt to move inland. This time the nearby islands seized were the tiny Keramas, only a few miles from Okinawa; they were needed for air strips in case no airfields fell readily in the Okinawa fighting. This time the American airmen ranged from Tokyo to Formosa in an effort to mislead the enemy. Nine days were spent in an intensive shelling and bombing of Okinawa's coasts, care being taken to hit all the beaches in order to prevent the Japanese from anticipating the actual landing site. Then on April 1 a fleet of more than 1,400 vessels set troops of the Tenth Army down on the western coast near the center of the island. The war had been brought to Japan's doorstep.

The New United States Tenth Army, commanded by General Simon B. Buckner, was composed of General John R. Hodge's Twenty-fourth Army Corps and General Roy S. Geiger's Third Marine Amphibious Corps. The Marines landed on the northern flank near Yontan, and the Army Corps went ashore near Kadena. These veterans of Guadalcanal and Peleliu were incredulous at the light resistance encountered in the landings. "During the first day," writes Gilbert Cant in *The Great Pacific Victory*, "the Marines had two casualties (one accident and one illness); in the first six hours of their advance, the Army troops found only 14 stray Japanese." By April 3 both the Marine and the Army Corps had reached the island's eastern coast; there the Marines turned north and by April 18 had occupied the northern half of the island. Okinawa was beginning to look like a soft touch.

None of those in the army of invasion, however, felt that Okinawa would be easily won. Japan's premier, Kuniaki Koison, had already warned his people: "The enemy now stands at our front gate. It is indeed the gravest moment in the history of our nation. . . . We must either win . . . or we shall all die." The Tokyo newspaper *Yomiuri-Hochi*, moreover, had gone so far as to say that if Okinawa could not be held, the Japanese would have "no hope of turning the course of the war." At the southern end of the island, the Japanese defenders of Okinawa at last began to act as if they too believed that the battle was important. As the Tenth Army's Twenty-fourth Corps approached Naha, the island's principal city, the

enemy's resistance steadily increased, and General Hodge declared: "It is going to be really tough."

General Mitsuru Ushijima, the Japanese commander, used every resource to justify General Hodge's prediction. He had left the upper half of Okinawa, including the invasion beaches, undefended in order to keep his forces intact; he had withdrawn to the south, and there he had nearly 100,000 men, well placed and well equipped. The enemy's line extended across the island above Naha, running through a rugged terrain of hills and cliffs and coral caves. From the heights Japanese gunners poured down a steady rain of shells upon the Americans. "The Japs," reported General Hodge, "have tremendous amounts of artillery and have used it far more intelligently than I have ever seen them use it to date." Moreover, since the front from shore to shore was scarcely more than a mile in length, the Americans had very little space in which to maneuver; in such a narrow corridor, General Buckner was never able to use his full strength to advantage. Every yard gained thereafter cost heavy casualties.

In the waters around Okinawa, the fleet supporting the invasion likewise became involved in a bitter struggle, a bizarre battle without precedent. *Kamikaze* planes had made sporadic attacks on United States ships in the Philippines, but at Okinawa the Japanese committed thousands of their *Kamikazes* to a continuous series of strikes against Allied vessels. As a variation on the earlier suicide methods, the Nipponese now produced a new weapon, dubbed by the Americans as *Baka* or "Stupid." The *Baka* bomb was a Japanese version of the German robot bomb; the macabre Oriental flying missile contained a pilot intent on dying in order to sink a United States man-of-war. The *Kamikaze* Corps sought to succeed where the Japanese Navy in the Philippine Sea and elsewhere had failed; the purpose of the suicide pilots was to knock out so many American ships that the remainder would have to run for safety, leaving the Tenth Army hopelessly isolated. Although the Japanese failed, they did play havoc, and the United States fleet suffered in proving that it had come to stay. This was to prove to be the most expensive campaign in the United States Navy's history.

The brunt of the "Divine Tempest" was borne by the small vessels on the fringes of the picket line around Okinawa. Destroyers like the *Bush*, the new *Colhoun*, the *Halligan*, the *Abele*, the *Pringle*, and the *Porter* were sunk while standing guard 25 to 50 miles away from the main anchorage. Since these little ships were the first to be spotted by enemy airmen, they usually became the principal objects of attack. Yet the larger ships, especially the carriers, did not escape unscathed, for not all the *Kamikazes* could be shot down before they reached the heart of the fleet. The old *Nevada*, however, was the only battleship to be hurt. The *Bunker Hill*, the *Intrepid*, the *Enterprise*, the *Ticonderoga*, and the *Hancock* were among the large carriers that were struck. The worst injury was suffered by the *Bunker Hill*, hit while at flight quarters, with the result that a series of explosions all but ripped the ship apart; 393 crewmen were listed as dead or missing and 264 wounded, but the survivors put out the fires and brought their vessel safely back to port. In addition the British carriers *Illustrious*, *Victorious*, and *Indefatigable* were attacked off the Sakashima Islands, south of Okinawa, but they escaped with minor damage.

Altogether 33 American ships were sunk and 50 were damaged in the Okinawa battle. The Japanese plane and ship losses were staggering. Many lesser craft were destroyed by American pilots, but the most important kill was the sinking of the last of Japan's modern dreadnaughts, the *Yamato*, by the airmen of Task Force 58. The estimate of Japanese planes, *Kamikazes* and otherwise, knocked down ran well over the 4,000 mark. As the campaign drew to a close the Japanese seemed undiscouraged by the failure of the *Kamikazes* to achieve the success that had been expected. Radio Tokyo announced that Japan's whole naval air arm had be-

come a suicide corps, and added: "If this tactic is successful, victory is assured for Japan. If otherwise, the navy will have many heroes for our shrines."

While the battle at sea was being fought, the Tenth Army was gradually wearing down the Japanese defenders on Okinawa. The nature of the struggle is shown by the names of the hills and ridges that saw most of the fighting: Kakazu Ridge, Conical Hill, Chocolate Drop, Sugar Loaf Hill, Shuri Ridge. The Seventh, Twenty-seventh, Seventy-seventh, and Ninety-sixth Infantry Divisions and the First, Second, and Sixth Marine Divisions all had a part in driving the Japanese from their vantage points atop Okinawa's southern heights. The capture of Conical Hill and Shuri Castle, two of the enemy's principal strongholds, helped break the Nipponese line, and shortly thereafter the mopping-up with grenades and flame-throwers began. Okinawa was pronounced secure on June 21.

Three days before the end of the battle for Okinawa, General Buckner was killed in action. Shortly before his death, Buckner had been compelled to defend his strategy against critics at home. Homer Bigart, a front line correspondent of the New York *Herald Tribune*, wrote that the tactics of the Tenth Army's leaders had been too conservative; an amphibious landing behind the enemy lines, he felt, would have avoided many costly assaults of the hills held by the Japanese. David Lawrence in his Washington column took an extreme stand: "Why is the truth about the military fiasco at Okinawa being hushed up? Why has no one in the high command of the United States disclosed the mistakes that appear to have made the Okinawa affair a worse example of military incompetence than Pearl Harbor?" General Buckner, however, denied that new landings would have saved lives, and Admiral Nimitz concurred.

The arm-chair strategists had missed the point that Okinawa was costly because it was not a battle but a campaign. This was no tiny Iwo Jima; Okinawa was several times the size of Iwo Jima and was defended by five times the number of Japanese. Japan on Okinawa lost 110,549 killed and 8,696 prisoners; the Army, the Navy, and the Marine Corps of the United States lost 11,477 killed and missing and 31,804 wounded. The ratio of American to Japanese losses shows how incorrect was David Lawrence's charge of incompetence. Okinawa simply demonstrated that casualties could be expected to mount as the Battle of Japan reached its climax.

The loss of Okinawa was a major disaster for Japan. It gave the Allies, just as the war in Europe came to an end, an invasion base for future operations against the Japanese homeland. The defeat on Okinawa coupled with the simultaneous closing of the campaign in the Philippines shut the Nipponese off from their stolen empire in Indo-China and in the East Indies. Admiral Nimitz made that point clear: "Establishment of our forces on Okinawa has practically cut off all Japanese positions to the southward as far as sea communications are concerned. It has made the Japanese situation in China, Burma and the Dutch East Indies untenable and has forced withdrawals which are now being exploited by our forces in China." Japan's "Greater East Asia" was bankrupt. Everywhere the Japanese empire began to crumble.

In Burma, General Frank Merrill's American "Marauders" and General Orde C. Wingate's British "Raiders," airborne organizations that had kept the Japanese busy in years past, now gave way to larger and better equipped forces that administered repeated defeats to the enemy. On March 21 Mandalay fell to the British, and on May 3 Rangoon was abandoned before Britain's advancing columns reached the city. Admiral Mountbatten thereupon reported that Burma was virtually cleared of the enemy. As Rangoon yielded other British Empire troops knocked at the gates of Borneo by seizing

Tarakan, a little island off Borneo's northeast coast. In China Generalissimo Chiang Kai-shek and his American chief of staff, General Albert C. Wedemeyer, watched as the Japanese pulled out of Central China and retired northward. "It meant," *Time* for June 11, 1945, said, "that Japan had irrevocably written its Southeast Asia and South Seas empires off the books."

Yet within its home fortress, the shrunken Japanese Empire found no safety. The Twentieth Air Force had come a long way since the day in June, 1944, that 68 Superfortresses had flown from Chengtu in China and bombed Yawata. On that same day, June 15, 1944, the Navy had opened up vast new opportunities for the use of the B-29s by stabbing into the Marianas at Saipan; from those new bases the distance to Tokyo was cut in half, and the Marianas could be supplied from the sea, thereby eliminating the long haul of gasoline and parts over the Hump. Then in February, 1945, Iwo Jima was invaded, and its seizure increased the effectiveness of the Superforts in many ways: Iwo again halved the journey to Japan; Mustang fighter planes could thereafter accompany the B-29s on their missions; the Superfortresses could carry greater bomb loads by refueling at Iwo; and the island could serve as a rescue station for crippled planes unable to get back to the Marianas. The bombing flights from Chengtu had been largely experimental; those from the Marianas had been hit-or-miss affairs, ineffective because of the heights from which the explosives had to be dropped. After Iwo Jima was acquired, the Superfortresses made much of Japan a shambles.

The B-29s kept hard at it during the Okinawa campaign, and by its close General Curtis E. LeMay, commander of the Twentieth Air Force, could tick off the industrial Japanese cities that had been ruined by fire bombs. "Yokohama is gone, Nagoya is no longer a worthwhile target," he announced. "Kobe is gone. Soon we'll be striking smaller cities in the 100,000 population class." Next he added Osaka to his list; Tokyo too lost all but 10 square miles of its 60 square miles of industrial area. "We have destroyed the five largest cities in Japan," he then declared, "and any one of these would be a major disaster. We have done this with less than half the strength that we will have in the Pacific. We have the capacity to devastate Japan and we will do so if she does not surrender. Missions of 1,000 planes will come before long. . . . In a few months we will be running out of targets."

July, 1945, was the most successful month experienced by the Twentieth Air Force. At a cost of only 11 planes, 40,000 tons of explosives were delivered to 39 manufacturing centers and other scattered targets. As a part of a war of nerves, General LeMay dropped leaflets listing for the Japanese the 11 cities next to be bombed. In spite of that warning Japanese airmen were powerless to stop the Superforts when they appeared on schedule. As LeMay put it: "We feel that if we can convince enough of them that they have nothing to look forward to but total destruction, we may shorten the war. . . . We are telling them where we are going to hit and they can't do anything about it." The Japanese had much food for thought as the "Big Month" of the Pacific ended; already reeling under aerial attack, they faced the terrible prospect of misery multiplied when the Allied airmen from Europe reached the Pacific theater.

The Navy matched the Twentieth Air Force in bringing the war home to Nippon. The naval strikes in Japan's home waters in 1945 were far different from the morale bombing of Tokyo by Doolittle's *Hornet*-based B-25s in April, 1942. The Fifth Fleet's carrier plane sweeps of February and March of 1945 were no hit-and-run jabs; in those raids hundreds of planes struck at assigned targets for hours. Yet the Fifth Fleet's bombardments were as nothing compared to those delivered by the Third Fleet in July. Halsey not only made use of his aircraft, but in addition he ordered his battleships in close to the enemy coasts and poured shells on

Japan's "Sacred Soil." For the Japanese it was a crowning insult.

Halsey made the first of his three big raids on the Japanese islands on July 10 when his carrier planes bombed and strafed the airfields around Tokyo. Although 109 enemy aircraft were destroyed on the ground, not a single Nipponese plane arose to offer opposition. On July 14 the fleet again stood off the Japanese mainland, and again the *Essex*, the *Lexington*, the *Independence*, the *San Jacinto*, and the other carriers put their planes aloft. The big event of that day, however, was the shelling of the shore installations on Tokyo's home island, Honshu, by the battleships *Massachusetts*, *Indiana*, and *South Dakota*, and a host of cruisers and destroyers; the chief target, the steel works of Kamaishi, was under heavy fire for two hours. On the following day the battleships *Iowa*, *Missouri*, and *Wisconsin*, led a flotilla of ships to the northern island, Hokkaido, where the Nihon and Wanishi steel works were blasted. Finally on July 17 came a climactic battleship and carrier raid conducted by 133 American and British vessels. The might of that powerful array was awe-inspiring: to the six battleships previously named were added the *Alabama*, the *North Carolina*, and England's *King George V*; the four carriers already mentioned were joined by the *Bennington*, *Hancock*, *Randolph*, *Ticonderoga*, *Yorktown*, *Bonhomme Richard*, *Shangri-La*, *Wasp*, *Belleau Wood*, *Cowpens*, *Monterey*, *Bataan*, and England's *Indefatigable*, *Implacable*, *Victorious*, and *Formidable*. That stupendous display of naval strength furnished the Japanese with an object lesson they were quick to grasp. Admiral Halsey did not misjudge his foes when he said: "If the Nips do not know they are a doomed nation, then they are stupider than I think they are."

Shortly after Halsey spoke the Japanese were to learn that Doom takes forms that are strange and wonderful and terrible. On August 6, 1945, at the city of Hiroshima it took the form of an awesome new weapon, the atomic bomb. The release of atomic power was no war-time phenomenon; it had been made possible by a brilliant array of scholars whose labors covered a half-century. As the Second World War opened, however, many important discoveries regarding the practical application of nuclear energy appeared close at hand, and scientists of all lands worked feverishly throughout the war to produce an atomic fission weapon. The United States and Great Britain pooled their resources and their knowledge, their scientists collaborating in bringing the dread instrument into being. Thousands of men and billions of dollars were needed to carry on the work in great plants at Oak Ridge, Tennessee, at Richland, Washington, and at Sante Fe, New Mexico. Tests in the New Mexican desert in July, 1945, demonstrated that the Allied scientists had won the race to produce an atomic bomb.

The leaders of the United States, Great Britain, Russia, and China were in conference at Potsdam in Germany when the final test of the atomic bomb was made. When the results of the New Mexican experiment were received in Potsdam, an unconditional surrender ultimatum to Japan, already under consideration, was drawn up. The words of warning to Japan had special meaning: "The full application of our military power, backed by our resolve, will mean the inevitable and complete destruction of the Japanese armed forces and just as inevitably the utter devastation of the Japanese homeland." The nations in the "Big Four" already at war with Japan, the United States, Great Britain, and China, signed the document. Premier Stalin still seemed unimpressed by the atomic weapon; he chose to await developments, and Russia consequently was not a signatory to the ultimatum.

Stalin did not have long to wait, for developments in Japan were spectacularly rapid. As might have been expected the Japanese chose to ignore the Potsdam Declaration; after all, demands for surrender usually carried a suggestion of impending disaster. The Allied forecast of "utter devastation" this time, however, proved to be no idle threat.

On August 6, a B-29 plane flew over Hiroshima and the bombardier dropped one small bomb in which, according to President Truman, was stored the power to destroy equal to 20,000 tons of T. N. T. Before August 6 Hiroshima had possessed a population of 343,000. When the great mushroom-shaped cloud of smoke and dust cleared, 60 per cent of the city was found to be pulverized. By this one stroke nearly 60,000 people were killed and approximately 100,000 wounded and burned. A raid by 1,000 Superfortresses carrying "block busters" would not have been half as effective.

On the day the first atomic bomb was released on Hiroshima, President Truman issued another warning to the Japanese. "If they do not now accept our terms," he declared, "they may expect a rain of ruin from the air the like of which has never been seen on this earth." When the Japanese again turned a deaf ear, a second bomb was dropped on August 9, this time on the city of Nagasaki. That bomb, announced as an improved model which made the Hiroshima bomb obsolete, sent a pillar of fire and smoke 45,000 feet in the air and wrecked factories miles apart. J. Robert Oppenheimer, one of the American scientists who worked on the project, later wrote: "That bomb at Nagasaki would have taken out 10 square miles, or a bit more, if there had been 10 square miles to take out."

The Hiroshima bomb convinced Russia, and on August 8 the Soviet Union declared war on Japan. Stalin had no intention of permitting the United States and Great Britain to write a treaty of peace for the Orient without his help. Russia had the scores of the Russo-Japanese War and the quarrels over the Manchurian boundary to settle with Japan; Soviet cooperation against the Japanese, therefore, was a certainty from the outset. Stalin at Potsdam, however, showed that he preferred to let the Russian armies rest for a while. The Hiroshima attack made it clear that further rest might mean that the war would end before Russia could join in the conflict. As it was the Soviet Union was at war only two days before Japan offered to surrender.

The Nagasaki bomb convinced the Japanese. Japan had been made to feel its helplessness by the Superfortress attacks, by the naval bombardment of its coasts, by the loss of Okinawa. Already the Allies had begun to add to their tremendous power in the Pacific by the transfer of men and ships and planes from Europe. Already "Operation Olympic" for the invasion of Kyushu had been set for November, 1945, and "Operation Coronet" for the strike at the Tokyo area had been planned for March, 1946. The Japanese, of course, did not know the dates, but they did know that invasion was coming. Japan's air force had been driven from the skies; her navy was gone. The atomic bombs were the last straws. To credit these atomic weapons with the victory over the Japanese would do an injustice to the Army, Navy, and Marine units that had carried the fight to Japan's home islands through nearly four years of bitter warfare. Yet the champions of the various services would do well not to ignore the importance of the atomic bomb in hastening, perhaps by many months, the end of the war.

Even before the atomic bombs were unleashed, the Japanese government had sent out a peace feeler to the Allies through the Soviet Union; to that inquiry about terms the Potsdam Declaration had been an answer. While Japan balked at the demand for unconditional surrender and talked of "fighting to the end, even if we may be forced to eat grass and sleep in the fields," the bombs fell on Hiroshima and Nagasaki and the Soviet armies began to overrun Manchuria. On August 10 the Japanese announced that they had had enough; they were ready, they said, to accept the Potsdam ultimatum provided "the said declaration does not compromise any demand which prejudices the prerogatives of His Majesty as a sovereign ruler."

This face-saving effort to retain Hirohito as head of the government of Japan was debated by Allied leaders, many of whom felt that the Japanese

should be conceded nothing lest they be made difficult to deal with in later years. The point of view that prevailed among the Allies, however, was that the Emperor could be useful in securing a cessation of hostilities on the part of die-hard enemy troops still holding out on by-passed islands of the Pacific. The Allied reply of August 11 to the Japanese surrender note, therefore, included the statement that "the authority of the Emperor and the Japanese Government to rule the State shall be subject to the Supreme Commander of the Allied Powers." For the time being the Emperor could stay but he would be permitted to do and say only those things that the Allies approved. Whether or not he was to be a permanent fixture would depend on the type of government ultimately adopted by the Japanese people.

Japan waited three days before answering the new proposal from the Allies. The interval was used to prepare the Japanese for the shock of defeat; they had been so completely misled by their propaganda that ways of softening the blow had to be found. The newspaper *Yomiuri-Hochi* of Tokyo urged everyone "to wait for the great command from the throne" and added: "The stark reality is that Japan and the Japanese people now stand at the crossroads of life or death. In this worst national crisis in our history, all the people must strictly guard against the danger of internal split and conflict. . . . Internal confusion is no way of saving the nation from the gravest crisis with which Japan is now confronted." Then on August 14 the Emperor issued an imperial rescript describing the necessity of accepting the Potsdam Declaration. In a masterpiece of understatement he admitted that "the war situation has developed not necessarily to Japan's advantage," and he attributed Japan's surrender to the Allied use of the atomic bomb which ultimately would have brought about the "obliteration of the Japanese nation." Consequently Japan must suffer the insufferable.

Many in the United States and in other Allied nations believed that the war with Japan should have been allowed to continue in preference to allowing the Japanese High Command to paint such a favorable word picture for home consumption. The impression grew in some quarters that the enemy was dictating the peace. Hanson Baldwin

of the *New York Times* declared: "There is not much use blinking the fact that . . . the Japanese had made us look like monkeys." Others recalled with misgivings the German resurrection after 1918 and regretted that a surrender was considered while Japan's large army was still intact; the war, they felt, should be brought home to the Japanese by an Allied army of invasion which would make Japan a wasteland.

On the other hand those members of the armed forces who would have had to fight their way into Japan had no regrets. The beachhead established in Tokyo without bloodshed was vastly to be preferred to the sort of landings customarily made on the Pacific islands. For those who wanted to prolong the war a study of the way the peace was lost after 1918 might have proved illuminating. They would then have discovered that the means by which the Allies reached Tokyo was not too important; what would count would be the course followed after arrival. Further required reading for those who expressed disappointment that Japan had given up too soon should have been an account of the assault on Iwo Jima.

On August 14 the Japanese acceptance of the Potsdam terms was proclaimed. Simultaneously General MacArthur was announced as the Supreme Commander of the Allies, a position that made him the stage manager for the official pageant of surrender. After the necessary preliminaries had been worked out with the Japanese representatives who met MacArthur in Manila, a military and naval occupation force was sent to the Tokyo area. MacArthur flew there in a plane significantly bearing the name of "Bataan" and directed that the emissaries of the enemy join Allied leaders on the battleship *Missouri* in Tokyo Bay. There on September 2, 1945, surrounded by battleships of the American and British fleets, the Japanese envoys signed the document that proclaimed the unconditional surrender of all forces under Japan's control. Japan was thereby virtually reduced to the position she had occupied when Commander Perry first visited Japan with an American naval squadron. MacArthur then spoke the final words of the ceremony and of the war: "Let us pray that peace be now restored to the world and that God will preserve it always."

CHAPTER XV

Uneasy Peace

The Second World War's most significant and most terrible moment came on July 16, 1945, the day that the directors of the Atomic Bomb Project tested the product of their labors in the desert of New Mexico by detonating the first atomic bomb. H. D. Smyth's *Atomic Energy for Military Purposes*, the official report on the development of the new weapon, includes General Thomas F. Farrell's description of the impression made by the frightful blast on the observers: "The effects could well be called unprecedented, magnificent, beautiful, stupendous and terrifying. . . . The lighting effects beggared description. The whole country was lighted by a searing light with the intensity many times that of the midday sun. It was golden, purple, violet, gray and blue. . . . Thirty seconds after, the explosion came first, the air blast pressing hard against the people and things, to be followed almost immediately by the strong, sustained, awesome roar which warned of doomsday and made us feel that we puny things were blasphemous to dare tamper with the forces heretofore reserved to the Almighty." The phenomenal success of that experiment proved that for better or for worse a new age, the Age of Atomic Energy, had been born.

Destiny seldom grants to man the opportunity to witness in his own time the complete transforma-

tion of his way of life. The transition from one era to another is usually so gradual that it is well-nigh imperceptible even to those who experience a small degree of change, and the time required for an observable mutation can ordinarily be measured in centuries. The men of the Eighteenth Century, for example, had little understanding of the way in which the daily lives of all mankind were being transformed by the mechanical inventions then beginning to be introduced. Not until the process of harnessing machines to do work formerly done by hand had been going on for a hundred years was the importance of the change fully grasped. Only then did the period acquire the name of "Industrial Revolution." Today, two centuries after the inventions that heralded the advent of the Industrial Revolution first were contrived, historians and economists and sociologists and political scientists and philosophers still are attempting to interpret the forces set in motion during that revolutionary epoch.

Moreover, when a social upheaval occurs, the generations living during the time of discord may not be astute enough to see that a new era has dawned. That was true in great measure of the American Revolution and the French Revolution. Americans there were who realized that Yorktown

had severed the ties with England, and Frenchmen could guess that the Reign of Terror had ended the predominance of the feudal aristocracy. Yet the lasting social and political impacts of those two revolutions could not have been foreseen by those alive in the 1780s and 1790s. It was the same with other periods of great change that have contributed to the making of our modern world: the Renaissance, the rise of nationalism, the Reformation, the Commercial Revolution, the Industrial Revolution, the Intellectual Revolution of the Eighteenth Century. Generations were to die without any conception of the full meaning of the forces at work around them, and thus they left to later historians the task of looking back and appraising the progress achieved.

The present generation then appears to be about to set forth upon an adventure unique in history. If the scientists have not misinformed us, we will watch the new Atomic Age unfold in a span so brief that we will be able to record not only the fact of transition but the nature of it as well. Men of the future will have to reinterpret and revise our findings, for no special power of prophecy is granted to the men of today. Yet more than most we will have an awareness of change and will be compelled to formulate comprehensive explanations of the march of events. The speed of the transformation will allow no alternative course, for our current age of the machine that occupied two centuries in reaching maturity is to be replaced in less than a decade by the Age of the Atom.

The prospect is not altogether inviting. The tragedy of the men of science whose researches have made possible the release of nuclear energy is that up to the present they seem to have been intent on bringing something destructive into being. Actually the reverse is true. The changes in our world sought by the scientists were intended to be for the benefit of mankind, and to contend, as have the timid among us, that the atom should never have been split is to argue against every device from the match to the aeroplane that serves purposes that are both good and evil.

Much that is good can be expected to develop from atomic research. A new source of power to do man's work is offered, an energy which when harnessed will become vastly more important than steam or electricity. The petroleum industry can make use of new methods of separating gasoline fractions. Rapid developments can now be made in the dehydration of foods and in the production of vitamins. The new knowledge gained about radioactivity opens the way to many improvements in the field of medicine, as for example in the treatment of cancer. In short, we have opening before us a technological revolution promising a longer and healthier life and a happier one of greater ease and leisure.

All of these things are ours—if we keep the peace; and there is the rub. Actually the one basic concern of all mankind growing out of the use of atomic energy is the problem of preserving peace in order to avoid a war fought with atomic weapons. Unfortunately technological advances will be made in all directions, and just as atomic power will revolutionize industry so will it revolutionize warfare. At last man has developed the ultimate weapon, the one with which he can completely destroy himself; and if the history of his past means anything, no fear of self-destruction will deter him from making full use of this new instrument if war comes again.

The casualty figures of Hiroshima and the wreckage of Nagasaki show what another World War would bring. The improved Nagasaki bomb pulverized wooden structures and twisted steel girders miles apart; it would have, according to Dr. J. Robert Oppenheimer, "taken out 10 square miles . . . if there had been 10 square miles to take out." It matters little whether scientists improve upon this bomb, as unquestionably they will. Today the bombardier holds in his hands a destructive force that could obliterate all the major cities of the world in a few days of fighting. Planes and

robots with no greater range than those of today could deliver enough atomic bombs to make virtually any spot on the globe uninhabitable. The next war should be easy to name; it might well be called the "Last World War."

The military and naval leaders of the United States have sought to give reassurance on this subject by saying, to use the words of Admiral Nimitz, "there has never yet been a weapon against which man has been unable to devise a counter-weapon or defense." Yet as Bernard Brodie, editor of *The Absolute Weapon*, points out: "Before we can speak of a defense against atomic bombs being effective, the frustration of the attack for any given target must be well-nigh complete." Heretofore it has been possible to consider a defense adequate when the defenders made an offensive too costly to be continued. The defense of London during the air blitz was successful because the *Luftwaffe* lost so many planes that the Germans had to give up their bomber sweeps. In every raid, however, German airmen reached the city and dropped scores of bombs on their objective. Had they been using atomic bombs, London, in spite of an adequate defense, would have been wiped from the face of the earth. Admiral Nimitz, moreover, would have seen his great fleet off Okinawa disintegrate if the same small number of *Kamikaze* pilots who penetrated the Navy's superb defense had been carrying atomic bombs.

In this Atomic Age, it is clear that an adequate defense is no defense at all. The only possible defense is a complete defense which stops all the planes or robots or rockets or other "victory weapons" used by an enemy. Thus far no complete military defense has been devised for any instrument of war, not even the slingshot. One means alone remains untried: a strong, permanent international organization possessed of sufficient power to maintain peace. For peace is the one complete defense against atomic weapons.

Throughout the war the heads of the Allied governments made repeated professions of their determination to set up permanent peace machinery at the cessation of hostilities. At Moscow in October, 1943, a meeting of the foreign secretaries of the United States, Great Britain, and the Soviet Union brought together Cordell Hull, Anthony Eden, and Vyacheslav Molotov; with the concurrence of the Chinese ambassador to Russia, they agreed to establish "a general international organization, based on the principal of the sovereign equality of all peace-loving States, and open to membership to all such States, large and small, for the maintenance of international peace and security." At Teheran in November, 1943, President Roosevelt, Prime Minister Churchill, and Premier Stalin held their first joint discussions and resolved "to make a peace that will command good will from the overwhelming masses of the people of the world and banish the scourge and terror of war for many generations." At Dumbarton Oaks in Washington, D. C., in October, 1944, representatives of the United States, Great Britain, Russia, and China set forth the purposes of a United Nations organization, calling for "effective collective measures for the prevention and removal of threats to the peace and the suppression of acts of aggression." At Yalta in the Crimea in February, 1945, President Roosevelt, Prime Minister Churchill, and Premier Stalin again conferred and designated April 25, 1945, as the time and San Francisco as the place for a conference to draw up a charter for a world security organization. Finally at San Francisco the Charter of the United Nations was prepared by the delegates of 50 states; article two of that document sounded the keynote: "All members shall settle their international disputes by peaceful means in such a manner that international peace and security, and justice are not endangered."

The head of the American delegation to the San Francisco Conference, Secretary of State Edward R. Stettinius offered a frank observation on the charter: "Will it keep the peace? That depends upon the will to peace with which the nations of

the world support the charter and build strength into the world organization. We can do no more at San Francisco than to establish the constitutional basis upon which the world can live without war—if it will." Neither before nor after the San Francisco meeting, however, did the will to peace appear too strong among the major powers. At no time during the war did the Big Four meet the outspoken demand for a statement of purposes regarding terms for the peace treaties with which the war would be closed. In important conferences at Casablanca, Washington, Quebec, Moscow, Cairo, Teheran, Yalta, and Potsdam, the representatives of all or part of the Big Four discussed many things. The decisions reached on military strategy achieved much that was good and had a determining influence on the course of the war, yet as regards the final formula for peace the public announcements stuck largely to platitudes.

On occasion prior to the war's conclusion, conference members would come to grips with reality in their peace making. At Moscow the foreign ministers agreed to the setting up of a democratic government in Italy and made reference to the re-establishment of an independent Austria. At Cairo Chiang Kai-shek exacted from Roosevelt and Churchill the assurance that Manchuria and Formosa would be restored to China and that Korea would be made independent. At Yalta Russia was promised a free hand in taking over territory in Poland, while the Poles were offered compensation in the form of slices of Germany. Further than that the Allies would not go.

The stock reply to the critics who insisted on a definite peace formula was that the war must first be won before the generalities of conference statements could be changed into specifics. Certainly the desire to avoid any discord that might jeopardize victory was understandable, but this policy of postponement simply lent color to the suspicion that the United Nations were finding it difficult to find common ground on which to lay the foundation for peace. Delay only emphasized the differences, and the year that followed the close of hostilities was marked by constant bickering among the erstwhile Allies. Not until July, 1946, did the foreign ministers agree to call a general peace conference and then only after an exchange of accusations between Secretary of State James F. Byrnes and Foreign Secretary Molotov.

The war years and the year of uneasy peace that has transpired since the end of the war make it difficult to hold high hopes that the peace conference will make a satisfactory settlement of the world's disputes. The drawing of boundaries that will be pleasing to all the nationalistic aspirations of European and Asiatic peoples is patently impossible. Yet now even the long-cherished wish that the Big Four could reach an agreement to cooperate in the ways of peace seems impossible of fulfillment. The split between the United States and Great Britain on one side and the Soviet Union on the other seems wide and deep. Stalin's insistence on looking upon the Baltic region as an area of Soviet interest is resented by the United States and Britain; yet both the United States and Britain have spheres of influence that they refuse to discuss with outsiders. The age-old Anglo-Soviet rivalries in the Balkans and in the Middle East continue to embroil the two countries in international disputes. Above all, the go-it-alone policy of Russia in all matters territorial and political has aroused

general suspicion of her intentions. Russia counters suspicion with suspicion, charging that the United States and Great Britain have ulterior motives in holding on to the secret of the atomic bomb.

Thus the leaders of the nations are again playing their game of power politics with the atomic bomb as an added new factor. The United States and Great Britain, smugly imagining that possession of the bomb gives them security, seek to use it as an instrument of policy, while other countries complain of atomic weapons and rush their own experimentations. The Big Four instead of promoting disarmament as they frequently promised in the war conferences, now threaten to engage in a new armament race more terrible than ever. Already the people of the world are growing resigned to the idea of a Third World War.

Yet a Third World War is by no means inevitable. In the United Nations Organization, mankind has the rudiments of an agency through which peace can be maintained. The assurance of the cooperation of the United States gets the United Nations off to a better start than did the ill-fated League of Nations. The United Nations Organization, however, faces the same stumbling block with which the League was confronted, the obstacle of national sovereignty. Men of good will must, therefore, realize the limitations of the United Nations and work to expand its power and influence. If that expansion can come only at the expense of national sovereignty, then the leaders of the nations will have to decide whether sovereignty will be yielded before or after the next war. An atomic war will leave so little in its wake that national sovereignty will no longer matter.

Actually then the terms of the treaty closing the Second World War will be of minor importance. Far greater significance will be attached to the machinery for carrying out the treaty's provisions. If the United Nations is employed in its full capacity, grievances and differences arising out of the peace conference can be settled through the good offices of the security organization. If the United Nations is relegated to a secondary place and national sovereignty and power politics hold sway, then the peace will be lost a second time. Then will the words of Woodrow Wilson spoken at St. Louis in 1919 have renewed significance: "And the glory of the Armies and the Navies of the United States is gone . . . and there ensues upon it, in the suitable darkness of the night, the nightmare of dread which lay upon the nations before this war came; and there will come some time, in the vengeful Providence of God, another struggle in which, not a few hundred thousand fine men from America will have to die, but as many millions as are necessary to accomplish the final freedom of the peoples of the world."

The men who make and work to keep the peace can study the stupendous casualty totals of the First and Second World Wars. They will not miss the significance of the progress made by mankind in the art of self-slaughter. They will ponder the implications of the bombs dropped on Hiroshima and Nagasaki and their relationship to the estimate of casualties in an atomic war. They can decide whether they prefer to recast their moral and political values in terms of world federation, or whether they choose to emulate the mole and tunnel underground in an effort to escape the holocaust. The peoples of the earth challenge their leaders to help them to walk in the light.

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BEZALEEL BEENE

Seaman 1/c Bezaleel Beene, son of Wiley Clinton and Virgie Beene, was born December 16, 1908, at Greenbrier, Arkansas. He received his education by attending Conway High School and Arkansas State Teachers' College at Conway, after which he was engaged as a farmer and a cotton census taker. He entered the Navy February 26, 1926, serving four years, and reenlisted September 26, 1939, and December 20, 1943. He received training at San Diego, California, and departed December 8, 1939, for the South Pacific theater for service including Coral Sea, Java Sea, and South Pacific Battles. Detached from the U. S. S. Houston November 14, 1945, he is now on shore duty in the Navy Post Office, Bainbridge, Maryland, as Mailman 1/c. His parents live in Conway, Arkansas.

Pfc. James Weldon Shofner, son of Aud and Beulah Shofner, was born at Damascus, Arkansas. He received his education by attending South Side High School, afterwards being employed in his father's sawmill. Entering the Infantry July 29, 1943, he received basic training at Camp Wallace, Texas, qualifying in truck driving. After training ten months in the United States, he was sent to the European Theater of Operations and participated in two major battles in Central Europe. Pfc. Shofner was wounded in action December 25, 1944. He received Rifle Sharpshooter's Medal and was awarded the Purple Heart, European Theater of Operations Ribbon, Good Conduct Medal, and American Defense Ribbon. Returning to the United States January 10, 1946, he was honorably discharged at Jefferson Barracks, January 15, 1946. He and his wife, Johnnie, live in Damascus with their child.



JAMES WELDON SHOFNER



WENDELL D. HARLAN

Shipfitter 3/c Wendell D. Harlan, son of Mr. and Mrs. L. P. Harlan, was born at Mt. Vernon, Arkansas on September 17, 1923. He received his education at Enola (Arkansas) High School, after which he was employed as a loading bay operator at the Arkansas Ordnance Plant (Jacksonville). Entering the United States Naval Reserve on March 11, 1943, he received boot training at San Diego, California and attended D. D. Training and Welding Schools, qualifying for duty as a shipfitter. He sailed for the South Pacific Theater on June 10, 1943 and served for two years with the Third and Fifth Fleets. For meritorious service he received the Philippine Liberation ribbon, Asiatic-Pacific Theater ribbon with six battle stars, American Theater ribbon and Third and Fifth Fleet Unit citations, and was honorably discharged at Memphis on November 10, 1945.

Technician Fourth Grade Harry J. McCarty, Jr., son of Harry J. and Mary Louise McCarty, of Vilonia, Arkansas, was born at Holland, Arkansas, October 4, 1911. After receiving his public school education in the Holland schools, he was engaged in farming, truck driving and mechanical work prior to entering the United States Army, on December 22, 1942, and received basic training at Pine Camp, New York. Assigned to 894th Ordnance Heavy Automotive Maintenance, he was sent to England on November 11, 1943, and participated in the Normandy, Northern France, Battle of the Bulge, Ardennes and Central Germany campaigns and served two months with the Army of Occupation. Among his decorations is the Unit citation for operation on the Famous Red Ball Highway through Normandy and Northern France, and a Marksmanship medal (rifle). He was discharged at Jefferson Barracks, Missouri, November 14, 1945.



HARRY J. McCARTY, JR.



ROBERT ILA WHEAT

Captain Robert Ila Wheat, son of Mr. and Mrs. Ila Wheat of Lonoke, Arkansas, was born at DeWitt, Arkansas, on March 6, 1918. He was educated at Conway, Arkansas, High School and Hendrix College, and graduated with high honors from the United States Military Academy at West Point, New York, in June, 1940, being number twelve man in a class of 451 members. He was a cadet Sergeant, summer camp tennis champion, academic coach and pistol marksman at the Academy. Assigned to the 92d Coast Artillery, he was sent to the Philippines in October, 1940, and was stationed at Fort Mills. Captain Wheat took part in the famous defense of Corregidor before that fortress was overwhelmed by superior enemy numbers in the early months of 1942. Captured by the Japanese on May 7, 1942, Captain Wheat was taken to the prison at Cabanatuan and later, in October, 1944, was moved to the notorious Bilibid prison in Manila. Leaving the Philippines in December, 1944, Captain Wheat was taken to Moji prison camp, Kyushu Island, Japan, and later transferred to the prison camp at Fukuoka, where he died on February 22, 1945. This gallant officer, who sacrificed his life in his country's cause, is survived by his parents, and his wife, Mrs. Dorothy Fairlamb Wheat.

Lt. Commander Thomas Leslie Boardman, son of Mrs. Jessie Dent Boardman, was born at Arcadia, Missouri, on August 31, 1919, moving to Arkansas in 1925. He received his education by attending the Conway High School 1930-1934 and Oberlin College 1935-1939. Entering the Navy on May 1, 1941, he received boot training at Northwestern University and, after attending Naval Midshipman's School, qualified in demolition. He departed from the United States March, 1942, for Australia, serving in that theater until August and in North Africa from November, 1942, to January, 1943, returning to the South Pacific Theater April, 1944, until December, 1945. Commander Boardman saw service in the Coral Sea, Guadalcanal, and Gulf of Pagues campaigns, landings on Morocco, and occupation of Algiers. He also spent three months in Japan. He received citation (Sec. Nav.) and was released to inactive duty at Chicago, December 22, 1945. He lives in Conway with his wife, Cynthia.



THOMAS L. BOARDMAN



JOHNSON WADE HOWELL

T/5 Johnson Wade Howell, son of Phillip and Dora Howell, was born April 2, 1921, at Wooster, Arkansas. He attended Wooster Public Schools, after which he was employed by Wards Body Works, Conway, Arkansas. Entering the Corps of Engineers April 4, 1944, he received basic training at Camp Abbott, Oregon, and Ft. Lewis, Washington. He served as general carpenter and heavy truck driver and qualified as Expert Rifleman July 5, 1944. Attached to 1629th Engineers he departed from the United States April 26, 1945, for the Philippine Islands where he served at Luzon for nine months. He was awarded World War II Victory ribbon, Good Conduct Medal, American Theater Ribbon, Asiatic-Pacific Theater Ribbon with one Bronze Service Star, and Philippine Liberation Ribbon with one Brone Star. After serving three months with the Army of Occupation, he was discharged at Camp Chaffee, February 4, 1946. He and his wife, Sibyl Faye live in Greenbrier, Arkansas, with their children.

Pfc. Friedman E. Morgan, son of Mrs. Francis E. Morgan, was born at Conway, Arkansas, January 27, 1913. He received his education by attending the Conway High School, after which he was engaged as painter and contractor. He entered the Army Air Forces on November 14, 1942, received basic training at Keesler Field, Mississippi, where he qualified as painter and carpenter. Attached to 4th Airdrome Sqd., he was sent to Brisbane, Australia, on May 17, 1943, participating in the campaigns of New Guinea and Luzon. For meritorious service, Pfc. Morgan received the Philippine Liberation Ribbon with two Bronze Stars, Victory Medal, Asiatic-Pacific Ribbon and Good Conduct Medal. After serving thirty-one months overseas he was honorably discharged at Camp Chaffee, December 26, 1945, and returned to Conway, where he lives with his wife, Mary Aline.



FRIEDMAN E. MORGAN



JOHN DUNAWAY TUBBS

M/Sgt. John Dunaway Tubbs, son of Mrs. Maude Tubbs of Conway, Arkansas, was born at Enders, Arkansas, on March 3, 1917. After graduating from Conway High School he was employed at Swift Packing Company as a shipping clerk. He entered the United States Army Air Corps on June 4, 1942. Following basic training at Keesler Field, Mississippi, and attendance at Aircraft Mechanic Schools at Keesler Field and Albuquerque, New Mexico, he qualified as an aircraft inspector and was attached to Headquarters Squadron, 43rd Air Depot Group. He was sent overseas to the European theater on September 20, 1943. During the twenty-four months he was in this area he participated in the Rhineland and Central European campaigns and was awarded the Bronze Star Medal, the Unit Meritorious Service Plaque, Expert Markman's (machine gun) Medal and Sharpshooter's (carbine) Medal. He was honorably discharged at Jefferson Barracks, Missouri, on October 22, 1945, and lives in Conway with his wife, Evelyn, and daughter.

Capt. Prince Elmer Turner, son of Ann Alva Retta Irby and Robert Levi Turner, was born November 29, 1896, in Conway, Arkansas. He attended Arkansas State Teachers' College, George Peabody College, and Southern Seminary at Louisville, Kentucky, afterwards being engaged as farmer, teacher, and minister. Capt. Turner entered service in World War I on August 29, 1918, received basic training at Camp Pike, and attained the rank of Corporal. Entering the Infantry August 16, 1943, he was attached to the Chaplain's Corps and attended Chaplain's School at Harvard University and Divinity School at Edinburgh, Scotland. He spent two years in the United States and fourteen months overseas, with the Infantry and the 135th General Hospital, in England and the European Theater of Operations. He was awarded European African Middle Eastern Theater Ribbon, American Theater Ribbon, and World War II Victory Medal. After being honorably discharged May 10, 1946, at Ft. Bragg, N. C., he returned to Conway, where he lives with his wife, Ollie, and their two children.



PRINCE ELMER TURNER



OLIVER HOWE BURKE

Pfc. Oliver Howe Burke, son of the late Guy L. and Frances K. Burke of Little Rock, was born at Little Rock on February 19, 1910. He attended Conway High School and Arkansas State Teachers' College and was an accountant for the General American Life Insurance Company at Pine Bluff from 1937 until 1944. He entered the Army on March 13, 1944 and completed his Infantry basic training at Camp Wolters, Texas. In September, 1944, he was sent to Europe and was assigned to Company B, 60th Infantry, 9th Infantry Division. Overseas four months, he was severely wounded in the Battle for Aachen and was returned to the United States. Holder of the European Theater Ribbon, Purple Heart, Combat Infantryman Badge, and the Good Conduct Ribbon, he was honorably discharged on September 12, 1945 at Hammond General Hospital, Modesto, California. He is a veteran of nine years peacetime service with Company G, 153rd Infantry, Arkansas National Guard. He and his wife, the former Viola Costley, have two daughters.

MM 3/c Sammie Eugene Estep, son of Mr. and Mrs. Sam L. Estep, was born at Greenbrier, Arkansas, on November 15, 1921 and after completing his education at Greenbrier High School worked for Consolidated Aircraft Corporation, San Diego, California, prior to his enlistment in the United States Navy Seabees on August 10, 1942. Following basic training at Camp Bradford, Virginia, he sailed with his unit for the South Pacific Theater and saw extensive service throughout that vast area. He was honorably discharged at Memphis, Tennessee, on December 11, 1945, after more than forty months service with the Seabees.



SAMMIE EUGENE ESTEP



JAMES PAUL HIETT

T/3 James Paul Hiett is the son of Mr. and Mrs. J. W. Hiett of Conway, Arkansas, where he was born on November 16, 1917. He attended Conway High School and was employed by the Wellworth Stores at the time of entering the Army in July, 1942. Assigned to the Air Force, he served his basic training period at St. Petersburg and Clearwater, Florida, and then saw two and one-half years of duty with the Eastern Technical Training Command in this country. In April, 1945, Sergeant Hiett was sent to Le Havre, France, and served with the Army of Occupation of Germany until he was honorably discharged at Camp Chaffee, Arkansas, on February 3, 1946. His wife is the former Nell Dillard.



FLOYD EDWARD CARTER

Cpl. Floyd Edward Carter, son of Mrs. Goldie Carter, was born February 17, 1925, in Conway, Arkansas. He attended Conway High School, afterwards being engaged as assistant manager of Sterling Store at Neosho, Missouri. Entering the Airforce Engineers June 30, 1943, he received basic training at Westover Field, Springfield, Massachusetts, and attended Radio School. Attached to Avn. Engrs. Co. B, he departed in April, 1944, for the South Pacific Theater of Operations. Overseas nearly two years, he participated in campaigns of Saipan and the Marianas, being stationed in the Ryukyus Islands and spending a year at Okinawa in connection with the construction of air fields. He was awarded Unit Citation, two Battle Stars, and the Good Conduct Medal. After being honorably discharged January 19, 1946, at Camp Chaffee, he returned to Conway.



ELDER F. ROSAMOND

Sgt. Elder Franklin Rosamond, son of Carr A. and Mamie Rosamond, was born at Conway, Arkansas, on June 16, 1920. He graduated from Conway High School. Sgt. Rosamond entered the Infantry on December 23, 1940. He received basic training at Camp Robinson, Arkansas, where he also took special work in physical education. He was assigned to Company G, 153rd Infantry, and on April 15, 1942 he was sent to the Aleutian Islands as a machine gunner, where he remained one year. Sgt. Rosamond received the Asiatic-Pacific Theater Ribbon, the American Defense Ribbon, and the Good Conduct Medal. He received an honorable discharge on May 24, 1945, at Bushnell General Hospital, Brigham City, Utah.

Platoon Sgt. Richard Mener Burke, son of Mrs. Edna Burke, was born May 2, 1922, in Conway, Arkansas. He attended Conway High School. Entering the Marine Corps July 17, 1940, he received boot training at San Diego, California, and attended Machine Gun School and Ordnance A. A. Fire Control School, qualifying as Gun Captain on Light A. A. Gun, Platoon Sergeant, Rifle Sharpshooter, Pistol Marksman, and Bayonet Expert. He served with the 1st Bn., 6th Marines, 2nd M. D., and 10th A. A. A. Battalion, Marine Barracks and Naval Hospital, Parris Island, S. C. Departing May 28, 1941, for Iceland, he was later sent to the Southwest Pacific Theater of Operations, remaining overseas more than three years and participating in campaigns of Eniwetok Atoll and the Marshall Islands. He is still in the service and is married to Mrs. Virginia Marguerite Rosamond Burke.



RICHARD MENER BURKE



JOHN H. SCROGGIN

BM 2/c John H. Scroggin, son of Mr. and Mrs. W. Orville Scroggin, was born on October 12, 1919, at Morrilton, Arkansas. He received his education at Morrilton High School and Arkansas Tech and entered the United States Coast Guard on October 27, 1940. Following basic training at Curtis Bay, Maryland, he attended the Higgins Invasion Boat School and qualified for duty as a coxswain and served successively in the North Atlantic and Southern Pacific Theaters. He saw more than eighteen months foreign service, including the Coral Sea and Solomons campaigns, and received campaign awards designating the theaters in which he served and his engagements. He received an honorable discharge from the Navy at Galveston, Texas, on June 4, 1943. He and his wife, Billie Jeanne, are the parents of two children.

Cpl. William Olen Sadler, son of Mr. and Mrs. John T. Sadler, was born at Wattensaw, Arkansas, July 2, 1910. After attending the Plainview public schools, he was employed as a barber before entering the Army Air Forces on October 21, 1942. Basic training was received at Camp Barkley, Texas, and he later specialized as a Medical Technician. After training in the United States, he was sent to the South Pacific Theater, participating in the campaigns of India-Burma, Central Burma, China Defensive and the Air Offensive against Japan and Sumatra, earning the Good Conduct Medal, Asiatic-Pacific Theater Ribbon with one silver star, American Theater and World War II Victory Ribbon. Cpl. Sadler was honorably discharged at Camp Chaffee, Arkansas on November 24, 1945.



WILLIAM OLEN SADLER



LINDY VERDELL BOLLEN

Pvt. Lindy Verdel Bollen, son of Mr. and Mrs. Fred Monroe Bollen of Vilonia, Arkansas, was born at Wooster, Arkansas, on September 11, 1927. He attended the Vilonia public schools, Texas A & M College at College Station, Texas, and Arkansas State Teachers College at Conway, Arkansas. Private Bollen entered the military service on December 27, 1944 and completed his basic training at Texas A & M College and served more than one year with the military forces. He was honorably discharged at Camp Chaffee, Arkansas, on February 7, 1946.

Yeoman 1/c Fred Russell Bollen, son of Mr. and Mrs. Fred Monroe Bollen of Vilonia, Arkansas, was born at Rolla, Arkansas, on July 9, 1922. He attended the Vilonia schools, the Arkansas State Teachers' College at Conway, Mississippi State College and completed his education at the University of Arkansas. Entering the U. S. Navy on October 5, 1942, he was sent to Great Lakes, Illinois, for his basic training and attended Welding and Firefighter's School. After two and one-half years in this country, he was sent to New Caledonia in the South Pacific theater in June, 1945, and remained overseas for more than eight months. Yeoman Bollen saw action in the Pacific and was awarded the Navy Good Conduct Medal, Asiatic-Pacific Theater Ribbon and the Victory Ribbon. He was honorably discharged at Memphis, Tennessee, on March 3, 1946. His wife is the former Nina Lou Owen.



FRED RUSSELL BOLLEN

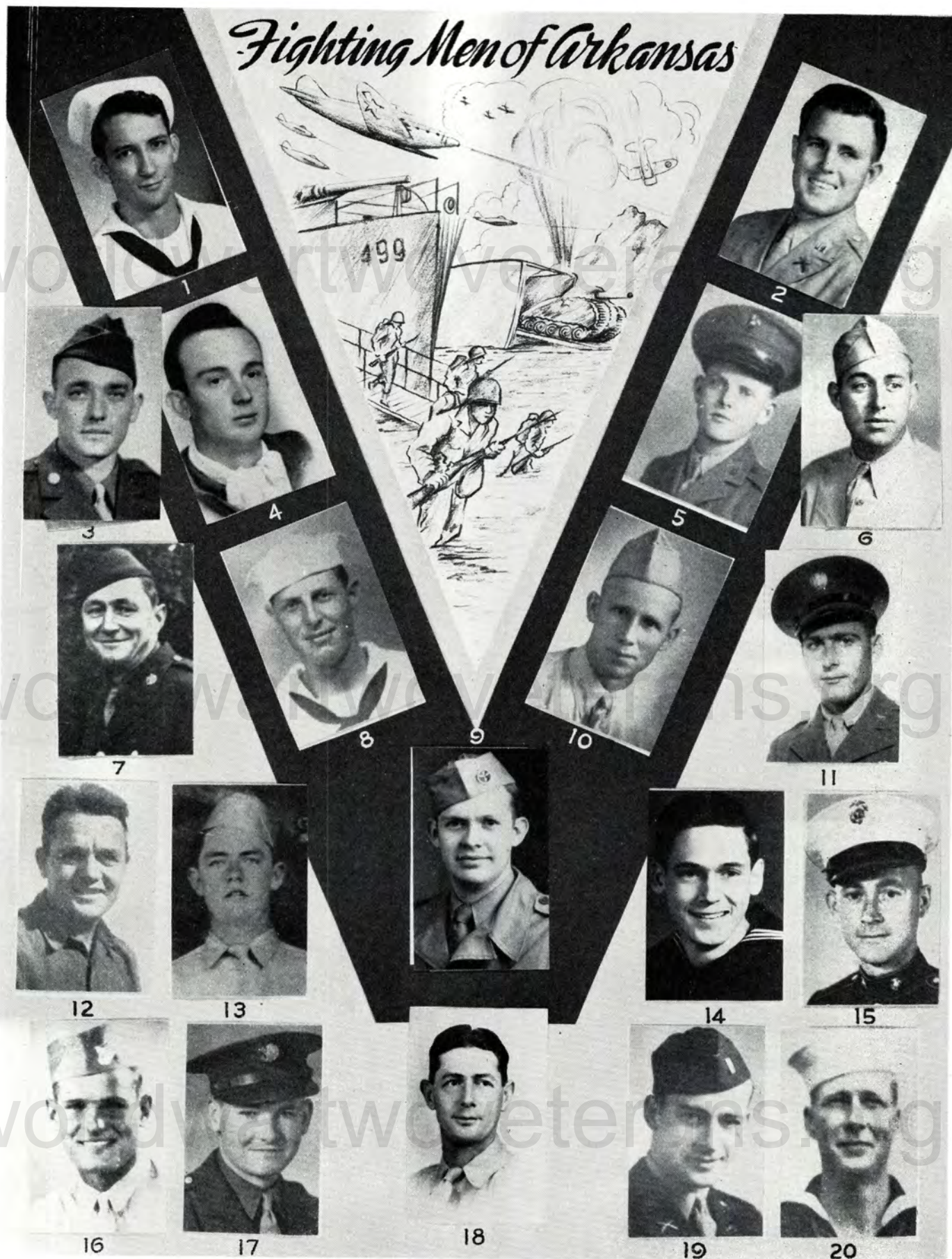


PLATE I

PLATE I

1.—Storekeeper 1/c Luther Earnest King, son of Mr. and Mrs. Calvin Luther King, was born at St. Louis, Missouri, August 6, 1919, moving to Arkansas in 1922. He received his education by attending Hugh Goodwin Grammar School at El Dorado, Woodrow Wilson Grammar and Junior High Schools at North Little Rock, and High School at Conway, Arkansas, after which he was employed as clerk for Kimble Lines and Gordon Interstate Trucking Company. Entering the Navy Reserve November 27, 1942, he received boot training at Norfolk, Virginia, qualifying for Disbursing Storekeeper. After training in the United States nine months he was sent to Trinidad, British West Indies, returning October 7, 1945. He was honorably discharged at Great Lakes, January 7, 1946. He and his wife, Mary Jo, live in Conway with their one child.

2.—1st Lt. Charles Guthrie Ray, son of Mr. and Mrs. Thorpe Ray, was born at Conway, Arkansas, January 26, 1920. He graduated from Conway High School in 1939 and attended Arkansas State Teachers' College one and a half years. A former member of 153rd Inf., Arkansas National Guard, he entered the regular Infantry December 23, 1940, receiving basic training at Camp Robinson. Afterwards he attended Infantry Officer Candidate School, qualifying for Troop Leader. He was sent to the Aleutians August 31, 1941, and to Europe September 12, 1944, participating in Rhineland and Central European campaigns. Lt. Ray was wounded in action November 17, 1944, near Aachen. He received Combat Expert Infantry Badge, the Purple Heart, European Theater of Operations Ribbon with two Battle Stars, and the Asiatic-Pacific Ribbon. Placed on inactive duty at Ft. Dix, N. J., December 14, 1945, he returned to Conway where he lives with his wife, Elvira Anne.

3.—Sgt. Nolen Daniel Griffith is the son of Mr. and Mrs. J. B. Griffith of Conway, Arkansas, where he was born on January 25, 1918. Educated in the Conway schools, he was an automotive parts salesman until entering the Army on December 7, 1943. Sergeant Griffith served his basic training at Fort Knox, Kentucky, and became a tank commander with the 16th Armored Division. Arriving with his unit in the European theater in February, 1945, he saw action in the Central Europe campaign. Overseas thirteen months, Sergeant Griffith holds the European Theater Ribbon with one Battle Star, the American Theater Ribbon and the Victory Ribbon. After six months with the Army of Occupation of Germany, he was returned to the United States and was honorably discharged at Jefferson Barracks, Missouri, on February 11, 1946. He and his wife, Virginia, have two children.

4.—Pfc. Lance Edgeman, son of Mr. and Mrs. Leonard Edgeman, was born February 8, 1922, at Greenbrier, Arkansas. He attended the Conway Public Schools and entered the Armed Services on September 15, 1942. Pfc. Edgeman received basic training at Camp Toombs and Ft. Benning, Georgia. He specialized as demolition jumper with the Parachute Infantry. Attached to the Army Task Force, he departed from the United States on March 13, 1943, for the Solomon and New Georgia Islands and was in action at Guadalcanal and Munda. Pfc. Edgeman was wounded in action at Munda. He was awarded the Asiatic-Pacific Theater Ribbon with two Battle Stars, Expert Rifleman's Badge, Parachute Wings, and Purple Heart. He was honorably discharged at Camp McCain, Mississippi, on February 18, 1944, and is in Conway with his wife, Barbara, and their daughter.

5.—Pfc. Charles Curtis Wright, son of Benjamin F. and Lucille Marie Wright of Conway, Arkansas, was born at Texarkana, Arkansas, on January 18, 1926. Following his graduation from Conway High School,

he was employed as a clerk. He enlisted in the United States Marine Corps on June 2, 1944, receiving basic training at San Diego, California, and attending Civilian Air Patrol School at Conway. He qualified as Rifleman and BAR-man. He departed November 22, 1944, for Hilo, Hawaii, and served in Asiatic-Pacific campaigns, including the Battle of Iwo Jima where he was severely wounded. Pfc. Wright was awarded the Asiatic-Pacific Theater Ribbon with a Battle Star for each engagement, American Theater Ribbon, Presidential Unit Citation, Purple Heart, and Marksmanship Medals for use of the rifle, carbine, BAR, and hand grenade. He is hospitalized at Memphis, Tennessee, where he will remain until regaining his health.

6.—Cpl. Eugene Weldon Montgomery, son of James A. and Bessie E. Montgomery, was born August 8, 1915, at Conway, Arkansas. He attended the Conway Public Schools and later was employed by the Arkansas Power and Light Company. Cpl. Montgomery entered the Army Quartermaster Corps on March 20, 1942, receiving his basic training at Camp Barkley, Texas. After two years in the United States he was attached to the 90th Quartermaster Company and sent to the European Theater of Operations, participating in the five campaigns of Normandy, Northern France, Rhineland, Central Europe, and Ardennes. Holder of the European Theater Ribbon with five Battle Stars and the Good Conduct Medal, he was honorably discharged at Jefferson Barracks, Missouri, on October 22, 1945.

7.—Pfc. George D. Smith, son of Mr. and Mrs. E. M. Smith, was born December 17, 1912, at Enola, Arkansas. He received his education by attending Enola Public Schools, after which he was engaged in farming. Entering the Anti-aircraft Forces November 14, 1942, he received basic training at Camp Haan, California. After serving one year in the States attached to 413th AAA Gun Bn., he departed November 15, 1943, for England. Pfc. Smith participated in the campaigns of Normandy, Northern France, Ardennes, Rhineland, and Central Europe. He received the Expert Marksmanship Medal, Good Conduct Medal, five Bronze Stars, and Bronze Arrowhead. He was honorably discharged at Jefferson Barracks, November 1, 1945, returning to Conway, where he lives with his wife, Myrtle.

8.—Radarman 2/c James Wilson Love, son of Mr. and Mrs. James William Love, was born on May 31, 1918, at Greenbrier, Arkansas. He received his education in the high schools of Greenbrier and Conway and attended Arkansas Polytechnic College, Russellville. Later he taught school at Thornton and Wooster, Arkansas, and worked for Swift and Company at Conway and the Maumelle Ordnance Works prior to entering the United States Navy on April 3, 1944. Following basic training at San Diego, California, he attended Radar Operators' School, Point Loma, California, and later, Pacific Fleet Radar Operators' School at Pearl Harbor, Honolulu, and Pacific Fleet Administrative School, Mare Island, California. During his service throughout the Pacific Area, he participated in the engagements at Ormoc and Lingayen Gulf, receiving the Asiatic-Pacific Theater Ribbon with two Stars, American Theater Ribbon, Philippine Liberation Ribbon with one Battle Star, and Victory Medal with one Battle Star. He was honorably discharged at Memphis on December 6, 1945, and returned to Greenbrier where he makes his home with his wife, Mary Elizabeth, and children.

9.—Sgt. Alfred Lee Short is the son of Gilbert and Gertrude Stewart Short of Conway, Arkansas, where he was born on July 25, 1924. He attended Conway High School, Arkansas State Teacher's College and the Ford Trade School at Dearborn, Michigan, before he was called to active duty with

the Air Corps on February 8, 1943. He completed his basic training at Keesler Field, Mississippi, and then attended the Meteorology School at Iowa State University and Weather Observer's School at Chanute Field, Illinois. In June, 1945, he was sent with his unit, the 23rd Weather Squadron, to Calcutta, India. He later went to China and served with the 10th Weather Squadron in China until he sailed for this country in January, 1946. Overseas seven months, he took part in the China offensive and holds the Asiatic-Pacific Theater Ribbon with one Battle Star, American Theater Ribbon, Good Conduct Medal and the Victory Ribbon. He was honorably discharged at Camp Chaffee, Arkansas, on March 15, 1946.

10.—1st Sgt. Vernon D. Parnell was born at Morrilton, Ark., on August 25, 1913, and received his education in the Guy-Perkins Schools. He was employed at Arkansas Polytechnic College, Russellville, Arkansas, at the time of his entrance into service with his National Guard Unit, the 206th Coast Artillery (Anti-Aircraft), on June 29, 1940. Following basic training at Ft. Bliss, Texas, his organization was sent to the Aleutian Islands and served throughout that campaign. He returned to the States January, 1942, and remained until March 23, 1925, when he was again shipped overseas. From March until April, 1945, he participated in the Central European campaign. For his fifty-four months of service Sgt. Parnell was awarded the Asiatic-Pacific Theater and the European Theater Ribbons with one Battle Star for each; Good Conduct Medal with one clasp; Expert Infantryman's Badge, and Combat Infantryman's Badge. He was honorably discharged at Jefferson Barracks, Missouri, on June 25, 1945. He lives in Conway with his wife, Erma, and their children.

11.—Pvt. Ted F. Nothwang was the son of Mr. and Mrs. H. F. Nothwang of Conway, Arkansas, where he was born on November 27, 1922. Educated at Conway High School, he entered the military service on June 4, 1943, and was assigned to the Army Infantry. After completing his basic training, he was sent to the Southwest Pacific Theater and became a member of the famous Americal Infantry Division, the Army's only division with a name instead of a number. Private Nothwang served with Company G, 132nd Infantry of this unit throughout the Guadalcanal and Bougainville campaigns and was wounded on Bougainville. He returned to duty and was killed in action near Cebu City, Cebu, Philippine Islands. This brave soldier was the holder of the Combat Infantryman Badge and the Asiatic-Pacific Theater Ribbon with one Battle Star. He was posthumously awarded the Purple Heart. He now rests in the Armed Forces Military Cemetery at Cebu.

12.—Pfc. James C. Strickland, son of Mrs. Annie Jane Strickland, was born February 26, 1914, at Morrilton, Arkansas. He entered the U. S. Army January 28, 1942. He received basic training at Camp Wolters, Texas, and was assigned to the 58th Ordnance Co. (A-MM), departing from the States August 19, 1942. Pfc. Strickland participated in the campaigns of Tunisia, Naples, Foggia, Rome-Arno, North Apennines, and Po Valley for which he was awarded the European African Middle Eastern Theater Ribbon with five Battle Stars and the Good Conduct Medal. He was honorably discharged at Jefferson Barracks, Missouri, September 29, 1945, after a total of more than forty-four months of service.

13.—Sgt. William T. Strickland, son of Mrs. Annie J. Strickland of Greenbrier, was born October 25, 1925, in Morrilton, Arkansas. He entered the Infantry February 1, 1944, and received basic training at Camp Croft, S. C. After serving for ten months in the United States with Co. C, 272nd Inf. Regt., he

departed November 15, 1944, for England. Overseas for more than two years, Sgt. Strickland spent one year with the Army of Occupation and was awarded the European African Middle Eastern Ribbon with Bronze Stars, World War II Victory Medal, Good conduct Medal, Bronze Star Medal, and two Overseas Bars. After being honorably discharged May 2, 1946, at Jefferson Barracks, Missouri, he returned to his home in Greenbrier, Arkansas.

14.—Av. Radioman 2/c Leland Edsel Moore, son of Mrs. Bina Moore of Wooster, Arkansas, was born July 25, 1924 at Conway, Arkansas and entered the United States Navy on April 24, 1942, receiving basic training at San Diego, California and later attended Radio, Radar, Gunnery and Combat Aircrew Schools, specializing as Radio and Radar Operator. Aviation Radioman 2/c Moore participated in five major battles while on anti-submarine patrol, surviving the sinking of the aircraft carrier U. S. S. Block Island. During his thirty months of sea duty he served successively on the U. S. S. Card, U. S. S. Block Island, U. S. S. Ahrens, U. S. S. Kasen Bay and U. S. S. Croatan, spending much time in anti-submarine patrol. Outstanding among the engagements in which he participated was the sinking of the aircraft carrier U. S. S. Block Island. He was awarded Aviation-Commendation and was honorably discharged at Boston, Massachusetts on September 28, 1945, and returned to Wooster, Arkansas, where he and his wife, Barbara June, reside.

15.—Pfc. Cornell Theodore Clements, son of Mr. and Mrs. Thomas Clements, was born at Conway, Ark., on October 18, 1914. He attended Holland, Arkansas, High School, after which he was engaged in farming. He entered the United States Marine Corps on February 19, 1944, receiving basic training at San Diego, California. After five months' training in the United States, he was sent to the South Pacific Theater July 10, 1944, and served in the campaigns of Saipan, Iwo Jima, and Okinawa and in the occupation of Tokyo. He was awarded Presidential Citation and Sharpshooter's Medal and was honorably discharged at San Diego, California, on October 1, 1945. He and his wife, Zida, live in Conway with their three children.

16.—Pfc. Grover Fry, son of William Fry of Greenbrier, Ark., was born in Aberdeen, Mississippi, June 28, 1925, and moved to Arkansas with his family in 1931. He attended the Greenbrier schools and was engaged in farming until entering the military service on October 1, 1943. Assigned to the Medical Corps, he completed his basic training at Camp Wolters, Texas and then attended the Medical School. In August, 1944, he was sent to the European Theater. Overseas more than eighteen months, he took part in the Northern France and Rhineland campaigns. Private Fry served as a medical aid man and won the European Theater Ribbon with three Battle Stars, the American Theater Ribbon and the Good Conduct Medal. He served ten months with the Army of Occupation and was honorably discharged at Jefferson Barracks, Missouri, on March 23, 1946.

17.—T/4 Marrion Clarence Fry, son of William Fry, Route 2, Greenbrier, Arkansas, was born October 30, 1920, in Alabama, and moved with his parents to Arkansas in 1931. He attended the Greenbrier schools and was engaged in farming until entering the military service on September 23, 1942. After completing his basic training at Camp Roberts, California, he attended Carpenter's School and was assigned to an Engineer Company. In June, 1943, he was sent to the South Pacific Theater. This gallant soldier served faithfully in Australia and New Guinea and was killed in action in New Guinea. Overseas seventeen months at the time of his heroic death in battle, he was posthumously awarded the Purple Heart.

18.—Pvt. Leon Johnson Patton, son of Lando Thomas Patton and the late Mrs. Patton, was born at Wooster, Arkansas, on February 25, 1906. He attended Arkansas State Teachers' College and Chillicothe Business College, Chillicothe, Missouri, and was engaged in teaching and sales work before entering service on January 10, 1944. Previously a member of the Arkansas National Guard, he was sent to Engineering Replacement Training Center, Camp Abbott, Oregon, where he received special clerical training. After nine months' service in the United States, he landed at a Pacific post with the Engineers Crops in October, 1944, for overseas duty. Pvt. Patton received the Asiatic-Pacific Campaign Medal and Rifle Marksmanship Medal and was honorably discharged on December 17, 1944, at Ft. Sam Houston, Texas. He lives at Batesville, Arkansas, with his wife, Floy Elizabeth, and their children.

19.—Electr. Mate 3/c Daniel T. Tucker, son of Mrs. D. F. Tucker and the late D. F. Tucker of Conway, Arkansas, was born at Conway on July 24, 1915. Educated at Conway High School, he was employed in telephone maintenance and by the Arkansas-Louisiana Gas Company until entering the United

States Coast Guard on December 1, 1943. Upon the completion of his basic training at St. Augustine, Florida, he attended Fireman's School and Electrician's School, and specialized in electrical work. Electrician Tucker is a veteran of more than two years of service with the Coast Guard. He was honorably discharged on March 12, 1946, at New Orleans, Louisiana. His wife is the former Ruth Tubbs.

20.—2nd Lt. David J. Tucker, son of Mrs. D. F. Tucker and the late D. F. Tucker of Conway, Arkansas, was born at Conway on August 27, 1919. He attended Conway High School, Arkansas State Teachers' College, and the University of Denver before entering active service with the 153rd Infantry of the Arkansas National Guard on December 23, 1940. After training at Camp Robinson, Arkansas, he was sent to Alaska in August, 1941, and returned to this country to attend the Officer's Candidate School. In April, 1944, he was sent to the European Theater. Overseas a total of forty months, he has seen action in the Aleutian, Normandy, Northern France, and Central Europe campaigns. Lieutenant Tucker served with the 69th Division in Europe and is still on active duty. His wife is Anna Bell Tucker.

PLATE II

1.—Sgt. Clovis D. Jones, son of Mrs. Atlanta Robinson, was born December 24, 1921, at Enola, Arkansas. He attended the Centerville Public School and entered the Air Corps September 9, 1942, receiving basic training at Barksdale Field, Louisiana. Attached to the 432nd Bomb. Sqn., 17th Bombing Group, he was sent to Casablanca January 13, 1943, and participated in the Tunisian, Sicilian, Naples-Foggia, Rome-Arno, Southern France, Rhineland, Central Europe, and Northern Appenines campaigns. He also served for four months with the Army of Occupation during his thirty-three months of foreign service. Sgt. Jones received an injury and was awarded the European African Middle Eastern Theater Ribbon with eight Bronze Stars, Air Medal, Unit Citation, Good Conduct Medal, and Sharpshooter's Medal (rifle). He was honorably discharged on September 25, 1945, at Jefferson Barracks, and lives in Conway, Arkansas.

2.—T/Sgt. Winfred A. Taylor, son of Basil O. Taylor, was born on March 26, 1920 at Vilonia, Arkansas, and after graduating from Vilonia High School, he entered the Army in December, 1940, with his National Guard unit and was attached to the 153rd Infantry, taking basic training at Camp Robinson. He accompanied the 153rd Infantry to the Aleutian Islands and served for two years in that theater. Recipient of the Asiatic-Pacific Theater Ribbon, he was honorably discharged at Camp Hood, Texas, on September 20, 1945. He and his wife, Mignon, are the parents of one child.

3.—Pfc. William D. Tyler, son of Elijah Joseph and Ina G. Tyler, was born at Greenbrier, Arkansas, on August 1, 1909. He attended Wooster, Arkansas, High School and farmed prior to his entrance into military service on April 5, 1944. After basic training at Camp Hood, Texas, he was assigned to the 86th Infantry as a gun crewman, light artillery. He arrived in Italy with Headquarters Company, Second Battalion, 86th Infantry, December 23, 1944, and saw action in that theater. Pfc. Tyler holds the European-African-Middle Eastern Ribbon with Battle Star, Marksmanship (Rifle) and Good Conduct Medals, and Combat Infantryman's Badge. He was honorably discharged at Camp Chaffee, Arkansas, on March 14, 1945, and returned to Greenbrier, where he and his wife, Gladys, live with their children.

4.—Sgt. Pierce B. Tyler, son of Elijah Joseph and Ina Genoa Tyler, was born at Greenbrier, Arkansas, on February 9, 1914. After completing high school at Greenbrier and Judsonia, Arkansas, he attended Arkansas Polytechnic College, Russellville, and Louisiana Polytechnic Institute, after which he engaged in farming until he entered the United States Army on December 8, 1941. Already a member of the Arkansas National Guard, he received basic training at Camp Robinson and was assigned to the Air Corps and sent to Keesler Field, Mississippi, for special instruction as a radio gunner. Sgt. Tyler served overseas almost nineteen months and made several raids with his unit while based in England. He was on his fifteenth mission from a North African base when he was presumably killed in action on December 26, 1943. He was awarded the Air Medal with two Oak Leaf Clusters, Presidential Citation, and the Purple Heart, posthumously, and is survived by his parents, who live in Greenbrier.

5.—T/5 Virgil Franklin Montgomery, son of Charles and Eula Montgomery, was born on June 24, 1912 at Vilonia, Arkansas, attended the Liberty (Arkansas) schools and Arkansas State Teachers College Training School, after which he was engaged in truck driving and farming. He entered the United States Army, Medical Corps, July 9, 1942, receiving basic training at Camp Barkley, Texas. He was assigned to 14th Field Hospital as a chauffeur, leaving the United States April 15, 1943, for the Aleutian Islands, where he served for sixteen months, afterwards proceeding to the European Theater, serving through the Central European and Rhineland campaigns. He was awarded the Asiatic-Pacific Theater Ribbon, European Theater Ribbon with three Battle Stars and the Good Conduct Medal, and was honorably discharged on November 25, 1945, at Jefferson Barracks, Missouri.

6.—Cpl. William Alfred Edwards, son of Mr. and Mrs. William Allin Edwards, was born at Mayflower, Arkansas, February 21, 1919. He received his education by attending Jones Hill Public School, after which he was engaged in farming. He entered the Corps of Engineers on December 28, 1942, receiving basic training at Ft. Belvoir, Virginia, and qualifying as cook. Attached to the 73rd Engineer Bn., he was sent to the European Theater of Operations and saw eighteen months' service overseas, par-



PLATE II

ticipating in two battles. He was awarded the European Theater of Operations Ribbon, American Defense Ribbon, and Good Conduct Medal. Cpl. Edwards received an honorable discharge at Jefferson Barracks, December 3, 1945. He and his wife, Hazel Jewell, live in Mayflower, Arkansas, with their one daughter.

7.—Pvt. Jack O. Hamlett, son of Mr. and Mrs. B. Q. Hamlett, was born September 28, 1920, at Conway, Arkansas. He received his education by attending Liberty High School. Entering the Cavalry November 2, 1942, he received basic training at Camp Adair, Oregon, and attended Drivers' School, qualifying as Driver, Auto. He served in the United States for six months with the 96th Cavalry Reconnaissance Troop. He was honorably discharged April 9, 1943, at Camp Adair, and returned to his home in Conway.

8.—Sgt. James A. Hamlett, son of Mr. and Mrs. B. Q. Hamlett, was born November 26, 1922, in Conway, Arkansas. He received his education by attending Liberty High School. A member of the National Guard since December 2, 1938, he entered the Infantry November 2, 1940, and received basic training at Camp Robinson, Arkansas, qualifying as Expert with the rifle, Browning automatic rifle, and machine gun. Attached to the 153rd Infantry, he departed April 12, 1942, for the Aleutian Islands and served overseas for nearly two years. After being honorably discharged September 26, 1945, at Ft. Ord, California, he returned to Conway, where he lives with his wife, Margaret Evilea.

9.—Pfc. Bailey Quinn Hamlett, Jr., son of Mr. and Mrs. Bailey Quinn Hamlett, Sr., was born February 28, 1925, in Conway, Arkansas. He received his education by attending Liberty High School. Entering the Marine Corps July 2, 1943, he received boot training at San Diego, California, attending Communication School and qualifying as Telephone Operator and Expert with bayonet and rifle. Attached to Headquarters 1st Bn., 22nd Marines, 6th Division, he departed March 24, 1944, for the South Pacific Theater of Operations. Serving overseas more than three months at New Caledonia, Saipan, and Guam, he was killed in action July 21, 1944, and was awarded the Asiatic-Pacific Medal and Purple Heart, posthumously. He is survived by his parents, who live in Conway.

10.—S/Sgt. Farris L. Clark, son of Mr. and Mrs. John J. Clark, was born at Hackett, Arkansas, on March 3, 1920. He attended Conway (Arkansas) High School, Arkansas Polytechnical College (Russellville) and Arkansas State Teachers College, and was employed as a clerk before entering military service on November 4, 1942. He received his Air Corps basic training at Kelly Field, Texas and later attended Airplane and Engine Mechanics School, Aerial Gunnery School and Hydraulics School, before going overseas with his unit in April, 1944, as an Airplane Hydraulic Specialist. During the two years he served in the war zone, he participated in the general air offensive against German-held Europe and in the Normandy, Northern France and Germany campaigns. For meritorious service he was awarded the Distinguished Flying Cross, Air Medal with three Oak Leaf clusters, World War II Victory Ribbon, American Defense Service award, European Theater Ribbon with four Battle Stars and the Good Conduct Medal. He was honorably discharged from the service on October 1, 1945, at Camp Chaffee, Arkansas.

11.—SC 3/c James Armour Carter, son of Mrs. Myra Bell Nisler of Little Rock, Arkansas, was born at Hattiesville, Arkansas, on December 12, 1909. He attended the Morrilton, Arkansas schools and Arkansas College, Batesville, Arkansas, and was a restaurant operator prior to entering the United States Navy on April 10, 1944. He received his

basic training at San Diego, California, and later attended wench operating and cargo handling school. After eleven months in this country was sent to the Pacific area. Overseas nine months, he participated in the invasions of Lingayen Gulf, Luzon and Okinawa. Holder of the Asiatic-Pacific Ribbon with two Battle Stars, the Philippine Liberation Ribbon with one Battle Star, the American Theater Ribbon, and the World War II Victory Ribbon, he was honorably discharged on December 1, 1945, at Memphis, Tennessee. He and his wife, Lou Edd, are the parents of two children.

12.—Platoon Sgt. Ivan Hayes, son of Mrs. Della Hayes of Brawley, California, was born at Plainview, Arkansas, on November 16, 1916. He was educated in the public schools of Yell County and entered the military service on July 30, 1940, and completed his Infantry basic training at Fort Ord, California. Sergeant Hayes is a veteran of service with both the 53rd Infantry and the 159th Infantry. He was sent to Cold Bay, Alaska in June, 1942, and has since served in both the Aleutian area and the European Theater, taking part in the campaign in Northern France. Overseas a total of thirty-one months, he is the holder of the Asiatic-Pacific Theater Ribbon, European Theater Ribbon, American Defense Service Ribbon, American Theater Ribbon and the Good Conduct Medal. He served one month with the Army of Occupation of Germany and was honorably discharged at Camp Beale, California, on July 8, 1945.

13.—Pfc. Samuel W. Boyd, son of Mrs. Lillie Lipps, was born August 24, 1912, at Adona, Arkansas. He attended Pleasant Grove Public schools after which he was engaged in farming until entering the Infantry December 23, 1943. He received basic training at Camp Croft, S. C., and received Marksmanship Medals for his proficiency in the use of the M1 Rifle, 81 MM Mortar and .30-Cal. Machine Gun. Pfc. Boyd was sent to the Aleutian Islands November 16, 1944, and for commendable service was awarded the Asiatic-Pacific Theater, World War II and American Theater ribbons and the Good Conduct Medal. He received an honorable discharge at Camp Chaffee, December 19, 1945, and now resides at Morrilton with his wife, Ollie Mae, and their children.

14.—Lt. (s. g.) Joe Martin Riggs is the son of Allen Jackson and the late Nevada Jane Riggs of Morrilton, Arkansas, where he was born on May 12, 1903. Educated at the Hanniford, Petit Jean and Morrilton schools, he enlisted in the Regular Navy on September 11, 1924. He served his boot training at San Diego, California, and then attended Electrical-Gyro school, Fire Control School and Recruiters School. In November, 1942, he was sent to Pearl Harbor, Hawaii. Overseas more than three years, he became gunnery officer aboard the U. S. S. Banner and saw action in the Lingayen Gulf and Okinawa battles. A veteran of more than twenty-one years of Naval service, he holds the Good Conduct Medal, the American Theater Ribbon with two Stars, Philippine Liberation Ribbon with one star, American Defense Ribbon with one Star and the Victory Ribbon. Lieutenant Riggs was released from active service on March 1, 1946 at San Diego, California. He and his wife, the former Oma Clayton, are the parents of one daughter, Patricia Ann.

15.—S/Sgt. Gene Hogan Price, son of Mrs. Vena Price Whitley of Plumerville, Arkansas, was born at Fayetteville, Arkansas, on June 13, 1922. He attended the Wooster, Arkansas, public schools, and was employed by the Little Rock Furniture Manufacturing Company until entering the military service on November 5, 1942. He served his basic training period at Camp Robinson, Arkansas, and then attended Life Guard's School, where he became a swimming instructor. Sergeant Price served as a

squad leader with the 300th Infantry and was sent to the Hawaiian Islands in April, 1944. He saw twenty-three months of overseas service, five months of which was with the Army of Occupation on Honshu, Japan. Holder of the Asiatic-Pacific Theater Ribbon, Expert Infantry Badge, Good Conduct Medal, American Theater Ribbon, Victory Ribbon and the Sharpshooter's Medal for the rifle, pistol, mortar and automatic rifle, he was honorably discharged at Camp Chaffee, Arkansas, on March 11, 1946. He and his wife, the former Ruth Jones, are the parents of one son.

16.—Sgt. Jack B. Mobley, son of the late Max J. Mobley and Mrs. Audrey Strait, was born August 20, 1920, in Little Rock, Arkansas. He attended Morrilton High School and Arkansas Polytechnic College. A member of the National Guard since September 26, 1939, he entered the Coast Artillery January 6, 1941, and received basic training at Ft. Bliss, Texas, qualifying as Expert Infantryman. He departed December 18, 1941, for Dutch Harbor, Alaska, with the 206th C. A., 174th Infantry, and remained overseas more than two years. He participated in the Aleutian campaign and was awarded Unit Citation, Expert Infantryman's Medal, Good Conduct Medal, Asiatic-Pacific Theater Ribbon, and Pre-Pearl Harbor Ribbon. After being honorably discharged September 26, 1945, at Ft. Ord, California, he returned to his home in Morrilton, Arkansas.

17.—Major Max James Mobley, son of Mrs. Audrey Strait, Sr., and the late Max James Mobley, Sr., was born January 5, 1918, in Little Rock, Arkansas. He attended Arkansas State Teachers' College and the University of Arkansas School of Medicine, afterwards being engaged as a physician. Entering the Army Medical Corps August 11, 1943, he attended Medical Field Service School, Carlisle Barracks, Pennsylvania, and American School Center at Shrivenham, England, specializing as General Medical Officer. Major Mobley served in the Station Hospital at Boca Raton Field, Florida, before departing April 19, 1944, for Grunock, Scotland, and Warrington, England, Base Air Depot. He remained overseas for two years, participating in the Battle of Central Europe and spending two months with the Army of Occupation, and he was awarded one Battle Star. After being honorably discharged May 26, 1946, at Jefferson Barracks, Missouri, he returned to Morrilton, Arkansas. He was married to the late Mary Fletcher Strait and has one son.

18.—Midshipman Robert Joseph Mobley, son of Mrs. Audrey Strait and the late Max J. Mobley, was born November 22, 1922, in Morrilton, Arkansas. He attended Arkansas State Teachers' College and

Arkansas A. & M. College. Entering the Naval Reserve August 28, 1942, he was called to active duty June 15, 1943, receiving boot training at Great Lakes, Illinois. He attended Basic Engineering and Naval Diesel School, qualifying as Motor Machinist's Mate. Attached to Mine Division 34, he served for more than a year in the United States and departed March 22, 1945, for the Philippine Islands. He remained overseas more than nine months and participated in the invasion of Borneo and the Philippine campaign. He was engaged in mine sweeping around Japan for three months and was awarded Asiatic-Pacific Theater Ribbon with one Star. After being honorably discharged January 19, 1946, at Memphis, Tennessee, he returned to Morrilton, Arkansas, where he lives with his wife, Cicely.

19.—T/5 John D. Allen, son of James D. Allen, was born at Plumerville, Arkansas, and after attending the Springfield (Arkansas) schools, was employed at the Morrilton Textile Mill until he entered military service on December 8, 1942. Following basic training at Camp Howze, Texas, and Camp Claiborne, Louisiana, he attended Drivers School, and after two years in this country arrived overseas with his unit, the 334th Infantry, 84th Division and participated in the Ardennes, Central European and Rhineland campaigns. Overseas one year, and the holder of the European Theater Ribbon with three Battle Stars, the Combat Infantryman's Badge, a Presidential Unit citation, Bronze Star Medal, Good Conduct Medal, and an Expert Marksman's Medal (rifle), he was honorably discharged on October 12, 1945 at Jefferson Barracks, Missouri. He and his wife, Jewel Catherine, are the parents of two children.

20.—Chief Mach/M Robert Allen Gibson, son of Mrs. Vera C. Gibson, was born March 25, 1914, at Morrilton, Arkansas. He received his education by attending Morrilton High School and Harding College, after which he was employed as salesman for Roberts Fixture Co., and as Senior Refrigeration Mechanic for Post Engineer, Camp Chaffee. Entering the Navy in June, 1944, he received boot training at Farragut, Idaho, later attending Fire Fighting and Power Velocity Schools. Serving four months in the United States as outside machinist with ship repair unit, he left the United States October 14, 1944, for Pearl Harbor. Mate Gibson served one year with Pacific Fleet Service Squadron in Marshall Islands, Western Caroline Islands, and Philippine Islands, and two months in the Atlantic service. He received an honorable discharge at Norman, Oklahoma, January 11, 1946, returning to Perryville, where he lives with his wife, Perrian Juanita.





JAMES MARION DAVIS

Seaman 2/c James Marion Davis, son of the late Mr. and Mrs. John S. Davis, was born at Morrilton, Arkansas, on August 5, 1919. He attended Morrilton schools and was employed as a commissioned agent for the Lion Oil Refining Company before entering the Navy April 4, 1944. He received basic training at San Diego, California, and departed June 5, 1944, for the Marshall Islands. Returning to the United States, he was honorably discharged on September 22, 1944, at the U. S. Naval Hospital, San Diego, California. He lives in Morrilton with his wife, Ruth Juanita, and their child.



EDWARD GORDON, JR.

Lt. (s.g.) **Edward Gordon, Jr.**, son of Ada Ruth and Edward Gordon, was born April 17, 1915, in Morrilton, Arkansas. He attended Morrilton Public Schools, Columbia Military Academy, Arkansas Polytechnic College, and University of Arkansas Law School, afterwards being engaged as a lawyer. A member of the National Guard from September 20, 1933, to January 26, 1936, he entered the Navy November 5, 1942, and attended Columbia University Midshipmen's School and Motor Torpedo Boat Squadron's Training School. Attached to M. T. B. Ron. 4, Lt. Gordon departed September 1, 1943, for New Guinea and later went to Samar, Philippine Islands. Overseas a year and a half, he participated in campaigns of Bismark Archipelago, British New Guinea, and Dutch New Guinea. He is married to the former Miss Marjorie Foster, and his home is in Morrilton.

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Lt. (s.g.) **Nathan Green Gordon**, son of Ada Ruth and Edward Gordon, was born in Morrilton, Arkansas, September 4, 1916. He attended Morrilton Public Schools, Columbia Military Academy, Arkansas Polytechnic College, and University of Arkansas Law School, afterwards being engaged as a lawyer. Entering the Naval Air Corps May, 1941, he received basic training at New Orleans, Louisiana, and Jacksonville, Florida, and attended Aviation Cadet Training School at Jacksonville, qualifying as Navy Pilot. Attached to VP-34, Lt. Gordon departed in June, 1942, for more than two years of overseas service, participating in campaigns and engagements in the Southwest Pacific Theater of Operations. He was awarded Congressional Medal of Honor, Distinguished Flying Cross, Air Medal with two Clusters, and Presidential Unit Citation. After being honorably discharged October 16, 1945, at Washington, D. C., he returned to Morrilton, where he lives with his wife, Mary.



NATHAN GREEN GORDON



J. C. STROUD

Torpedoman 3/c J. C. Stroud, son of R. D. and Leona Stroud, was born September 27, 1921 at Russellville, Arkansas, and graduated from Morrilton High School in June, 1941. He entered the Navy Submarine Service August 11, 1942. Receiving boot training at San Diego he then attended Gunnery School, Moss Beach, San Francisco, and Submarine Torpedo School at Pearl Harbor, where he specialized as a Torpedoman and qualifying for all duties aboard a submarine. He left the states October 1, 1942 for Pearl Harbor and Pearl Harbor February 13, 1944, for the South Pacific. In this theater for twenty-seven months, he made nine patrols, seven of which were successful. He also served on one of four submarines designated by General MacArthur to deliver supplies to the Philippines four months prior to invasion after which he participated in the invasion of Guam and the Philippines. For meritorious service, he received the Submarine Combat Insignia with one gold star which indicated five successful patrols and two silver stars which indicated two or more successful patrols. Torpedoman Stroud was honorably discharged at Memphis, September 28, 1945, and now resides at Morrilton with his wife, Alyene Lyle.

1st Sgt. Charles Allan Love, son of Bertha Wood and Edgar Earle Love, was born December 15, 1915, at Morrilton, Arkansas. He attended David Lipscomb College, Nashville, Tennessee, after which he was employed as salesman for the International Harvester Co., Little Rock. Entering the Army Ordnance Department May 11, 1942, he received basic training at Camp Sutton, N. C., later attending Savanna Ordnance School, Proving Ground, Illinois, where he specialized for Administrative Noncommissioned Officer. Sgt. Love qualified for Rifle Sharpshooter in August, 1942, Machine Gun Expert December, 1942, and Carbine Expert February, 1943. Serving one year attached with Co. O, 4th Bn., 302 Ord. Regt., he departed from the United States April 28, 1943, for North Africa and participated in the campaigns of Naples-Foggia and Rome-Arno. He was awarded two Bronze Stars, Good Conduct Medal, American Theater Campaign Ribbon, European-African-Middle East Theater Ribbon, and Victory Ribbon. Returning to the United States November 22, 1945, he was honorably discharged November 27, 1945, at Jefferson Barracks. He and his wife, Evelyn, live in Morrilton, Arkansas.



CHARLES ALLAN LOVE



RALPH R. NEWKIRK

T/4 Ralph R. Newkirk was the son of Mr. and Mrs. D. F. Newkirk of Morrilton, Arkansas. He was born at Fort Scott, Kansas, on January 13, 1923, and moved to Arkansas with his family in 1929. He attended Morrilton High School, where he was a star athlete, and the University of Arkansas where he was a member of Kappa Sigma Fraternity. Sergeant Newkirk entered the military service on February 7, 1943, and received his basic training at Camp McCain, Mississippi, and Fort Jackson, South Carolina. He attended special schools at O'Reilly General Hospital, Springfield, Missouri, and became a medical technician. In October, 1944, he was sent with his unit, the 347th Infantry, 87th Division, to the European Theater. His unit was assigned to the famous 3rd Army under General Patton. Sergeant Newkirk was killed in action near Obergailbach, France, on December 15, 1944. This gallant soldier was posthumously awarded the Silver Star for bravery above and beyond the call of duty and the Purple Heart. A swimming beach at Petit Jean has been named in his honor, Ralph Newkirk Beach. This brave soldier is survived by his widow, Roberta Scarlett.



Pfc. Hance W. Burrow, Jr., son of Caroline C. and Hance W. Burrow, Sr., was born September 5, 1921, in Fort Smith, Arkansas. He attended Hendrix College at Conway, afterwards being employed by Fisher Aircraft Company at Memphis, Tennessee. Entering the Army May 14, 1943, he received basic training at Ft. Sill, Oklahoma, and attended Army Special Training Program School at The Citadel, Charleston, S. C., qualifying as Light Machine Gunner and as Expert with rifle, carbine, and pistol. Attached to Co. K, 398th Infantry, 100th Division, Pfc. Burrow departed October 5, 1944, for Marseilles, France. Overseas ten months, he participated in Rhineland and Central European campaigns and was taken prisoner by the Germans at Hielbronn, Germany, after having made a river crossing on April 4, 1945. He was returned to the American lines on April 28th and hospitalized for several months before being sent back to the United States on a hospital ship. He was awarded Combat Infantry Badge, Good Conduct Ribbon, European Theater Ribbon with two Campaign Stars, American Theater Ribbon, and Distinguished Unit Citation. After being honorably discharged February 17, 1946, at Ft. Sam Houston, Texas, he returned to his home in Morrilton, Arkansas.



HANCE W. BURROW, JR.



WALTER E. DeLONG

Lt. Comdr. Walter E. DeLong is the son of Arthur James and Pearl Cloud DeLong of Morrilton, Arkansas, where he was born on November 25, 1919. He attended Morrilton High School, Oakland Technical High School at Oakland, California, Arkansas Tech College at Russellville, and Union College at Jackson, Tennessee. He entered the National Guard in August, 1938, and served with Battery F of the 206th Coast Artillery. In this emergency he served with the Navy and received his training in Caribbean and South Atlantic waters. He attended the Officer's School at Northwestern University, Chicago, Illinois. Lt. Comdr. DeLong has served two years on foreign service in Puerto Rico. He has elected to remain in the Naval service permanently.



CHARLES REID MOOSE

Lt. Commander Charles Reid Moose, son of Linnie Bright and William Lewis Moose, was born February 15, 1905, in Morrilton, Arkansas. He attended Morrilton High School, Hendrix College at Conway, Sweeney's at Kansas City, Missouri, and Robertson's Air School at St. Louis, afterwards being engaged as labor foreman for the Soil Conservation Service and aviation instructor at Adams Field, Little Rock. Entering the Navy (Air Corps Ferry Service) October 1, 1942, he received boot training at Corpus Christi, Texas, qualifying as Naval Operations Officer. Lt. Commander Moose spent two years and ten months in the United States with the Ferry Command before departing August 20, 1945, for Midway Island. He served as Aviation Liaison Officer at Nashville, Tennessee, and Jackson, Mississippi, and Operations Officer at Midway Island. He is still in the service. His wife, May Hope, and their five sons live in Morrilton.

T/Sgt. William Lewis Moose III, son of William Lewis and Marjorie Larkin Moose, was born January 9, 1916 at Fort McKinley, Manila, Philippine Islands and moved to Arkansas in 1929. He attended the Little Rock High School, Hendrix College at Conway, University of Virginia and Duke University, Durham, N. C., after which he was employed by the Employers' Group, Claim Department, Fort Smith. Inducted August 25, 1941, he entered the Weather Squadron, Army Air Corps, and received basic training at Camp Robinson, Jefferson Barracks and Bolling Field. Qualifying in Meteorological Codes and Ciphers he served as a Weather Observer twenty-four months and Technical Inspector twenty-four months. Leaving the United States April 26, 1942, for Habbamiya, Iraq, he served in the Egyptian, Lybian and Tunisian campaigns and for meritorious service was awarded the Legion of Merit Ribbon October 29, 1942, and Good Conduct Medal May 24, 1943. Sergeant Moose was honorably discharged at Amarillo, Texas, October 24, 1945.



WILLIAM L. MOOSE, III



HAZEL INEZ THOMPSON

1st Lt. Hazel Inez Thompson, daughter of Mrs. Minnie Thompson of Morrilton, Arkansas, was born at Blytheville, Arkansas, on January 29, 1917. She attended Blytheville High School and received her Nurse's training at the Methodist Hospital, Memphis, Tennessee. Lt. Thompson entered the County Health Unit before entering the military service on September 18, 1942, as an Army Nurse. She served one year in this country at the 300th General Hospital at Camp Forrest, Tennessee, and then was sent to the European Theater in August, 1943. Overseas twenty-eight months, she saw service in North Africa and other areas of the European Theater, including Italy. She was stationed at Naples, Italy until returning to the United States in December, 1945. Lt. Thompson was released from active duty on April 10, 1946, at Fort Des Moines, Iowa.

Major James C. Hart, son of Mrs. Edith C. Hart and the late John C. Hart, was born at Gillette, Arkansas, February 27, 1920. He received his education by attending Gillette Grammar School, Morrilton High School, and Arkansas State Teachers' College, after which he was occupied as owner and operator of the Hart Taxi Company. Enlisting in the Army Air Corps July 15, 1941, he received primary cadet training at Thunderbird Field, Phoenix, Arizona; basic flying training, Army Air Base, Bakersfield, California; advanced flying training, Mather Field, Sacramento, California; Yale University Weights and Balance Course; and Army Air Forces School, Applied Tactics, at Orlando, Florida, specializing as Staff Operations Officer. He qualified for Pilot February 20, 1942. Major Hart participated in the Aleutian Island campaign, battle of Marianas, air offensive over Japan, battle of Mandated Islands, and battle of Ryukyus. He received the Air Medal, and other decorations, and was placed on inactive status February 23, 1946, at Camp Chaffee. He lives in Morrilton, Arkansas.



JAMES C. HART



ALBERT LEOPOLD MEYER

Pfc. Albert Leopold Meyer, son of Mr. and Mrs. Leo Meyer, was born at Conway, Arkansas, March 1, 1913, and concluded his education at St. Joseph Catholic School, Conway, after which he was employed by the Wofford Produce Company as salesman. He entered the Infantry April 6, 1944, and received basic training at Camp Robinson where he qualified as Rifleman. After five months in Infantry Replacement Center, he left the United States September 11, 1944, for the European Theater of Operations. Pfc. Meyer saw action in the Battle for Aachen, Hurtgen Forest, and Ardenes Breakthrough and died from result of wounds received on December 18, 1944. He was honored with the Infantryman's Badge, Combat Infantryman's Badge, European Theater of Operations Ribbon with three Battle Stars and the Purple Heart, which was awarded posthumously. His wife, Eleanor and children reside at Morrilton.

T/Sgt. Andrew J. Stephens, son of Mr. and Mrs. A. J. Stephens, was born at Morrilton, Arkansas, on March 27, 1906, graduated from Morrilton High School and was an accountant and auditor for a gas utility company in Houston, Texas, prior to entering military service on November 28, 1942. After basic training at Fort Benjamin Harrison, Indiana, he attended Finance Technical School, and qualified for assignment as an Ordnance Supply N. C. O. He landed in England in August, 1943, as a member of the 813th Ordnance Battalion, Depot C, served in that unit for more than twenty-four months. He received a Marksman's medal (rifle), the Good Conduct Medal and the European-African-Middle Eastern Theater Ribbon. On October 4, 1945, he received an honorable discharge at Fort Sam Houston, Texas.



ANDREW J. STEPHENS



BEN MALONE WILLBANKS

1st Lt. Ben Malone Willbanks is the son of E. B. and Lucille Malone Willbanks of Plumerville, Arkansas, where he was born on August 5, 1913. He attended Plumerville High School, graduated from Morrilton High School and completed his education at Arkansas State Teacher's College. Lt. Willbanks entered the military service on May 23, 1942, and served his basic training period at Camp Wolters, Texas. He was selected to attend the Infantry Officer's Candidate School at Fort Benning, Georgia, and upon receiving his commission became a regimental operations and training officer and a special service officer. A veteran of four years of military service, he has served with the 103rd Infantry Division and in Infantry Replacement Training Centers. Holder of the Expert Infantryman badge and the Expert's medal for the rifle, pistol and carbine. He was released from active duty at Camp Chaffee, Arkansas, on May 14, 1946. He and his wife, Helen Marie, have two children.

PhM 2/c Herman Layne Long, son of Ira and Lector Long of Morrilton, Arkansas, was born at Springfield, Arkansas, on October 15, 1924. He attended the Sacred Heart School and Morrilton High School and entered the Navy on February 6, 1943. After serving his basic training at San Diego, California, he attended the Medical School at San Diego and became a member of the Navy Medical Corps. He served at the Naval Hospital at San Diego and was then sent to the Pacific theater where he remained for fifteen months. Pharmacist's Mate Long served with the Marines as a hospital corpsman during the Palau, Okinawa and Iwo Jima campaigns and was awarded the Asiatic-Pacific Theater Ribbon with three Battle Stars, Good Conduct Medal, Victory Medal and the American Theater Ribbon. He was honorably discharged at Shoemaker, California, on March 2, 1946.



HERMAN LAYNE LONG



ROBERT O. BIGGS

S/Sgt. Robert O. Biggs, son of Dr. and Mrs. Hugh M. Biggs of Morrilton, was born at Houston, Texas, on October 6, 1920. He attended Morrilton High School and Harding College Academy before entering the Armed Forces on August 27, 1942. Sent to Keesler Field, Mississippi, for basic training, he later attended Radio Operators and Mechanics Technical School, Sioux Falls, South Dakota, Armory Gunnery School, Harlingen, Texas, and advanced Radio School, Scott Field, Illinois. After two and a half years in this country, Sgt. Biggs arrived with his unit on the Italian front and during the eight months he served overseas he participated in the general air offensive in Europe and in the Rome-Arno, Normandy, Southern France and Balkan campaigns with a total of 230 combat flying hours, completing 50 missions over enemy occupied Europe. Holder of the Distinguished Flying Cross, Air Medal with four Oak Leaf Clusters, Good Conduct Medal, Presidential Unit Citation and Sharpshooter's Medals for 45 pistol, Thompson submachine gun, carbine and aerial machine gun, he was honorably discharged on September 14, 1945, at Camp Chaffee, Arkansas.

Lt. (j. g.) Clarence A. Imboden, Jr., is the son of Clarence A. and Landreth B. Imboden of Morrilton, Arkansas. Born at Morrilton on January 4, 1921, he received his B. S. Degree from the University of Notre Dame in 1942 before entering the Navy. Lt. Imboden completed his medical training and was graduated from Tulane University Medical College in 1945. He is now serving his internship at Mount Carmel Mercy Hospital at Detroit, Michigan. He will be transferred to active duty with the Navy on June 1, 1946, and will serve two years on active service. His wife was Miss Mary Jane Walton.



CLARENCE A. IMBODEN, JR.



JOHN B. IMBODEN

Cadet John Baskerville Imboden, son of Landreth B. and Clarence A. Imboden, Sr., was born September 17, 1925, at Morrilton, Arkansas. He attended Morrilton schools and Notre Dame University and is now a junior in the Johns Hopkins Medical University, having served in the United States for two years as Naval Cadet.

1st Lt. G. T. Semmes, son of Martha T. and C. M. Semmes, was born January 13, 1925, in Memphis, Tennessee, moving to Arkansas in 1928. He attended Sacred Heart School; Morrilton Grade School; Gulf Coast Military Academy, Gulfport, Mississippi; and Louisiana State University. Entering the Infantry April 6, 1943, he received basic training at Camp Roberts, California, and attended The Infantry School at Ft. Benning, Georgia. After a year and eight months in the United States, Lt. Semmes departed December 12, 1944, for Europe, remaining overseas for more than a year and participating in the Ardennes campaign and the battle of Rhineland and Central Europe. He was wounded in action March 4, 1945, and spent ten months with the Army of Occupation. He was awarded the Purple Heart and Combat Infantry Badge. His home is in Morrilton, Arkansas.



G. T. SEMMES



JACK THOMAS FRYER

1st Lt. Jack Thomas Fryer, son of Vickie Agnes and Roy Thomas Fryer, was born June 1, 1919, in Morrilton, Arkansas. He graduated from Morrilton High School in 1936 and attended Hendrix College, afterwards being employed as furniture salesman at Stanford Furniture Company in Little Rock. A member of the 154th Observation Squadron, he entered the Air Corps January 14, 1941, and received basic training at Ft. Leavenworth, Kansas. Lt. Fryer attended Flying Schools, Randolph Field and Southwest Training Command, qualifying as Pilot B-17 and B-29, Instructor Pilot B-17 and B-29, Unlimited Pilot and Pilot Instructor, and Sharpshooter, receiving Marksmanship Medal. He departed March 28, 1944, for England and remained overseas for four months, participating in the air battles of Germany and Normandy. He served with the Southwest Training Command, 8th Air Force, and 3rd Air Force and was awarded the Air Medal with three Oak Leaf Clusters and the Distinguished Flying Cross. After being honorably discharged November 8, 1945, at Barksdale Field, Shreveport, Louisiana, he returned to Little Rock.

Seaman 1/c William R. Brooks, son of Mr. and Mrs. Clyde W. Brooks of Morrilton, Arkansas, was born at Kirkwood, Missouri, February 15, 1926, moving to Arkansas in 1927. He received his education by attending Morrilton High School. Enlisting in the Navy October 13, 1943, he received boot training at San Diego, California, and later by attending service school at Point Loma, California, specialized in Radar. After six months training in the United States, he was sent to the Asiatic-Pacific Theater where he served at Morotai, Leyte, Lingayen Gulf, Iwo Jima, and Okinawa. Seaman Brooks was awarded the American Defense, Asiatic-Pacific, Philippine Liberation and World War II Victory Ribbons. Returning to the United States November 6, 1945, he will be discharged on his 21st birthday, February 15, 1947.



WILLIAM R. BROOKS



CLYDE WILLIAM BROOKS

Apprentice Seaman Clyde William Brooks, son of Mrs. Ada Brooks of St. Louis, Missouri, was born at Patterson, Missouri, on November 2, 1907. He moved with his parents to Arkansas in 1918 and graduated from the Searcy High School at Searcy, Arkansas. He entered the National Guard in 1923 and was employed as a restaurant owner until he entered the United States Navy on April 4, 1944. Sent to San Diego, California, he served his basic training and was honorably discharged on May 12, 1944, at San Diego. He is married and he and his wife, Elizabeth, have one child.

Carpenter's Mate 3/c Clarence John Naff, Jr., son of Muriel and Clarence Naff, Sr., was born August 30, 1925, in Morrilton, Arkansas. He attended Central Ward and Morrilton High Schools. Entering the Navy Seabees September 18, 1943, he received boot training at Camp Peary, Virginia. Mate Naff departed December 9, 1943, for Trinidad, B. W. I., and served overseas for a year and a half. He was awarded the American Theater Ribbon and was honorably discharged October 27, 1945, at Nashville, Tennessee. His home is in Morrilton.



CLARENCE JOHN NAFF, JR.



PLATE III

PLATE III

1.—Flight Officer Julian F. Stobaugh, son of Mr. and Mrs. John F. Stobaugh of Plumerville, Arkansas, was born at Plumerville on June 12, 1923. He attended Plumerville High School and then engaged in farming until he entered the Army Air Corps on September 7, 1943. He received his basic training as an Air Force Pilot at Amarillo, Texas, and during his training he received Expert Marksmanship medals for rifle, pistol, sub-machine gun and carbine. After twenty-seven months of meritorious service in the Air Corps, he was retired to inactive status at Barksdale Field, Louisiana, on November 17, 1945.

2.—T/5 Henry Ford Williams, son of Henry N. and Elizabeth Williams, was born at Greenbrier, Arkansas, June 16, 1923. He received his education by attending Greenbrier Public School, after which he was engaged in farming. Entering the Army, Medical Det., 202nd Field Artillery Bn., January 2, 1943, he received basic training at Camp Gruber, Oklahoma. After one year's service in the United States, he was sent to the European Theater on January 17, 1944, where he participated in Normandy, France, Southern France, Rhineland, Germany, and Central Germany campaigns. Among other decorations, he received the Bronze Star for meritorious service. T/5 Williams received an honorable discharge at Jefferson Barracks, October 23, 1945.

3.—Pfc. Jauline Harold Brazear, son of Bessie and Sylvester Brazear, was born March 19, 1921, in Conway, Arkansas. He attended Daugherty Hill School and was later engaged in farming. Entering the Infantry March 17, 1944, he received basic training at Camp Fannin, Texas, and departed July 21, 1944, for Italy. Overseas for four months, Pfc. Brazear participated in the battle of Southern France and was killed in action. He was awarded the Good Conduct Medal and the Purple Heart, posthumously. He is survived by his parents; wife, Mrs. Willie Mae Duncan Brazear, and two children.

4.—Sgt. Paul L. Stobaugh, son of Mr. and Mrs. John F. Stobaugh of Plumerville, was born at Plumerville, Arkansas, on September 22, 1921. He attended Plumerville High School and was farmer, cotton buyer and gin operator prior to entering military service on October 16, 1942. He received his basic training at Keesler Field, Mississippi, and later attended A. A. F. T. C. Clerical School. After six months in this country he arrived in North Africa with his unit, the 314th Troop Carrier Group and 61st Troop Carrier Squadron. During the thirty months he served overseas, he participated in the Sicilian, Naples-Foggio, Rome-Arno, Normandy, Rhineland and European campaigns. Holder of the European and European-African-Middle Eastern Theater Ribbons with battle stars denoting his engagements, the Presidential Citation with Oak Leaf Cluster, the Good Conduct Medal and a Marksman's medal (rifle). He was honorably discharged on October 29, 1945, at Camp Chaffee, Arkansas. Sergeant Stobaugh and his wife, Margaret, are the parents of a son, Paul L., Jr.

5.—T/5 Warren G. Thompson, son of Mrs. Maggie Edith Thompson, was born October 18, 1920, at Greenbrier, Arkansas. He received his education by attending Greenbrier Public Schools, after which he was engaged in farming and defense plant work. Entering the Army (Military Police Det.), he received basic training at Camp Bowie, Texas. After serving in the United States twenty-one months, he was sent to Oahu Island and served in the Southwest Pacific for over sixteen months. Attached to 1836th M. P. Bn., he saw action at Okinawa and was wounded in action. He was honorably discharged January 10, 1946, at Camp Chaffee.

6.—Ensign Deener Edwin Dobbins, Jr., son of Muda Watson and Deener Edwin Dobbins, Sr., was born December 11, 1922, at Center Hill, Arkansas. He graduated in 1940 from Searcy High School and attended Harding College for two years, afterwards being employed by the U. S. Engineer Office at Little Rock. Entering Navy V-12 at Monticello A. & M. College July 1, 1943, he attended Monticello A. & M., Midshipmen's School, and Northwestern University at Chicago, Illinois. He qualified as Ensign September 14, 1944, at Northwestern University and as Gunnery Officer on the U. S. S. Memphis. Departing December 9, 1944, for the Mediterranean Theater of Operations, Ensign Dobbins served overseas for a year on board the U. S. S. Memphis, flagship of the 4th Fleet, which patrolled the Mediterranean area and was at Malta Island in February, 1945, when President Roosevelt was there. He was transferred to the U. S. S. Leyte December 15, 1945, and is still in the service, expecting to be discharged in June, 1946.

7.—Pfc. Russell Doyne Brazear, son of Sylvester and Bessie Brazear of Conway, Arkansas, was born on August 11, 1924, in Faulkner County. He attended the Daugherty Hill public school and was engaged in farming until he entered the service on June 29, 1943. Assigned to the Tank Destroyers, he was trained at North Camp Hood, Texas and was sent to England in February, 1944. Overseas more than twenty-two months, he has served his country faithfully in the Ardennes, Rhineland and Central Europe campaigns. Holder of the European Theater Ribbon with three Battle Stars, Good Conduct Medal, Marksman Medal for the pistol and sub-machine guns and Marksman Medal for the 30- and 50-caliber machine guns and the 90-millimeter gun, he was honorably discharged on January 13, 1946, at Camp Chaffee, Arkansas.

8.—Pfc. Warren Harding Stobaugh, son of John F. and Mary E. Stobaugh, was born June 9, 1920, at Plumerville, Arkansas. He attended Plumerville High School, after which he was engaged in farming and clerical work. Entering the Air Corps November 7, 1941, and later transferring to the Infantry, he received aviation cadet training at Washington State College and basic training at Camp Wolters, Texas. He qualified as rifleman, automatic rifleman, field lineman, and marksman with the carbine and sub-machine gun. Pfc. Stobaugh departed for the Asiatic-Pacific Theater March 24, 1943, attached to 138th Inf., and for the European Theater December 5, 1944, attached to 276th Inf., where he participated in the Rhineland and Central Europe campaigns. He also served two months with the Army of Occupation. For meritorious services he was awarded the Asiatic-Pacific Theater Ribbon, the European Theater Ribbon with two Battle Stars, Good Conduct Medal, and Commendation from Division Commander. After being honorably discharged October 15, 1945, at Jefferson Barracks, he returned to Plumerville.

9.—2nd Lt. Rex Brundige Shull, son of Mrs. Lois B. Shull of Lonoke, Arkansas, was born January 21, 1923, at Lonoke. He received his education in Lonoke Public Schools and was a graduate of Lonoke High School before entering the University of Arkansas, for two years' study. Lt. Shull entered the Army Air Corps in 1942 and received his basic training at San Antonio, Texas. Lt. Shull was reported missing in action. No further details regarding his service record were furnished.

10.—Pfc. William Myron Thompson, son of Mrs. Maggie E. Thompson, was born September 15, 1926, in Greenbrier, Arkansas. He attended High School and Arkansas State Teachers' College. Entering the Infantry January 4, 1945, he received basic training at Camp Wolters, Texas, and departed August 15, 1945, for Japan. He is still in service with the Army of Occupation in Japan. His home is in Conway, Arkansas.

11.—T/Sgt. Herman W. Baker is the son of Mr. and Mrs. Herman A. Baker of Searcy, Arkansas, where he was born on October 31, 1923. He attended the Searcy High School and completed his education at Arkansas Tech at Russellville prior to entering the military service on October 23, 1942. He was sent to Hondo, Texas, for his basic Air Corps Training and later attended Radio School at Sioux Falls, South Dakota and Gunnery School at Kingman, Arizona and completed his overseas training at Muroc, California. He arrived on Guadalcanal Island in the Pacific Theater in April, 1944, and saw ten months' of overseas service, serving in the Bismarck Archipelago campaign. Holder of the Distinguished Flying Cross, Air Medal with five Oak Leaf Clusters, Philippine Liberation Ribbon with two stars, Good Conduct Medal, American Theater Ribbon and the Victory Medal, he was honorably discharged at Camp Chaffee, Arkansas, on September 14, 1945.

12.—Gunnery Sgt. Aubrey Walker, son of Mr. and Mrs. William Calvin Walker, was born Oct. 9, 1907, at Plumerville, Arkansas. He enlisted in the United States Marine Corps originally on July 27, 1926, to receive basic training at Paris Island, S. C., where he specialized with small arms. He qualified and received medals for Pistol Expert, Carbine Sharpshooter, Garand, Reising Gun and Heavy Machine Gun Markman. Sgt. Walker was sent to the Pacific Area November 28, 1943, and after almost two years' service in the South Pacific Theater, including 18 days spent with the Army of Occupation in Saibo, Japan, he was honorably discharged at Camp Joseph H. Pendleton, Ocean-side, California, November 8, 1945.

13.—Capt. Harold B. Shull, son of Mrs. Lois B. Shull of Lonoke, Arkansas, was born November 24, 1919, at Lonoke, Arkansas. He received his education in the Lonoke Public Schools and was a graduate of high school before entering the University of Arkansas for two years. Capt. Shull entered the U. S. Army Air Corps in 1940, and received his basic training at Phoenix, Arizona. No further details were furnished regarding the service record of Capt. Shull.

14.—Lt. Oswald Lewis Shull, son of Mrs. Lois B. Shull of Lonoke, Ark., was born July 29, 1915 at Des Arc, Arkansas. He was a graduate of the Lonoke High School and received two years' training at the University of Arkansas. Lt. Shull was employed by Southwest Hotels before entering the U. S. Army, 1942. He received his basic training at Camp Robinson, Arkansas, and was placed in the Finance Department. No further details were furnished regarding the service record of Lt. Shull.

15.—Ship's Cook 1/c Dalton Stacks, son of Mr. and Mrs. D. C. Stacks, Morrilton, Arkansas, was born at Guy, Arkansas, on February 3, 1917. He completed his education at Plumerville (Arkansas) High School, after which he engaged in farming until entering the United States Navy on October 26, 1942. He received his basic training at Norfolk, Virginia, specializing in cooking. His military qualifications consisted of Sharpshooter with .03 rifle and Marksman with the carbine. He was sent with his unit to the Pacific Area on January 13, 1944, and participated in action off the Marshall and Marianas Islands, for which he was awarded the Presidential Unit Citation with Star, Asiatic-Pacific Theater Ribbon with two Battle Stars, American Defense Service Ribbon, and the Victory Ribbon with Star. He was honorably discharged at Memphis on December 2, 1945.

16.—Pvt. Arlie Walker, son of Mr. and Mrs. William Calvin Walker, was born June 14, 1915, at Plumerville, Arkansas. He received his education by attending Morris High School, England, Arkansas, after which he was engaged in farming. Entering the Army (Armored Division) January 16, 1945,

he attended Army Radio Training Center at Ft. Knox, Kentucky, qualifying in Radio and Communication. After serving over seven months in United States attached to Field Artillery, he was sent to the Philippines September 4, 1945, where he served for over four months. Pvt. Walker qualified for Rifle Sharpshooter March 8, 1945, and received World War II Victory Medal, Good Conduct Medal, and Asiatic-Pacific Theater Ribbon. Returning to the United States January 11, 1946, he was honorably discharged at Camp Chaffee, January 18, 1946.

17.—Machinist's Mate 2/c James L. Smith, son of Mr. and Mrs. Odus H. Smith, was born August 13, 1925, in Searcy, Arkansas. He attended Searcy School, afterward being employed as grocery clerk and farmer. Entering the Navy Seabees September 10, 1943, he received basic training at Camp Perry, Virginia; Camp Endicott, R. I.; Camp Parks, California, and Port Hueneme, California. He served in the United States for a year and a half and departed March 9, 1945, for the Asiatic-Pacific Theater of Operations. Overseas more than a year, he participated in the invasions of Iwo Shima and Okinawa and was awarded Asiatic-Pacific Theater Ribbon with one Battle Star. After being honorably discharged April 25, 1946, at Memphis, Tennessee, he returned to his home in Searcy.

18.—Seaman Case Weigart, son of George Weigart and Myrtle Case Weigart, was born Jan. 17, 1926, at Bethesda, Arkansas. He received his education by attending Batesville, Mountain View, and Kensett High Schools. He entered the Merchant Marines in March, 1944, as ordinary seaman and received boot training at Sheepshead Bay, New York. He had voyages to Nova Scotia, the British Isles, France, and Russia where he spent forty-nine days. His final voyage was from Norfolk, Virginia, to Bari, Italy. He and his brother, George, had served on separate ships until their last voyage. They were members of the crew of the steamship Charles Henderson of New Orleans, which was loaded with explosives and blew up in the Italian port, April 9, 1945, with only one survivor.

19.—Seaman George Perry Weigart, son of George Weigart and Myrtle Case Weigart, was born Jan. 22, 1924, at Ruddells, Arkansas. He received his education by attending Batesville, Mountain View, and Kensett, Arkansas, High Schools, and East Texas Agricultural College, Arlington, Texas. Entering the Merchant Marines in October, 1942, he received boot training at St. Petersburg, Florida, and made voyages to Brazil, the Azores Islands, and North Africa. His final voyage was from Norfolk, Virginia, to Bari, Italy. Seaman Weigart and his brother, Donald, were members of the crew of the steamship Charles Henderson of New Orleans, which was loaded with explosives and blew up in the Italian port, April 9, 1945, with only one survivor of the ship.

20.—Pfc. William O. Walker, son of Mr. and Mrs. William Calvin Walker, was born July 11, 1911, at Plumerville, Arkansas. After graduating from England (Arkansas) High School, he was engaged in farming until he entered the Army on October 13, 1939. Private Walker received his basic training at Fort Winfield Scott, California, and later attended Heighth Finder Service School, after which he was sent with his unit to the European Theater, taking part in the Northern France and Southern Germany campaigns, and serving with the Army of Occupation for four months after the close of the war. For his valiant services in these theaters, Private Walker received the European Theater Ribbon with two Battle Stars, the Victory Medal, American Defense Service award, Army of Occupation Ribbon, and awards denoting outstanding proficiency in the use of the bayonet and machine gun. He was honorably discharged on November 6, 1945, at Jefferson Barracks, Missouri.



ONAI S. A. SELLERS

S/Sgt. Onais A. Sellers, son of Mrs. J. E. Jones, was born at Hot Springs, October 23, 1911, and received his education in the Hot Springs Public Schools, after which he was employed as salesman. A member of the National Guard since 1931, he entered the Infantry August 4, 1942, receiving his basic training at Camp Forrest, Tennessee, and received Sharpshooter Medals for his proficiency in the use of rifle and machine gun. Attached to the 80th and 106th Divisions for three years, he left the United States in July, 1944, for the European Theater of Operations. In action at St. Lo and Aachen as replacement to 30th Division, First Army, as Mortar Squad Leader with the Fourth Platoon, Company F, Second Battalion, 120th Infantry Regiment, he was killed October 12, 1944. Sgt. Sellers was awarded the Purple Heart, ETO Ribbon with two Bronze Stars, Good Conduct Medal, and Combat Infantryman's Badge. His wife, Helen Benedict, now resides at 123 Morrison Avenue, Hot Springs.

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GEORGE F. ALLMAN

Pfc. George Franklin Allman, son of Mr. and Mrs. J. I. Allman of Prescott, Arkansas, was born on June 12, 1913, at Sheridan, Arkansas. He was educated in the Hot Springs public schools and then became a carpenter and house painter. He remained in this line of work until entering the military service on May 7, 1942, at Camp Robinson, Arkansas. He received his basic training at Jefferson Barracks, Missouri, and Camp Howze, Texas and was then assigned to the Air Corps, where he served in a Glider unit as a general service engineer. After almost three and one-half years in this country he was sent to LeHavre, France, in February, 1945, and saw action in the Rhineland and Central European campaigns during his five months of foreign service. Holder of the European Theater Ribbon with two Battle Stars, the American Theater Ribbon, Good Conduct Medal and the Victory Medal, he was returned to this country in July, 1945, and was honorably discharged on January 19, 1946, at the Separation Center, Fort McPherson, Georgia. His wife is Margaret Louise Allman.

T/Sgt. James S. Allman, son of James I. and Anna H. Allman, was born at Hot Springs, Arkansas, on November 27, 1920. He received his education by attending Hot Springs Grammar and High Schools and Southwestern University at Memphis, Tennessee, after which he was employed by the Arkansas National Bank, Hot Springs, as bookkeeper. He entered the Army Air Corps in July, 1942, receiving basic training at Santa Ana, California. Later by attending Radio School, Scott Field, Illinois, and Gunnery School at Yuma, Arizona, he qualified for Radio Operator. After serving two years in the United States, Sgt. Allman departed for England on September 18, 1944, and participated in the air offensive over Germany. He made 20 missions over Germany and was killed in a plane crash on the return from the twentieth mission, February 6, 1945. He was the holder of Pistol Markmanship Medal and Gunnery Wings and was awarded Good Conduct Medal, Air Medal with two Oak Leaf Clusters, Purple Heart, and Citation for Bravery, posthumously. He is survived by his wife, Mrs. Helena Gronlund Allman, and his parents, who live in Hot Springs.



JAMES S. ALLMAN



JAMES C. LAWSON

S/Sgt. James C. Lawson, son of Mr. and Mrs. Gilbert G. Lawson of Hot Springs, was born at Texarkana, Arkansas on April 27, 1922. He attended the Hot Springs High School and the Hendrix State Teachers College at Conway, receiving his A. B. Degree. He entered the military service on April 13, 1943, and was assigned to the Infantry. Sergeant Lawson served his basic training period at Fort Benning, Georgia, and later attended the Officer's Candidate School at Fort Benning. He holds a certificate of graduation from the School of Weapons and Tactics at Fort Benning. In July, 1944, he was sent with his unit, Co. G, 317th Infantry of the 80th Division, to the European Theater. Overseas a total of eighteen months, he served as a squad leader with this unit through the hard fighting of the Northern France and Rhineland campaigns and saw action at the Battles of St. Lo, the Moselle Valley, Falaise Pocket and Metz. He was awarded the Combat Infantryman's Badge, French Croix De Guerre with Palm and Fourragere, European Theater Ribbon with two Battle Stars, American Theater ribbon and the Victory Ribbon. Sergeant Lawson was honorably discharged at Jefferson Barracks, Missouri on January 4, 1946.

2nd Lt. Gilbert G. Lawson, Jr., son of Mr. and Mrs. Gilbert G. Lawson, Sr., was born September 14, 1918, in Texarkana, Arkansas. He attended Hot Springs Elementary and High Schools and Henderson State Teachers' College (A. B. Degree). Entering the Air Corps December 3, 1941, he received basic training at Maxwell Field, Alabama, and attended Gunnery School at Ft. Myers, Florida, and Navigators' School at Selman Field, Louisiana. He qualified as Expert Gunner and Navigator, receiving Navigator's Wings, Gunner's Wings, and Aerial Observer's Wings. Assigned to a B-17 Bomber with the 15th Air Force, Lt. Lawson departed October 6, 1943, for Africa. He participated in 35 missions during the African and Italian campaigns, including raids on Rumanian oil fields, Austria, Italy, and targets in Germany. He was chosen as navigator for Maj. Jimmie Doolittle on a special flight through Italy and North Africa in December, 1943. Lt. Lawson was killed in action over Reagonsburg, Germany, February 25, 1944. He was awarded American Defense Ribbon, Pre-Pearl Harbor Ribbon, Presidential Unit Citation, Air Medal with Oak Leaf Clusters, two Battle Stars, and the Purple Heart, posthumously.



GILBERT G. LAWSON, JR.



RAYMOND W. LAWSON

S/Sgt. Raymond W. Lawson, son of Mr. and Mrs. Gilbert G. Lawson, was born February 16, 1926, in Hot Springs, Arkansas. He attended Hot Springs Elementary Schools and graduated from Hot Springs High School. Entering the Infantry June 15, 1944, he received basic training at Camp Wheeler, Georgia, and attended Officer and Noncommissioned Officer School, specializing in Cadre Infantry and qualifying as Expert with the M-1 rifle, carbine, and B. A. R. After serving more than a year with the Infantry in the United States, Sgt. Lawson departed November 1, 1945, for Japan. He was awarded the Good Conduct Medal and is still in the service, attached to Military Government Co. with the Army of Occupation in Japan. His home is in Hot Springs.



ROY F. BLACKMON

Lt. Col. Roy F. Blackmon, son of Robert Franklin and Mamie Edna Blackmon, was born October 3, 1909, at Mineola, Texas, moving to Arkansas in 1920. He received his education by attending the Hot Springs High School and afterwards was employed as Wire Chief by the Southern Pacific Company at Dunsmuir, California. He entered the Army Signal Corps April 21, 1941, receiving the rank of 2nd Lt., Signal Corps Reserve, by direct appointment, and for nineteen months was Base Signal Officer, Gowen Field, Boise, Idaho. On October 13, 1943, he received Sharpshooter's Medals for his proficiency in the use of the carbine, caliber 30, sub-machine gun caliber 45, M-1 and .45-caliber pistol. On October 1, 1942, the 449th Signal Heavy Construction Battalion with Col. Blackmon as Commanding Officer was activated at Davis-Monthan Field, Tucson, and departed from the United States on January 12, 1944, for Naples, Italy. He saw service in the Rome-Arno and North Appenines. He also spent five months with the Army of Occupation. For meritorious service he received the European-African-Middle Eastern Ribbon with four Bronze Stars, Bronze Star Medal, American Defense Ribbon, American Theater Ribbon, and Battalion Meritorious Unit Service Plaque. Col. Blackmon received four promotions from 2nd Lt. to Lt. Col. during his course of service and was honorably discharged at Fort Bliss, Texas, on October 23, 1945, as Lt. Col., Signal Corps-Reserve. He now resides at Dunsmuir, California, with his wife, Marion Elizabeth, and their children.

1st Lt. Robert Evan Shaw, son of Joseph V. and Helen Alice Shaw of 105 Alcorn Avenue, Hot Springs, Arkansas, was born at Buckville, Arkansas, on January 25, 1920, graduated from Hot Springs High School and was employed for five years by the J. C. Penney Company, Hot Springs, prior to enlisting in the United States Army Air Corps on June 9, 1942. Following basic training at the Santa Ana (California) Army Air Base, he later attended specialized service schools at Tucson and Marana, Arizona, and Marfa, Texas, qualifying as a First Pilot of B-24s and B-17s and Instructor for two-engine planes. On May 10, 1944, he sailed for the European Theater via South America and Africa, and participated in the Normandy, Northern and Southern France and German campaigns, flying thirty-five missions through heavy enemy fire while attached to the 3rd Bomber Division, 8th Air Force. Lt. Shaw was awarded the Distinguished Flying Cross, Air Medal with three Oak Leaf Clusters, Presidential Citation with Oak Leaf Clusters, European Theater Ribbon with four Battle Stars, American Theater Ribbon, Sharpshooter's Medal (.45-caliber pistol), and Markmanship medals for sub-machine gun and carbine. He was placed on inactive status as a first lieutenant, Army Reserve, at Camp Chaffee, Arkansas, on May 22, 1945. Lieutenant Shaw and his wife, Vivian, have one son.



ROBERT EVAN SHAW



SAMSON WILLIAMSON, JR.

Maj. Sasuel Samson Williamson Jr., son of Samuel Samson and Mollie L. Williamson of 148 Murray St., Hot Springs, Arkansas, was born in that city on October 23, 1920. Following completion of his education at Hot Springs High School he worked as a printer prior to entering the United States Army Air Corps in December, 1940. After receiving flight training at Thunderbird Field, Arizona, and airfields located at Bakersville, California, and Roswell, New Mexico, he qualified as a Pilot and Operations Officer and, after two and one-half years' service in the United States was sent to the European Theater in June, 1943. He flew sixty-four missions over enemy-occupied territory in France and Germany during the sixteen months he served overseas. Major Williamson received the Distinguished Flying Cross and the Air Medal with eight Oak Leaf Clusters in recognition for his valliant service. He has chosen to remain in service and is currently stationed at Westover Field, Massachusetts.

Capt. Benjamin Lehman Rorie, son of Rev. Thomas Oliver and Sarah Helen Rorie, was born at Dalark, Arkansas, on January 13, 1917. Following his graduating from Hot Springs High School and Henderson State Teachers' College at Arkadelphia, where he received a commission as 2nd Lt. from the R. O. T. C. Unit, he was employed in a clerical capacity. He enlisted in the Army December 14, 1940, at Ft. Huachuca, Arizona, and received basic Infantry training at Ft. Leavenworth, Kansas; Camp Bowie, Texas; Camp Beauregard, Louisiana, and Camp Polk, Louisiana, and attended Officer Candidate School at Ft. Benning, Georgia. After one year's service in the Infantry, Lt. Rorie transferred to the Air Corps, receiving basic flying training at Kelly and Randolph Fields, Texas, and Grider Field, Pine Bluff, Arkansas. He received his Pilot's Wings at Kelly Field on August 5, 1942, and after service at flying fields in Georgia, Florida, and Louisiana, was sent to the Aleutian Islands in mid-summer of 1943. Returning to the United States, he sailed on January 30, 1944, for Italy and flew sixty-five missions over Italy as a member of the 27th Fighter Squadron, 12th Army Air Corps. On May 27, 1944, on the sixty-fifth mission, while piloting a P-47 (Thunderbolt) near Rome and engaging in bombing and strafing, Capt. Rorie was killed by enemy gunfire. A lifelong member of the Methodist Church, he was awarded a Presidential Citation, Distinguished Flying Cross, Air Medal with three Oak Leaf Clusters, and the Purple Heart, posthumously. He is buried in the American Military Cemetery at Nettuno, Italy, and is survived by his parents, who live in Hot Springs.



BENJAMIN LEHMAN RORIE



EDWIN BROWN LEMON

Ens. Edwin Brown Lemon, son of Mr. and Mrs. Loyd L. Lemon of Hot Springs, Arkansas, was born at Bowling Green, Missouri, on April 24, 1920, and moved with his parents to Arkansas in 1931. He attended the Hot Springs schools and the University of Arkansas as well as the University of Colorado. Entering the U. S. Coast Guard on September 7, 1942, he completed his basic training at Alameda, California, and then attended Navigation School at New York City. He became a Coast Guard aviator and served three years and eight months on duty with the Coast Guard. Ensign Lemon was released from active duty at New Orleans, Louisiana, on March 7, 1946. His wife is Mary Esther Lemon.

Ship's Cook 2/c Paul A. Ratliff, son of Mr. and Mrs. Henry M. Ratliff, was born May 29, 1911, at Cedar Glades, Arkansas. He received his education by attending Jones Elementary School at Hot Springs and Cutter Morning Star High School, after which he was employed as meatcutter. Entering the Navy on January 16, 1944, he received boot training at U. S. Naval Training Center, San Diego, qualifying as meatcutter. After two years' service, he received World War II Victory Medal and American Defense Ribbon and was honorably discharged at San Diego, December 19, 1945. He and his wife, Zelda Sain, live in Hot Springs with their child.



PAUL A. RATLIFF



HERSEL V. LANKFORD

T/5 Hersel V. Lankford, son of C. H. and Lottie Lankford, of Hot Springs, Arkansas, where he was born August 26, 1910, received his Public School education at Sulphur Springs and Lake Side Schools, after which he was engaged in the retail dairy business until entering the Engineer Corps, U. S. Army, on April 25, 1944. After receiving basic training at Camp Chaffee, Arkansas, he specialized as Water Technician and was assigned to the 1270th Combat Eng. Bn. He was sent to the European Theater of Operations on October 21, 1944, and participated in the Rhine Crossing and Campaign of Central Germany, then serving two months in the Army of Occupation at Frankfurt, Germany. He was honored with the ETO Ribbon, two battle stars and the Good Conduct Medal and was honorably discharged at Ft. Benning, Georgia, November 19, 1945.



Chief Electrician Mate Jack Clark Long, son of Effie Mary and Jesse Clark Long, was born at Gurdon, Arkansas, May 13, 1916. He received his education by attending the Lakeside High School. He entered the Navy June 12, 1936, receiving boot training at San Diego, California, and attended Motion Picture School-Electrical Interior Communications, where he qualified for Electrician. Serving six years on board the USS Enterprise (Aircraft Carrier), he participated in the campaigns at Pearl Harbor, Marshall Islands, Wake, Marcus, Midway Island, Guadalcanal (occupation and protection), Santa Cruz, Salvo, Makin, Saipan, and Guam (raids and occupation). For meritorious service, he was awarded the Presidential Unit Citation, Pacific Theater Ribbon with thirteen battle stars, American Theater Ribbon, American Defense Bar with one star, and Good Conduct Medal with one wreath. Mate Long was honorably discharged at Bainbridge, Maryland, on September 17, 1945, and now resides at Gurdon, with his wife, Helen.



JACK CLARK LONG



ROBERT L. LONG

T/Sgt. Robert L. Long, son of Mr. and Mrs. J. C. Long, was born December 23, 1919, in Bryant, Arkansas. He attended Lakeside High School. Entering the Army Air Force September 23, 1939, he received basic training at Barksdale Field, Louisiana, and attended Service Schools at Scott Field and Chanute Field, qualifying as Aircraft Welder. After serving in the United States for two years with the 48th Materiel Squadron, Sgt. Long departed November 1, 1941, for the Philippines and Japan. Overseas nearly four years, he participated in the Battle of Bataan and was captured by the Japanese at the fall of Bataan April 9, 1942. He was in the Bataan Death March and was held at Camp O'Donnell, Prisoner of War Camp No. 1, Cabanatuan, and Camp No. 4 near Nichols Field, Manila. He was on a Japanese ship that was bombed in Manila Bay by American planes in December, 1944, when 800 escaped the ship. Retaken, he was sent to Kyushu Island and was at Fukuoka Camp No. 17 in Japan when liberated September 15, 1945. Sgt. Long was awarded Presidential Unit Citation with two Oak Leaf Clusters, Asiatic-Pacific Ribbon with two Bronze Stars, Philippine Defense Ribbon with one Bronze Star, American Defense with one Bronze Star, Victory Medal, and Good Conduct Medal. After being honorably discharged June 13, 1946, at Camp Chaffee, he returned to Hot Springs, where he lives with his wife, Josephine Idelle.



MARVIN E. KEITH

Seaman 2/c Marvin E. Keith, son of Mr. and Mrs. Virgil B. Keith of Hot Springs, Arkansas, was born at Amity, Arkansas, on January 24, 1912. He completed his education in the DeRoche, Arkansas schools and then was a retail grocer until entering the Navy on April 21, 1944. Seaman Keith received his basic training at San Diego, California, and after five months in this country, he was sent to Hawaii in September, 1944. Overseas fourteen months, he saw action in the Caroline Islands and on Iwo Jima. Holder of the Asiatic-Pacific Theater Ribbon with two Battle Stars, he was returned to this country and was honorably discharged at Memphis, Tennessee, on November 15, 1945. He and his wife, the former Ruby Thomason, are the parents of three children.



S/Sgt. Graham Randolph Keith, son of Mr. and Mrs. V. B. Keith of Hot Springs, Arkansas, was born at De Roche, Arkansas, on August 19, 1922. Educated at Hot Springs High School and Ouachita College, he enlisted in the Army Reserve in September, 1942, and was called to active service on May 10, 1943. After receiving his basic training at Camp Maxey, Texas, he was sent to attend the Army Specialized Training Program at East Texas State Teachers' College and was later transferred to Co. C, 393rd Infantry, 99th Infantry Division. Arriving with his unit in the European theater in September, 1944, he took part in the Ardennes, Rhineland and Central Europe campaigns during his more than fifteen months overseas. Wounded in Belgium in November, 1944, he holds the Purple Heart, Good Conduct Medal, European Theater Ribbon with three Battle Stars, American Theater Ribbon, Combat Infantryman Badge, Victory Medal and the Marksmanship Medal for the rifle and automatic rifle. He was honorably discharged at Jefferson Barracks, Missouri, on January 13, 1946. His wife is June Elizabeth Keith.



GRAHAM R. KEITH



HENRY F. KEITH

2nd Lt. Henry F. Keith, son of Mr. and Mrs. Virgil B. Keith of Hot Springs, Arkansas, was born at DeRoche, Arkansas, on November 26, 1923. He attended Hot Springs High School and was a musician until entering the Army Air Corps on May 29, 1943. He served his basic training at Shepard Field, Texas, and then attended flight schools at the College Training Detachment, San Marcos, Texas, San Antonio, Texas, Ballinger, Texas, San Angelo, Texas, and Lubbock, Texas. He was commissioned as a pilot on September 8, 1944, and was sent to India in December, 1944. Overseas five months, he served in India and China and was awarded the Asiatic-Pacific Theater Ribbon, European Theater Ribbon and the Presidential Unit Citation. He was released from active service on August 7, 1945, at Foster General Hospital, Jackson, Mississippi. His wife is Billie Marie Keith.

Flight Officer Richard Hartley Wootton, son of Mr. and Mrs. E. Hartley Wootton of Hot Springs, Arkansas, was born in that city on August 28, 1925. He attended Hot Springs High School and completed his education at the Western Military Academy at Alton, Illinois. Entering the Army Air Forces as a flying cadet on February 20, 1943, he received his flight training at Tulare, California; Merced, California and Marfa, Texas, and was commissioned as a pilot. He was qualified to fly twin engine planes and also commercial planes and served more than three years with the Army Air Force. He was placed on inactive duty at San Antonio, Texas, on February 29, 1946.



RICHARD H. WOOTTON



CLAUDE RAY BASSHAM

Lt. (j.g.) Claude Ray Bassham, son of Hazel Bassham Roderick and Claude R. Bassham, was born October 2, 1920, in Fort Smith, Arkansas. He attended public schools in Fort Smith, Van Buren, Little Rock, Tulsa, Oklahoma, and New Orleans, Louisiana, graduating from Hot Springs, Arkansas, High School in 1938. He was a member of the high school track team, winning two events and placing in a number of others. He attended Santa Ana, California, Junior College. Entering the U. S. Navy Ferry Command May 25, 1942, as Ensign, U. S. Naval Reserve, he received boot training at Corpus Christi, Texas, qualifying as Ground Flight Instructor and Transport Pilot. Lt. Bassham served for a year in the United States and was killed in a plane crash May 4, 1943, near Columbus, Ohio. He is survived by his parents, who live in Hot Springs, Arkansas.



WILLIAM H. ATWOOD

Pvt. William Harrison Atwood, son of Steward M. and Almer C. Atwood, was born June 24, 1919, at Grapevine, Arkansas. He attended Grapevine and Sheridan High Schools, afterwards being employed by the J. L. Williams and Sons Lumber Co. Entering the U. S. Cavalry April 9, 1944, he received basic training at Ft. Riley, Kansas. After training seven months attached to Troop N, 1st Cavalry, he departed November 9, 1944, for Burma where he participated in the Ledo-Burma Road battles and in the jungles of Burma. Pvt. Atwood was transferred to the Field Artillery after going overseas and was killed in action January 26, 1945. He was twice wounded in action and was posthumously awarded the Purple Heart. In addition to his parents, he is survived by his wife, Gladys Cinthia, and one child, who live in Sheridan.



HOUSTON F. CROWDER

Cpl. Houston Floyd Crowder, son of Mr. and Mrs. John Floyd Crowder, was born November 11, 1919, at Grapevine, Arkansas. He attended Grapevine and New Edinburg Public Schools, after which he was employed by the Pine Bluff Arsenal and the J. L. Williams and Sons Lumber Co. Entering the Army Air Corps July 23, 1942, he received basic training at St. Petersburg, Florida, specializing as carpenter. After completing his training in the United States attached to 875th Guard Squadron, he departed April 26, 1944, for New Guinea where he served for 20 months. He received World War II Victory Ribbon, Good Conduct Medal, American Theater Ribbon, Asiatic-Pacific Theater Ribbon with one Bronze Star, and Philippine Liberation Ribbon. He was honorably discharged at Camp Chaffee, January 24, 1946.



JOHN SPENCER CRAIG

Sgt. John Spencer Craig, son of Mrs. Lodelia Craig of Hot Springs, was born at Tinsman, Arkansas, on July 7, 1922. He attended Hot Springs High School and was a clerk for the Jackson News Agency until entering the Air Force on October 14, 1942. He attended special schools at Chicago, Illinois, and Kansas City, Kansas, after serving his basic training period at Keesler Field, Mississippi, and became a flight radio operator for the Air Transport Command. Sergeant Craig served with the 4th Ferrying Group whose home base was at Memphis, Tennessee. He served there, making regular trips to the European theater until he was sent to Hamilton Field, California, from where his unit flew trips to the Pacific theater carrying emergency supplies and returning with wounded troops. In this work they used the famous C-54 aircraft, and Sergeant Craig made trips to most of the islands in the Pacific theater on which American troops were stationed or in action. He served two and one-half years with the Air Corps and was honorably discharged at Hamilton Field, California, on April 16, 1945. He and his wife, Barbara Jean, are the parents of one child.



WYNDALL F. LOYD

T/Sgt. Wyndall F. Loyd, son of Mr. and Mrs. Kenney Loyd, was born December 14, 1921, in Dierks, Arkansas. He attended Hot Springs High School. Entering the Air Force July 8, 1940, he received basic training at Randolph Field, Texas, and attended A. M. School at Chanute Field, Illinois; Power Turret School, Lowry Field, Colorado; R. A. F. School (American Electrics), Burtonwood, England; and Galveston, Texas, Air Base School for Instructors. Sgt. Loyd specialized in Electrical Systems and qualified as Airplane Mechanic and Gunner. He departed September 6, 1942, for Kettering, England, and remained overseas for a year and eight months, participating in the pre-invasion bombing of fortress Europe. He was awarded the Air Medal with two Clusters, Unit Citation Medal, Distinguished Flying Cross, and Presidential Unit Citation. After being honorably discharged September 19, 1945, at Lockbourne Army Air Base, Columbus, Ohio, he reenlisted and is still in the service. He is married to the former Miss Katherine G. Briscoe and has two children.

Boatswain's Mate 1/c Guy Lawrence Nichols, son of Mrs. Effie Florence McClard Nichols, was born July 14, 1919, in Hot Springs, Arkansas. He attended Hot Springs Schools, afterwards being engaged as electrician. A member of the National Guard since 1939, he entered the Navy January 6, 1942, and received boot training at San Diego, California. Attending Electrician's School, Class A, he qualified as Boatswain's Mate and departed March 15, 1942, for the South Pacific Theater of Operations. Overseas for a year and eight months, Mate Nichols served on the U. S. S. Seminole, which was sunk at Guadalcanal October 25, 1942, and PT Boats Ron. Nos. 3 and 11. He participated in campaigns of Suva, Guadalcanal, Greens Islands, New Georgia, Talugi, Guvutu, Midway, Tananbogo Florida, and British Solomon Islands and was awarded two Presidential Citations, one Commendation, and campaign bars. He contracted an illness in the course of duty and was honorably discharged August 21, 1945, at U. S. Naval Hospital, New Orleans, Louisiana.



GUY L. NICHOLS



EARL STOUT, JR.

T/4 Earl Stout, Jr., son of Mr. and Mrs. Earl Stout, was born at Hot Springs, March 18, 1923. He received his education by attending Hot Springs High School. Entering the Medical Corps on February 18, 1943, he received basic training at Camp Barkley, Texas, qualifying as Cook. Attached to 3rd Conv. Hospital, he departed from the United States on August 20, 1943, for North Africa. He was overseas more than two years and participated in Naples-Foggia, Rome-Arno, Apennines, and Po Valley campaigns. He received the European-African-Middle Eastern Ribbon, Asiatic-Pacific Theater Ribbon, and Good Conduct Medal, and was honorably discharged at Ft. Bliss, December 25, 1945, returning to Hot Springs where he lives with his wife, Bonnie Jean.

T/Sgt. Bert Gene McClard, whose parents, Cecil V. and Mary Oma McClard, live at Hot Springs, was born in that city on March 18, 1922, and graduated from high school there. He entered the United States Army Air Corps on August 11, 1941, and was sent to Jefferson Barracks, Missouri, for basic training, and subsequently attended Airplane and Engine Mechanic School at Chanute Field, Illinois, for twenty weeks. Arriving in the South Pacific in the spring of 1942, Sergeant McClard continued his technical study at the Australian National Instrument Shop in Melbourne, specializing in airplane instrument technique. Serving with the Air Corps "down under" for almost three years, he participated in the New Guinea and Papuan campaigns and holds the Airplane and Engine Mechanic Badge, the Instrument Mechanic Badge, the American Defense Service Ribbon, the Asiatic-Pacific Theater Ribbon with two Battle Stars, the Good Conduct Medal and the Distinguished Unit Badge with one Oak Leaf Cluster. Sergeant McClard was honorably discharged from the service on September 11, 1945, at Camp Chaffee, Arkansas.



BERT GENE McCLARD

Sgt. Elwood Smith, son of Nathan A. and Zelda Blanche Smith, was born at Hot Springs, May 5, 1911. He received his education by attending Hot Springs Public Schools, after which he was employed as meat inspector and butcher by Tovera Packing Company of Phoenix, Arizona, and as head butcher by Safeway Company. A member of the National Guard since 1942, he entered the Infantry on March 27, 1944, receiving basic training at Camp Robinson and later attending Cooking School, where he qualified for 1st Cook. Sgt. Smith received Expert Medal for use of the M-1 rifle and carbine. He was attached to Combat Engineers Battalion, Co. B, at Ft. Riley, Kansas. After being honorably discharged at Ft. Sam Houston, November 11, 1944, he returned to Hot Springs where he lives with his wife, Billie, and their one child.



ELWOOD SMITH



JOHN F. WETZLER, JR.

S/Sgt. John F. Wetzler, Jr., son of Mr. and Mrs. John Francis Wetzler, Sr., was born May 18, 1916, in Hot Springs, Arkansas. He attended Hot Springs High School, afterwards being engaged as an electrician. Entering the Army Air Force October 25, 1942, he received basic training at Keesler Field, Mississippi, and attended Airplane Mechanics' School, qualifying as Flight Engineer and Aircraft and Engine Technician. After serving in the United States for nearly two years, Sgt. Wetzler departed July 21, 1944, for Alaska, attached to the Air Transport Command. Overseas for more than five months, he was awarded American Theater Ribbon, Asiatic-Pacific Theater Ribbon, Victory Medal, and Good Conduct Medal. He was honorably discharged November 29, 1945, at Barksdale Field, Louisiana, and returned to Hot Springs, where he lives with his wife, Alma Louise, and their child.

S/Sgt. James Barry Gillenwater is the son of James LeRoy and Louise Mallory Gillenwater of Hot Springs, Arkansas, where he was born on October 2, 1920. He was educated at Hot Springs High School and the University of Arkansas before entering the military service on September 16, 1942. Sergeant Gillenwater was assigned to the Air Corps and sent to Keesler Field, Mississippi, for his basic training. He then attended the Clerical School at Fort Logan, Colorado and became an operations specialist. After sixteen months in this country with the Fourth Fighter Command, he was sent to the Aleutian Islands in December, 1943. Overseas a total of twenty-five months, he was returned to this country and was honorably discharged at Camp Chaffee, Arkansas, on January 18, 1946.



JAMES B. GILLENWATER



WALTER L. STEUART

1st Sgt. Walter Luther Steuart, son of Mr. and Mrs. Tom W. Steuart of Murfreesboro, Arkansas, was born at Highland, Arkansas, on May 6, 1914. He was graduated from Murfreesboro High School, attended Ouachita College, Arkadelphia, and had been employed by Southwestern Transportation Company of Texarkana for five years when he entered military service on April 2, 1941. Following basic training at Camp Grant, Illinois, he was attached to the Medical Replacement Training Center, 53rd General Hospital. Sgt. Steuart spent three years in continental United States before being sent overseas, where he was stationed for more than fifteen months. He holds the American Defense Service Ribbon, the European-African-Middle Eastern Theater Ribbon and the Good Conduct Medal. He was honorably discharged in June, 1945, at La Garde General Hospital, New Orleans. He and his wife, Christine, are the parents of a daughter.

PhM 2/c Gerald Lee Vanderslice is the son of Ben and Thelma Vanderslice of Hot Springs, Arkansas, where he was born on March 14, 1925. He was educated at Hot Springs High School and Subiaco Academy and entered the Navy on July 9, 1943. He completed his basic training at San Diego, California, and then attended the Dental School, Field Medical School, Nursing School and the Hospital Corps School. He was sent to the South Pacific theater in May, 1944, as a dental technician and saw service in Pearl Harbor and Guam during his seventeen months of foreign service. Holder of the Asiatic-Pacific Theater Ribbon, the American Theater Ribbon and the Victory Ribbon, he was honorably discharged at Memphis, Tennessee, on April 6, 1946.



GERALD L. VANDERSLICE



RAS MEREDITH

T/5 Ras Meredith, son of Mr. and Mrs. Frank Meredith of Hot Springs, was born at Buckville, Arkansas, on June 6, 1923. He attended Hot Springs High School, and was employed by the Jones Mill Works until entering the Army on September 13, 1943. Cpl. Meredith received his basic training at Camp Barkeley, Texas, and later completed courses at the Cook's and Baker's School. Assigned to the Medical Corps as a cook, he was sent to New Caledonia in June, 1944, and remained in the Pacific area for a total of nineteen months. He saw action in the Luzon campaign in the Philippines and served one month with the Army of Occupation of Japan. He returned to this country in March, 1946, and has re-enlisted in the Army for three years.

Pfc. Roy L. Ford, son of Mr. and Mrs. Mance Ford, was born December 31, 1919, at Hot Springs, Arkansas. He received his education by attending Fountain Lake High School, after which he was employed as truck-driver. Entering the Infantry February 6, 1942, he received basic training at Camp Robinson and later attended Truckdrivers School. After serving in the United States over three years, he was sent to Europe in March, 1945, and participated in the campaigns of Northern France and Central Germany. Pfc. Ford was awarded the Good Conduct Medal; European Theater of Operations, American Defense, and Victory Ribbons; Unit Citation; Good Drivers' Medal, and Combat Infantryman's Badge. He received an honorable discharge at Camp Fannin, Texas, January 20, 1946, returning to Hot Springs.



ROY L. FORD



JAMES PAUL SCULLY

Cpl. James Paul Scully, son of Mr. and Mrs. James P. Scully, was born at Hot Springs, Arkansas, on July 16, 1917, and after graduating from high school there worked as a truck gardener. He entered the United States Army on June 14, 1941. With the exception of the last two months (when he was attached to the Medical Corps) his entire period of service, extending almost four and one-half years, was with the Infantry. He received his basic training at Fort Leonard Wood, Missouri, and Camp Campbell, Kentucky, and after spending more than twenty-seven months in the United States, he was sent with his unit to the European Theater in the fall of 1944, and participated in the Rhineland and Central European campaigns, being captured by the Germans on January 17, 1945, and remaining in a prison camp until he was released on April 14, 1945. Cpl. Scully served with Co. C, 63rd Infantry, 6th Division, and Co. B, 17th Armored Battalion, 12th Armored Division and was awarded the Good Conduct Medal, American Defense Ribbon, European-African-Middle Eastern Theater Ribbon, American Theater Ribbon, Victory Medal, Expert Infantryman's Medal, Sharpshooter's Medal for rifle, carbine and sub-machine gun and Expert's award for water-cooled machine gun. He was honorably discharged on November 7, 1945, at Camp Chaffee, Arkansas.



J. D. ELWOOD CHAMBERS

Pfc. J. D. Elwood Chambers, son of Jesse William Chambers and Mrs. Gracie Bell Guest, was born on April 20, 1920, at Donaldson, Arkansas, moving with his parents to Hot Springs at a very early age. Reared on a farm near that city, he attended Fountain Lake School and was engaged in farming when called to military service on March 23, 1943. Trained at Camp Bowie, Texas, and Camp Barkeley, Texas, he was assigned to the Engineers Corps and spent ten months in continental United States before landing with his unit overseas in January, 1943. Private Chambers took part in the struggle for North Africa and served subsequently in the bitter fighting in Sicily and in Italy, where he made the supreme sacrifice on February 18, 1944. For his heroic service to his country, this gallant American won the European-African-Middle Eastern Theater Ribbon with Bronze Battle Stars representing each engagement and the Order of the Purple Heart, awarded posthumously.

T/4 Lewis A. May, son of Mr. and Mrs. J. L. May, was born in Garland County, Arkansas. He attended Cutter Morning Star High School, afterwards being employed as shovel and crane operator at an aluminum plant. Entering the Army Engineers June 29, 1943, he received basic training at Camp Claiborne, Louisiana, and attended Shovel and Demolition Schools, qualifying as Heavy Equipment Operator. Attached to the 373rd Engineer G. S. Regiment, he departed October 31, 1943, for Canada and the European Theater of Operations. Overseas for a year and nine months, he participated in the campaigns of Northern France, Central Europe, and Rhineland and was awarded one Citation Wreath. After being honorably discharged November 19, 1945, at Ft. Belvoir, Virginia, he returned to Hot Springs, Arkansas, where he lives with his wife, Iva Leora.



LEWIS A. MAY



RAY OWEN

Capt. Ray Owen, son of Gertrude and Albert A. Owen, was born January 28, 1913, in Hot Springs, Arkansas. He attended Ouachita College, afterwards being engaged as owner of a credit bureau in Hot Springs. Entering the C. A. C. and Information-Education Division June 3, 1942, he received basic training at Camp Robinson, Arkansas, and attended training school at Orlando, Florida; Orientation School at Lexington, Virginia; and Motor Officers' School at Camp Davis, N. C., specializing in Information-Education and qualifying as Marksman with M-1 rifle and carbine. Capt. Owen served for nearly three years in the United States as Public Relations Officer on staff of Brig. Gen. H. C. Allen, Camp Hulen, Texas, and departed March 26, 1945, for Newfoundland Base Command, where he served as Public Relations and Information-Education Officer under Brig. Gen. Samuel Connell and Brig. Gen. C. V. Haynes. He remained overseas for a year and was awarded American Theater Ribbon. Released to inactive duty May 23, 1946, at Hot Springs, he returned to his home in Hot Springs, where he lives with his wife and one child.

MM 2/c Robert Max Cox, son of Moffett and Effie Cox of Hot Springs, Arkansas, was born at Bradford, Arkansas, on August 21, 1925, and attended the Hot Springs public schools before entering the U. S. Navy on September 30, 1942. Sent to San Diego, California, for his basic training he later completed work at the Machinist's School at San Diego and was sent to New Caledonia in the Pacific in May, 1943. Machinist Cox has seen more than thirty months of overseas service in the Pacific theater and is the holder of the Asiatic-Pacific Theater Ribbon with eight battle stars, Philippine Liberation Ribbon with one star, American Theater Ribbon, Good Conduct Medal and the Victory Medal. He was honorably discharged at Memphis, Tennessee, on February 8, 1946. A veteran of more than three years of naval service, he served all his overseas service as a member of the crew of the U. S. S. Montpelier.



ROBERT MAX COX



JESSE D. ROBBINS

Sgt. Jesse Dawling Robbins is the son of Jesse Arthur and Ella Robbins of Hot Springs, where he was born on June 12, 1921. He attended Hot Springs High School and Hot Springs Business College and was employed as a bookkeeper for the Belvedere Dairy until entering the military service on September 16, 1942. He completed his basic training at the Anti-Aircraft Training Center at Camp Hulen, Texas, and later attended the Radar School, becoming a chief radar operator. In December, 1943, he was sent to the Southwest Pacific theater with his unit, the 229th Anti-Aircraft Artillery Searchlight Battalion and remained in the Pacific theater for more than twenty-five months. Sergeant Robbins took part in the New Guinea campaign where he supervised men in the operations of ground radar equipment and underwent more than eighty Japanese raids against American positions. He was awarded the Asiatic-Pacific Theater Ribbon with one Battle Star, American Theater Ribbon, Good Conduct Medal and the Victory Ribbon and was honorably discharged at Camp Chaffee, Arkansas, on January 25, 1946.

Pfc. Jack Howard Sheffield, son of Cora and W. D. Sheffield, was born at Hot Springs and received his education by attending Central School and Hot Springs High School. He was proprietor of a grocery store until entering the Infantry on May 16, 1944. Receiving basic training at Camp Fannin, Texas, he qualified for expert use of the M-1 machine gun, B. A. R., Bazooka, carbine 30-caliber, and 60MM mortar. After training in the United States, he landed in the European Theater of Operations on November 7, 1944, and participated in the Rhineland and Central Germany campaigns. For meritorious service he received the Combat Infantryman's Badge, Good Conduct Medal, and European Theater of Operations Ribbon. Pfc. Sheffield received an honorable discharge on July 25, 1945, at Hot Springs, where he resides with his wife, Frieda, and their child.



JACK H. SHEFFIELD



ALTON DALE COOLEY

Radarman 2/c Alton Dale Cooley, son of Howard Cooley of Route 3, Nashville, Arkansas, was born at Tokio, Arkansas, on December 17, 1918. He completed his education at Murfreesboro High School and was a grocer until entering the Navy on May 16, 1944. Sent to Camp Wallace, Texas, to serve his basic training period, he then attended the Radar School at Point Loma, California, and became a radar operator. In February, 1945, he was sent to the South Pacific theater and saw ten months of overseas service, taking part in the campaign for Okinawa and the sweeps over the Navy made in the China Sea. After three months with the Army of Occupation of Japan, he was returned to this country and was honorably discharged at Memphis, Tennessee, on January 3, 1946. He and his wife, Louise, have one child.

Sgt. Clarence E. Wilson, son of Mr. and Mrs. J. A. Wilson of Hot Springs, was born at Murfreesboro, Arkansas on October 2, 1911. After completing his education he became a furniture dealer and followed this business until entering the Army on November 21, 1942. Sergeant Wilson served his basic training at Camp Young, Indio, California, and became a mechanic. In November, 1943, he was sent to England with his unit, the 487th Engineer Water Supply Battalion, and saw more than two years of overseas service. He took part in the Normandy, Northern France, Ardennes, Rhineland and Central Europe campaigns and earned the European Theater Ribbon with five Battle Stars and the American Theater Ribbon. He was honorably discharged on November 25, 1945, at Jefferson Barracks, Missouri. He and his wife, Alma, have one child.



CLARENCE E. WILSON



DOYLE H. DOLLARHIDE

T/4 Doyle Henry Dollarhide, son of Mr. and Mrs. Joseph Henry Dollarhide, was born at Foreman, Arkansas, on April 29, 1920. Securing his education at Hot Springs Junior High School, he later entered military service on October 20, 1942, received his basic training at Camp Adair, Oregon, and later attended Cooks' and Bakers' School and Mess Sergeant School, qualifying as mess sergeant and cook. Assigned to Headquarters Company, 1st Battalion, 383rd Infantry, he spent two years in continental United States before sailing on July 23, 1944, with his unit for Hawaii. Overseas ten months, he saw action in the Philippine and the Kyukyu Islands invasions, and was wounded in action on Okinawa. He counts among his awards the Expert Rifleman's Badge, the Expert Pistol badge, the Combat Infantryman's badge, the Philippine Liberation Ribbon with two Battle Stars, the Asiatic-Pacific Theater Ribbon with three Battle Stars, the Good Conduct Ribbon and the Order of the Purple Heart. He was honorably discharged at Bushnell Hospital, Brigham City, Utah, on November 6, 1945. He is the husband of Mrs. Gladys Gertrude Dollarhide.

T/Sgt. Joseph Raney Dollarhide, son of Mr. and Mrs. J. H. Dollarhide, was born at Foreman, Arkansas on January 12, 1917, attended Hot Springs High School and entered the United States Army Air Corps on January 4, 1943. Following basic training at Sheppard Field, Texas, he later attended Glider Mechanics School, qualifying for duty as a Line Chief of Glider Engineering. On February 27, 1944, after thirteen months of preliminary training in this country, he sailed for England with his unit, the 90th Troop Carrier Squadron, 438th Troop Carrier Group, and saw extensive service on the Western front. During his nineteen months overseas, he participated in the Southern France, Normandy, Northern France, Rhineland, Ardennes, and Central European campaigns, receiving the European Theater Ribbon with battle stars denoting his engagements, the Distinguished Unit badge and other decorations. He was honorably discharged from the service on September 29, 1945, at Jefferson Barracks, Missouri. He and his wife, Juanita Louise, are the parents of one child.



JOSEPH R. DOLLARHIDE



FRED M. CARMODY

M/Sgt. Fred M. Carmody, son of Mr. and Mrs. James K. Carmody, was born at Hot Springs, Arkansas, in July, 1922, and after graduating from Hot Springs High School was employed as a radio repairman and automobile mechanic prior to his enlistment in the United States Army Air Force on June 16, 1941. Following basic training at Chanute Field, Illinois, he later attended Airplane and Engine Mechanic School and qualified as an Aircraft Inspector and Flight Chief. After two and one-half years service in this country he was sent overseas early in 1944, and was engaged in the European Theater for almost nineteen months with the 15th Air Force. He was awarded the Presidential Citation with one Oak Leaf Cluster, American Defense Service Ribbon, Good Conduct Medal and the European Theater Ribbon with seven Battle Stars. Sergeant Carmody was honorably discharged at Camp Chaffee, Arkansas, on September 27, 1945. He and his wife, Eloise, have one child.

T/Sgt. James K. Carmody was born at Hot Springs, Arkansas, on October 17, 1920, completed his education in the Hot Springs schools and worked for Davis Grocery and Smith Brothers Construction Company prior to his entrance into the United States Army Air Corps on October 27, 1939. Following basic training at Moffett Field, California, he later attended specialized schools giving instruction in Aircraft and Aircraft Engines and Aircraft Instruments, qualifying for duty as an Aircraft Inspector and Flight Chief. After more than three years' service in the United States, he sailed for England with his unit, the 84th Fighter Squadron, 78th Fighter Group, on November 26, 1942. During the nine months he served overseas he participated in various widespread action in the European and African war zones, receiving the theater ribbons with battle stars denoting his engagements, the American Defense Service Ribbon and the Good Conduct Medal. He was honorably discharged from the service on September 11, 1943, at San Fernando, California.



JAMES K. CARMODY



GILFORD B. MOORE

Pfc. Gilford B. Moore, son of Annie P. and Thomas L. Moore, was born December 29, 1916, in Royal, Arkansas. After graduating from Hot Springs High School, he was engaged as a wholesale merchant. Entering the Marine Corps December 10, 1943, he received boot training at Marine Corps Base, San Diego, California, and attended Quartermaster School of Administration, qualifying as Quartermaster, Sharpshooter, and Honor Man of Platoon 1211. After serving for seven months with Service Battalion, Training Center, Camp Pendleton, Oceanside, California, he departed July 22, 1944, for the South Pacific. Overseas more than a year, Pfc. Moore participated in campaigns on Peleliu Island. After being honorably discharged December 18, 1945, at Oceanside, California, he returned to Hot Springs, where he lives with his wife, Frances Estelle, and their children.

MM 3/c Walter Lester Mitchell, son of Mr. and Mrs. Walter Grady Mitchell, was born at Amity, Arkansas, on September 4, 1913. He received his education by attending Glenwood High School, after which he was employed as service station and garage operator at Glenwood. Entering the Navy Seabees on December 10, 1942, he received boot training at Camp Endicott, Davisville, R. I., and after attending Automotive Service Schools qualified as auto parts warehouseman. He received Expert Medal for his proficiency in the use of the rifle. Attached to 66th Construction Battalion, he departed from the United States on August 22, 1943, for the Aleutian Islands and on June 16, 1945, for the Philippine Islands, serving overseas for a year and seven months. He was honorably discharged at Memphis, Tennessee, on November 9, 1945, and lives at Glenwood with his wife, Hazel.



WALTER L. MITCHELL



WARD R. WATSON

PhM 2/c Ward Rayburn Watson, son of Katherine and Oliver Watson of Hot Springs, was born December 7, 1907, at Benton, Arkansas. He attended the Hot Springs public schools and was employed as a sales clerk by the R. G. Morris Drug Company until entering the Navy on November 26, 1942. After completing his basic training at San Diego, California, he spent nine months in this country while attached to Marine Air Group 23 and was then sent to Midway Island in the Pacific theater. Overseas sixteen months, he saw action in the fighting of the Marshall Islands campaigns and was awarded the Asiatic-Pacific Theater Ribbon with two Battle Stars. He was honorably discharged at Memphis, Tennessee, on October 27, 1945. His wife is the former Velva Inez Jones.

S/Sgt. Otis Graham Embree, son of Katie May and Walter Jordon Embree of Hot Springs, Arkansas, was born at Amity, Arkansas, on July 15, 1917. Educated in the Hot Springs schools, he was employed as a sales clerk by the R. G. Morris Drug Company until entering the Army Air Forces on January 4, 1943. Upon the completion of his basic training period at Sheppard Field, Texas, he was sent to Engineering and Operations School at Denver, Colorado, and became an administrative specialist. He served at Pratt, Kansas, as a member of the 502nd Base Squadron until he was sent to Alaska in December, 1944. Overseas eleven months, Sergeant Embree was awarded the Good Conduct Medal, the Asiatic-Pacific Theater Ribbon, American Theater Ribbon and the Victory Ribbon. He was honorably discharged at Camp Chaffee, Arkansas, on November 22, 1945. He and his wife, the former Ethel Marie Jones, are the parents of two children.



OTIS G. EMBREE



ALAN D. CHRISTOPHER, JR.

Sgt. Alan D. Christopher, Jr., son of Nona I. and Alan D. Christopher, Sr., was born October 23, 1924, in Hot Springs, Arkansas. He received his education by attending Hot Springs High School. Entering the Marine Corps October 5, 1942, he received boot training at San Diego, California, qualifying as Draftsman and Mapmaker and as Expert with rifle, pistol, and small arms. Sgt. Christopher departed December 6, 1942, for the Central Pacific Theater of Operations and served overseas for nearly two years with the 16th Defense Battalion, Fleet Marine Force; the Fourth Marine Division; and Combat Intelligence. After being honorably discharged March 13, 1945, at Marine Barracks, Naval Air Training Station, Pensacola, Florida, he returned to Arkansas and is now a student at Henderson State Teachers' College, Arkadelphia. He is married to the former Miss Anne Abernathy.

Pfc. Charles Sydney Obee, son of Mr. and Mrs. William Samuel Obee, was born February 9, 1926, in Hot Springs, Arkansas. He received his education by attending Hot Springs Schools. Entering the Marine Corps April 7, 1944, he received boot training in San Diego, California, and attended Music School, qualifying as a Bugler. He received Sharpshooter's Marksmanship Medal and spent four months in the United States in boot training. Departing August 14, 1944, for Saipan, he remained overseas nearly two years, participating in the campaigns of Saipan and Okinawa. He is still in service with the Army of Occupation in Japan. His home is in Hot Springs.



CHARLES SYDNEY OBBE



JACK COOK

T. M. Jack Cook, son of Mr. and Mrs. Cecil Cook of 609 Garland, Hot Springs, Arkansas, was born February 19, 1924. He received his education in the Hot Springs Public Schools and is a graduate of Hot Springs High School. He attended Draughon's Business School, Little Rock, Arkansas. He entered the United States Navy May, 1943, and received his boot training at San Diego, California. No details regarding the service record of T. M. Cook were furnished.

S/Sgt. Harold Clinton Felts, son of Nettie Lou Vickers and George Harold Felts, was born September 6, 1925, in Pawhuska, Oklahoma, later moving to Arkansas. He attended Hot Springs High School. Entering the Air Corps December 23, 1943, he received basic training at Sheppard Field, Texas, and attended Radio School at Scott Field, Illinois, and Gunnery School at Ft. Myers, Florida, qualifying as Armorer Gunner and receiving Aviation Gunner's Wings. After serving a year in the United States with the 498th Bomb Group, 73rd Wings, he departed March 31, 1945, for Saipan and the Asiatic-Pacific Theater of Operations. Overseas more than a year, he participated in the air offensive of Japan and the Eastern Mandates and was awarded World War II Victory Ribbon, Good Conduct Medal, American Theater Ribbon with two Battle Stars, and the Air Medal. He was honorably discharged March 31, 1946, at Camp Chaffee, Arkansas, and returned to his home in Hot Springs.



HAROLD CLINTON FELTS



LESTER E. HICKERSON

Cpl. Lester E. Hickerson, son of Mr. and Mrs. Lester H. Hickerson, was born at Barling, Arkansas, on April 25, 1924. He received his education by attending the Hot Springs High School, after which he was employed as office boy and store salesman. Entering the Army Engineer Corps October 6, 1942, he received basic training at Ft. Leonard Wood, Missouri, and attended Engineers O. C. S. at Ft. Belvoir, Virginia, specializing in construction. Serving eight months in the United States he departed June 1, 1943, for the South Pacific Theater and participated in the Makin (Gilberts) Saipan (Marianas), and Okinawa campaigns. He received among other decorations, Sharpshooter and Markmanship medals for proficiency with the rifle. He was honorably discharged at Ft. Bliss, Texas, December 27, 1945, and lives in Hot Springs.

Capt. Harold W. Baldwin, son of Monroe and Laura Baldwin of Hot Springs, Arkansas, was born at Kaw City, Oklahoma, on November 24, 1916. He moved to Arkansas with his family in 1919 and attended Hot Springs High School. Capt. Baldwin received his B. A. Degree from Ouachita College at Arkadelphia, and was commissioned in the Infantry Reserve after R. O. T. C. training at Ouachita College. He entered active service on June 9, 1942, and attended Ground Force Schools at Fort Knox, Kentucky, and Fort Benning, Georgia. In July, 1944, he was sent to the European Theater and served with Armored Infantry Units of the 9th Armored Division throughout the Rhineland, Ardennes, and Central Europe campaigns. Overseas ten months, he won the Purple Heart, Combat Infantryman Badge, European Theater Ribbon with three Battle Stars, Distinguished Unit Citation, American Theater Ribbon, and the Victory Medal. He was released from active service at Camp Robinson, Arkansas, on February 6, 1946, and now holds the rank of major in the Army Reserve.



HAROLD W. BALDWIN



DON STUART GIVENS

T/4 Don Stuart Givens, son of Hoyt and Jeanette Givens, was born at Jessierville, Arkansas, August 2, 1909. He received his education at Hot Springs High School, after which he owned and operated grocery stores and meat market. He entered the Army (Infantry) on April 28, 1944, and received basic training at Camp Robinson. He received Markmanship Medal for his proficiency in the use of the rifle and served as cook and butcher. After one year and seven months' service, he was awarded the Victory Medal and American Theater Ribbon and was honorably discharged at Camp Robinson, November 29, 1945, returning to Hot Springs where he lives with his wife, Helen Louise, and children.

Cpl. Leroy T. Lyons, son of Mr. and Mrs. Kell Lyons, was born at Arkadelphia, May 1, 1918. He received his education at Hot Springs High School, after which he was employed four and a half years by Wilson and Company in Hot Springs and one year with Goodyear Tire and Rubber Company in Little Rock. He entered the Army Air Corps May 19, 1942, receiving basic training at Jefferson Barracks, Missouri. Later he qualified for Combination Arc and Acetylene Welding and was awarded the Markmanship medal for his proficiency in the use of the carbine .30-caliber and .45 automatic pistol. After serving two years in the United States with the 24th Mess Sqd., he departed for England February 26, 1944. For meritorious service performed in Normandy, Northern France, and Rhineland, he was awarded three Bronze Stars and Good Conduct Medal. Sgt. Lyons was honorably discharged at Jefferson Barracks, Missouri, November 4, 1945, and now resides in Hot Springs with his wife, Quintella, and their children.



LEROY T. LYONS



THOMAS E. REED

SSML 3/c Thomas E. Reed, son of H. E. Reed of Route 2, Malvern Road, Hot Springs, Arkansas, was born at Benton, Arkansas, on April 10, 1913. He attended Hot Springs High School and was employed in the laundry business until entering the Navy on April 20, 1945. He completed his basic training at the United States Navy Training Station at San Diego, California, and served as a laundry head throughout his period of Naval service. He was honorably discharged on October 31, 1945, at the United States Navy Repair Base at San Diego, California. He is married and he and his wife, Ida Lee, are the parents of two children, Tommie Janett and Jerry Don.

Sgt. John C. Stanley was the son of Tyra J. and Rose Ann Stanley of Hot Springs. He was born at Fort Scott, Kansas, on June 27, 1909 and attended the Oak Hill and Hot Springs public schools. Sergeant Stanley was employed as a painter, paperhanger and carpenter until entering the military service on May 7, 1942, at Camp Robinson, Arkansas. He completed his basic training at Fort Knox, Kentucky, and became a cook, serving with Co. A of the 53rd Engineer Battalion. He passed away with double pneumonia at Camp Chaffee, Arkansas, on April 28, 1943. He had served almost one year at the time of his tragic death. Sergeant Stanley is survived by his wife, Lillian N. Stanley.



JOHN C. STANLEY



RALTON D. TURNER

Ens. Ralton D. Turner, son of Mrs. Anna L. Turner of 299 Cedar Street, Hot Springs, Arkansas, was born June 5, 1921. He attended Romble School, Hot Springs, and graduated from Hyde Park High School at Chicago, Illinois, in 1940. He then attended the University of Illinois. Ensign Turner volunteered for the United States Merchant Marine Corps February 21, 1942. He was trained at Hoffman Island, New York, and embarked from New York. No further information regarding the service record of Ensign Turner was furnished.

Pvt. Harold R. Bradley, son of Mr. and Mrs. William J. Bradley, was born February 20, 1918, at Buckville, Arkansas. He received his education at Jones Grade School and Hot Springs High School, afterwards being employed in a filling station. Entering the Infantry October 10, 1940, he received his basic training at Ft. Riley, Kansas, later attending Mechanics Training School and qualifying for Mechanic. He was awarded Expert Marksmans Badge. After two and a half years' service he was sent to the Asiatic-Pacific Theater September 2, 1943, and for meritorious service was awarded the Infantry Combat Medal and Asiatic-Pacific, Good Conduct, Pre-Pearl Harbor, American Defense, and Luzon Liberation Ribbons. Pvt. Bradley was honorably discharged at Camp Chaffee, October 6, 1945.



HAROLD R. BRADLEY



CLARENCE EUGENE ROWE

Boatswain's Mate 2/c Clarence Eugene Rowe, son of Christopher Theodore and Fannie Elizabeth Rowe, was born at Hot Springs, July 15, 1917. He received his education by attending Cutter and Morning Star Schools, after which he was employed as trucker and stock rancher. He entered the United States Amphibious Forces on October 14, 1943, and received boot training at San Diego, California. After training in the United States for five months, he was sent to the Solomon Islands on April 1, 1944, for advanced training, after which he served as Coxswain on mechanized landing craft in the invasion of Saipan and Guam. Mate Rowe received Unit Citation for duty performed by the Standard Landing Craft Unit 30 on Guam. After serving almost two years overseas, he received an honorable discharge at Norman, Oklahoma, on December 22, 1945, returning to Hot Springs where he lives with his wife, Mabel, and their child.

Cpl. Roye A. Rowe, son of Christopher Theodore and Fannie Elizabeth Rowe, was born at Hot Springs, March 7, 1914. He received his education by attending the Cutter and Morning Star Public Schools, after which he was employed as dairyman, stock rancher, truckdriver, mechanic, and bus operator. He entered the Army Air Forces on May 7, 1942, receiving basic training at Jefferson Barracks and afterwards qualifying for Army Postal Clerk and Heavy Duty Equipment Operator. He received Marksmanship Medals for his proficiency in the use of the carbine, 45-caliber pistol, and 45-caliber Thompson submachine gun. He was awarded Good Conduct Medal, and after serving three years and eight months with the First Air Force, he was honorably discharged at Mitchell Field, New York, on December 6, 1945.



ROYE E. ROWE



CHARLES REED HAYS

S/Sgt. Charles Reed Hays, son of Mr. and Mrs. Lewis Hays of Hot Springs, Arkansas, was born at Jackson, Kentucky, on June 8, 1917, and received his education in the Hot Springs schools. He enlisted in the United States Air Corps on November 2, 1942, receiving basic training at Brooks Field, Texas, and later attended Pursuit Armorment School, Buckley Field, Colorado; Gunnery School, Harlingen, Texas, and Radio Operator's School in England, qualifying for duty as a Pursuit Armorer, Aerial Gunner and Radio Operator. Going overseas in the fall of 1944, he participated in the general air offensive over France and Germany. He was captured by the Germans on January 7, 1944. Sergeant Hays was awarded the European Theater Ribbon with two battle stars, the Good Conduct Medal and the Order of the Purple Heart. He was honorably discharged at San Antonio, Texas, on October 25, 1945. He and his wife, Mary Louise, have one child.

AvMM (Flight Engineer) 1/c James A. Hays, son of Mr. and Mrs. Lewis Hays of Hot Springs, Arkansas, was born in Jackson, Kentucky, on October 10, 1912, graduated from Hot Springs High School and attended the University of Arkansas for three years, and prior to his entrance into the United States Navy on September 28, 1942, was engaged in civil engineering work. Completing boot training at Great Lakes, Illinois, Naval Training Station, he later attended the Naval Air Technical Training Center, Memphis, and the P.A.A. Flight Engineers School, LaGuardia Field, New York, qualifying for duty with the Naval Air Transport Service as a Flight Engineer. During the three years he was in service, he flew a great number of transport missions to widely scattered points of the world from bases in the United States and in Europe. He was honorably discharged on October 14, 1945, at Memphis, Tennessee.



JAMES A. HAYS



HAROLD LEE OWEN

Cpl. Harold Lee Owen is the son of Mrs. Lottie M. Owen of Hot Springs, Arkansas, where he was born on August 17, 1924. He attended Hot Springs High School and was engaged in radio and electrical work. Cpl. Owen entered military service on May 15, 1943, and was assigned to the Army Air Corps. He received his basic training at Sheppard Field, Wichita Falls, Texas, and then attended Airplane Mechanic's School. He became a mechanic and engineer and served three years with the Fourth Air Force. He was honorably discharged on December 6, 1945, at the Topeka Army Air Field, Topeka, Kansas, and immediately re-enlisted for duty in the Army of Occupation.

1st Lt. Sammie H. Owen, son of Mrs. Lottie M. Owen, was born July 18, 1916, in Hot Springs, Arkansas. He attended Hot Springs High School, afterwards being employed by F. C. Stearns Wholesale Hardware Company and Mountain Valley Springs Company. A member of the National Guard since August 3, 1933, he entered the Coast Artillery Corps January 6, 1941, and received basic training at Ft. Bliss, Texas. He attended Anti-Aircraft Officer Candidate School and Basic Airborne School, qualifying as Platoon Commander and received Expert Carbine Badge and Expert Sub-machine gunner's Badge. Lt. Owen served with the 674th Machine Gun Battery and departed August, 1941, for Seward, Alaska, and August, 1943, for Port Moresby, New Guinea. Overseas for more than three years, he participated in campaigns of New Guinea, Bismarck Archipelago, Southern Philippines, Admiralty Islands, Saidor, Wakde-Sarmi, Hollandia, Biak, Noemfoor, and Sansapor. He was awarded the Silver Star, four Campaign Stars, and one Bronze Arrowhead and is still in the Army with the 82nd Airborne Division. His home is in Hot Springs.



SAMMIE H. OWEN



WALTER MONROE JETT

Cpl. Walter Monroe Jett, son of Mr. and Mrs. C. J. Snyder, was born December 14, 1924, in Hot Springs, Arkansas. He attended Hot Springs Public Schools, afterwards being employed as messenger boy by Western Union. Entering the Air Corps June 1, 1943, he received basic training at Charleston, S. C., and Keesler Field, Mississippi, qualifying as Flight Engineer. Cpl. Jett served for a year in the United States attached to the 113th A. A. F. Base Unit Combat Crew. He was killed in Charleston, S. C., June 30, 1944, in a plane crash. He is survived by his parents, who live in Hot Springs.

Pfc. Clarence J. Snyder, Jr., son of Mr. and Mrs. Clarence Snyder, Sr., was born March 28, 1922, in Hot Springs, Arkansas. He attended Hot Springs Public School, afterwards being engaged as a truck driver. Entering the Field Artillery December 1, 1942, he received basic training at Camp Gruber, Oklahoma. Attached to Hq. Btry., 961st F. A. Bn., he departed January 19, 1944, for Ireland and served overseas for nearly two years, participating in the campaigns of Normandy, Northern France, Rhineland, and Central Europe. Pfc. Snyder was awarded four Bronze Stars and the Good Conduct Medal. After being honorably discharged October 23, 1945, at Jefferson Barracks, Missouri, he returned to Hot Springs, where he lives with his wife, Pauline.



CLARENCE J. SNYDER, JR.



JAMES FRANK COOK

T/4 James Frank Cook, son of Mr. and Mrs. Charlie Moore of Hot Springs, was born at Bismarck, Arkansas, on June 22, 1910. After completing his education at Bismarck High School, he was production manager for the Arkansas Beverage Company at Hot Springs until entering the Army on March 28, 1944. Sergeant Cook served his basic training period at the Ordnance Unit Training Center, Texarkana, Texas, and attended Tire Repair and Rebuilding School. In January, 1945, he arrived with his unit, the 481st Tire Repair Company in the Hawaiian Islands. Overseas more than one year, he was awarded the Asiatic-Pacific Theater Ribbon, the Good Conduct Medal, the Meritorious Service Unit Award, the Victory Ribbon, and the Sharpshooter's Medal. He was returned to this country and was honorably discharged at Camp Chaffee, Arkansas, on January 23, 1946. He and his wife, Lona, have two children.

Fireman 1/c Clyde T. McDonald, son of Mr. and Mrs. Charles H. McDonald, was born December 26, 1908, at Big Sandy, Texas. Prior to entering the Navy on November 24, 1943, he was engaged in operating a hotel and amusement park. He received boot training at San Diego, California, and attended Basic Engineers and Internal Combustion Service Schools. After serving two years in Base Maintenance, he was honorably discharged at San Pedro, California, October 15, 1945. Upon discharge he returned to Hot Springs where he had connections prior to the war. He and his wife, Louise, have one child.



CLYDE T. McDONALD



HAVIS H. OVERTON

Sgt. Havis H. Overton, son of Mr. and Mrs. David E. Overton of 308 Main Street, Hot Springs, Arkansas, was born at Sparkman, Arkansas on April 12, 1916. He attended Hot Springs High School, Magnolia A. and M. College and Henderson State Teachers College. Entering the United States Army in 1942, he received basic training at Jefferson Barracks, Missouri, and attended the Army Air Forces Clerical School at Fort Logan, Colorado, qualifying there for a post as administrative clerk with the Personnel Distributive Command. He arrived overseas with his unit in October, 1942, and saw action in the Algeria-French Morocco, Tunisian, Rome-Arno, Europe Air Offensive, Southern France, Balkans Air Offensive, Northern France, Apennines, Central Europe and Germany campaigns, winning the European-African-Middle Eastern Ribbon, the Good Conduct Ribbon and the Distinguished Unit Citation. He was honorably discharged on September 14, 1945, and now resides at Camden. His wife is the former Florine Elliott.

T/Sgt. Edward L. Pierce, son of Mr. and Mrs. Oliver Pierce of Burr Oak, Kansas, was born on August 9, 1905, at Nelson, Nebraska, and worked as a farmer and machinist prior to entering the United States Army Medical Corps on April 17, 1928. He received his basic training at Camp Swift, Texas, and later qualified as a mess sergeant. On November 24, 1943, he was sent with his unit to the South Pacific where he served for more than nineteen months. He wears the Good Conduct Medal, the American Defense Service Ribbon and the Asiatic-Pacific Theater Ribbon with one Battle Star. He was honorably discharged at Camp Crowder, Missouri, on October 6, 1945. He and his wife, Nettie Octavia, have one child.



EDWARD L. PIERCE



WILLIAM FRANK McCRORY

Cpl. William Frank McCrory, son of Mrs. Una McCrory of Hot Springs, was born November 10, 1922, in Monticello, Arkansas. He attended Hot Springs High School and Drake University at Des Moines, Iowa, afterwards being engaged as a radio announcer. Entering the Army, Cpl. McCrory received basic training at St. Petersburg, Florida, and attended Army Special Training Program Schools at University of Kentucky; Camp Crowder, Missouri, and Ft. Monmouth, N. J., specializing in Signal Corps training. Departing in October, 1944, for England and France, Cpl. McCrory served overseas for seventeen months, including ten months with the Army of Occupation. He was honorably discharged March, 1946, in Paris, France, and is married to the former Miss Monique Boiseau of Dijon, France. He now holds a civil service position at Strasbourg, France, and expects to return to the United States in October to resume studies at Drake University.

Pharmacist 2/c Jefferson Harrell McCrory, son of Mrs. Una McCrory, was born December 24, 1924, in Little Rock, Arkansas. He attended Hot Springs High School, Texas A. & M., and Henderson State Teachers' College at Arkadelphia. Entering the Navy in October, 1943, he received boot training at San Diego, California, and attended Balboa Park Hospital School at San Diego and Naval Hospital Schools at Oakland and El Centro, California, specializing in medical training. He served for nineteen months in the United States and departed in May, 1945, for more than a year of overseas duty in Japan. He holds two battle stars. He was honorably discharged in April, 1946. He entered University of Tennessee to complete his medical education.



JEFFERSON H. McCRORY



HAROLD A. MYERS

Sgt. Harold A. Myers is the son of Mr. and Mrs. Howard A. Myers of Hot Springs, where he was born on February 3, 1925. He attended Hot Springs High School and graduated in January, 1943. Entering the United States Marine Corps on January 28, 1943, he served his basic training period at Parris Island, South Carolina, and attended Radio School at Texas A. & M. College and Gunnery Schools at Miami, Florida, and El Centro, California. He became a radio-gunner in a torpedo bomber and as a member of VMTB 131 was sent to the New Hebrides Islands in the South Pacific in March, 1944. Overseas eleven months, he served on the New Hebrides, the Marshall Islands and took part in the occupation of Guam. He was returned to this country in February, 1945, and served in the United States until he was honorably discharged at Cherry Point, North Carolina, on February 8, 1946.

T/4 James D. Westfall is the son of Fern and James Westfall of Hot Springs, where he was born on June 6, 1923. He was educated at Hot Springs High School and was a stock clerk until entering the Army on February 18, 1943. Assigned to the Air Corps, he served his basic training at Miami Beach, Florida and then attended the Army Specialized Training Program at the University of Maryland, Mt. Ranier Ordnance Schools, Chrysler Tank Arsenal and the Mississippi Ordnance Plant. He was then sent to the Ordnance department and arrived in France in November, 1944, with his unit, the 3020th Ordnance Company. He served throughout the Rhineland campaign and after the end of the war in Europe he was sent from there to the Philippine Islands. Overseas a total of fifteen months, he holds the European Theater Ribbon with one Battle Star, the Asiatic-Pacific Theater Ribbon; Philippine Liberation Ribbon; American Theater Ribbon; Good Conduct Medal and the Victory Ribbon. He served three months with the Army of Occupation of Japan and was honorably discharged at Camp Chaffee, Arkansas, on February 17, 1946.



JAMES D. WESTFALL



LOUIS LESTER JAMES

Sgt. Louis Lester James, son of Mr. and Mrs. Daniel James, was born November 13, 1909, at Hot Springs. He received his education by attending Hot Springs High School, after which he was employed as butcher and market manager for Kroger Grocery Company. Entering the Infantry on March 27, 1944, he received basic training at Camp Robinson, and by attending Cook's and Baker's Schools at Camp Robinson and Camp Atterbury, specialized as Cook and Baker. He was awarded Expert Markmanship Medal. Attached to the 106th Infantry, he was sent to the European Theater October, 1944, and in the Battle of the Bulge was taken prisoner by the Germans on December 19, 1944, while serving with Company A, 422nd Regt., 106th Division. He escaped on March 28, 1945, while being moved farther into Germany, reaching American lines on April 1, 1945. Sergeant James received a wound in action and among other decorations was awarded the Purple Heart and Combat Infantryman's Badge. He was honorably discharged at Hot Springs, November 8, 1945. He and his wife, Marie, live in Hot Springs with their children.

Seaman 1/c Paul Emerson Randall is the son of the late Margaret and Charles Randall. Born in Hot Springs on January 30, 1910, he is a graduate of Hot Springs High School. He managed a Kroger grocery in Hot Springs for eight years and gave up the management of his own grocery and market in Hot Springs to enter the U. S. Navy on March 16, 1945. Trained at San Diego, California, he specialized in commissary work and was sent to the Island of Guam in July, 1945. Seaman Randall took part in general patrol duty in the Pacific theater until he returned to this country in December, 1945. He was honorably discharged on December 14, 1945, at Millington, Tennessee. He and his wife, Emma, have two children, Billy and Buddy.



PAUL EMERSON RANDALL



ROBERT B. SIGMAN

T/4 Robert B. Sigman, son of Mrs. Mary Sigman, was born at Hot Springs, October 27, 1917. He received his education at Hot Springs High School and Louisiana State University, after which he was in business as a gasoline and oil jobber. Enlisting in the Army Ordnance, he received basic training at Aberdeen Proving Grounds, Maryland. By attendance at Ordnance Schools in Aberdeen and Detroit, he qualified for Fuel Induction and Full-tracked Vehicle Mechanic and received the Sharpshooter's Medal. Attached to the 16th Armored Division, he departed from the United States on February 5, 1945, for the European Theater of Operations, and for meritorious service in the campaign of Central Europe, received one Battle Star and the Good Conduct Medal. After serving six months overseas T/4 Sigman was honorably discharged at Camp Chaffee November 10, 1945, and now lives with his wife, Mary, and their child at Hot Springs.

Cpl. Manuel E. Bradley, son of Mr. and Mrs. Charley C. Bradley, was born at Buckville, Arkansas, August 23, 1913. He received his education by attending Hot Springs High School, after which he was engaged as manager of a retail store until entering the Army January 19, 1943. Receiving basic training at Camp Haan, California, he specialized in the operation of automotive weapons. Attached to 468th A. A. A. Bn., he departed from the United States on July 2, 1944, for the European Theater of Operations and participated in the Normandy, Northern France, Rhineland, Central Europe, and Ardennes campaigns. For meritorious service in these operations, Corporal Bradley received among other decorations American Theater of Operations Ribbon with five Bronze Stars and the Good Conduct Medal. After serving five months with the Army of Occupation, he returned to the United States on December 23, 1945, and was honorably discharged at Jefferson Barracks, December 30, 1945. He resides in Hot Springs with his wife, Gladys Marie.



MANUEL E. BRADLEY



I. G. BROWN

Capt. I. G. Brown, son of the late Mr. and Mrs. I. G. Brown, and husband of Mrs. Marjorie Brown, 102 Belding Avenue, Hot Springs, Arkansas, was born June 11, 1915, educated in public schools and graduated from Hot Springs High School. Capt. Brown, a commercial pilot, joined the Fifth Ferrying Group, ferrying division of the Air Transport Command at Hensley Field, Dallas, Texas, June, 1942. He was commissioned a 1st Lieut. in the Air Corps at Love Field, Dallas, October 1, 1942, and served as instrument instructor and ferrying pilot. He was promoted to captain November, 1943, and served as Operations Officer of the 5th Ferrying Group from December, 1943, to October, 1944, when he was selected to serve as Chief Crew Supervisor and Chief Pilot. In June, 1945, he established stations throughout the Middle Atlantic air lanes and in French Morocco, North Africa, where he was stationed at the termination of the war, flying army personnel from the European Theater of Operations back to the United States. Overseas a total of eleven months, Capt. Brown earned the American Theater Ribbon, European Theater Ribbon and the Victory Ribbon. He was placed on inactive service at Barksdale Field, Louisiana, and will remain in the Air Corps Reserve with the rank of major.

1st Lt. Kenneth Siratt, son of Mrs. Lena Siratt, was born at Hot Springs, March 26, 1918. He received his education by attending Jones Grade School and Hot Springs Junior and Senior High Schools, after which he was employed as hotel clerk. Entering the Infantry on October 7, 1941, he received basic training at Camp Wolters, Texas. After serving three years with the 96th and 69th Divisions, he was sent to New Guinea on September 25, 1944, and participated in Leyte and Luzon, P. I., campaigns. Lt. Siratt received his commission on the battlefield March 26, 1945, and among other decorations was awarded Expert Infantry and Combat Infantry Badges, Good Conduct Medal, Silver Star, and American Theater, Pre-Pearl Harbor, and Victory Ribbons. He was honorably discharged at Camp Fannin, Texas, January 11, 1946, returning to Hot Springs, where he lives with his wife, Josie Lee.



KENNETH SIRATT



HERSCHEL J. LOGAN

T/Sgt. Herschel J. Logan, son of Mr. and Mrs. Herschel Logan, was born September 10, 1925, in Hot Springs, Arkansas. He attended St. John's Elementary School and Hot Springs High School. Entering the Army December 6, 1943, he received basic training at Camp Blanding, Florida, and attended Basic Service School, qualifying as Platoon Sergeant and receiving Sharpshooter's Medal. Attached to Co. G, 253rd Inf. Regt., Sgt. Logan departed November 25, 1944, for Marseilles, France, and during his one year and four months overseas participated in Rhineland and Central Europe campaigns. He was wounded in action in Germany on April 5, 1945, and also spent eight months with the Army of Occupation. He was awarded Combat Infantry Badge, Purple Heart Medal, Silver Star Medal, American Theater Ribbon, European-African-Middle Eastern Theater Ribbon with two Battle Stars, Victory Medal, and Good Conduct Medal. After being honorably discharged April 1, 1946, at Jefferson Barracks, Missouri, he returned to Hot Springs.

Pvt. Faris Montgomery Glover, son of Sam and Florence Glover, was born at Guy, Arkansas, November 1, 1918. He received his education by attending Conway High School, after which he was employed as grocery clerk and as manager for Jett and Stueart Grocery Stores. Entering the Infantry on April 24, 1944, he received basic training at Camp Robinson. After seventeen weeks' training in the United States, Pvt. Glover departed from the United States on October 11, 1944, attached to Co. A, 334th Infantry, for European Theater of Operations. Serving as rifleman in First Squad, Third Platoon, Co. A, which attacked the town of Prummern, Germany, he was killed as a result of an enemy artillery barrage on November 18, 1944. He was buried in the U. S. Military Cemetery at Margraten, Holland. Pvt. Glover is survived by his wife, Myrna, and children.



FARIS M. GLOVER



ROBERT L. ROBINSON

T/5 Robert L. Robinson is the son of Lula Mac Moody of Hot Springs, Arkansas, where he was born on October 27, 1924. He attended Hot Springs High School and the Arkansas State Trade School and N. Y. A. Trade School before entering the military service on March 8, 1943. After receiving his basic training at Fort Lawton, Washington, he was assigned to the Transportation Corps and was sent to North Africa in September, 1943. Overseas thirty months, he served with the 253rd Port Company as a switchboard operator and longshoreman in North Africa and later in Bombay and Calcutta, India. Corporal Robinson was awarded the European Theater Ribbon, the Asiatic-Pacific Theater Ribbon, Meritorious Service Unit Award and the Expert's badge for the rifle, and was returned to the United States in February, 1946. He was honorably discharged at Camp Chaffee, Arkansas, on March 6, 1946.

Fire Controlman 3/c Boyton Anthony Huxtable, son of Leona Wayne and Elias Huxtable, was born October 4, 1909, at LeMars, Iowa, moving to Arkansas in 1928. He received his education in the Public Schools at Edgemont, South Dakota, and Denver, Colorado, after which he was manager of a radio repair shop in Hot Springs. Entering the Navy at Little Rock February 21, 1944, as Apprentice Seaman, he received boot training at Farragut, Idaho. By attendance at Fire Control School at Treasure Island, California, was rated Seaman 1/c F. C. Assigned to the Destroyer U. S. S. Dickerson, leaving the United States October 15, 1944, the vessel participated in the invasion of Leyte, Lingayen Gulf, Iwo Jima, and Okinawa, where the Dickerson was hit and sunk by a Japanese suicide plane April 4, 1945. Seaman Huxtable, together with other survivors, was picked up and brought to the United States and after recovering from wounds received at Okinawa, he was sent to the Anti-Aircraft Training Center at San Diego, California, until honorably discharged October 12, 1945, at Memphis. He received the Purple Heart among the acknowledgments of active service.



BOYTON A. HUXTABLE



CHARLES W. PAYTON

Cpl. Charles William Payton, son of Mr. and Mrs. Roy Payton, was born at Hope, Arkansas, November 3, 1919. He attended Oaklawn Grade School and Hot Springs High School after which he was employed as baker and salesman. Entering the Marine Corps November 1, 1939, he received boot training at San Diego, attended Motor Transport School, and specialized as machine gunner. He received Rifle Sharpshooter's medal November 30, 1939. Corporal Payton participated in action against the enemy on Midway Island, December 7, 1941; Cape Gloucester, New Britain, December 27, 1943, and Southern Palau Islands, September 17, 1944. For meritorious services he was awarded the Presidential Unit Citation; Naval Unit Citation; American Defense, Asiatic-Pacific, and American Theater Ribbons, and the Good Conduct Medal. He was honorably discharged at Marine Barracks, U. S. Naval Air Station, Key West, Florida, October 18, 1945.

S/Sgt. Abe Echols is the son of Louis and Loreana Echols of Hot Springs, where he was born on October 21, 1909. He attended the Hot Springs public schools and was employed as a bus operator until entering the military service on April 25, 1944. Sergeant Echols was assigned to the Cavalry and completed his basic training at Fort Riley, Kansas. After eight months in this country, he was sent to the European theater in January, 1945, and served with the 6th Cavalry throughout the Rhineland and Central Germany campaigns. Sergeant Echols spent thirteen months overseas and served almost ten months with the Army of Occupation of Germany. He was returned to this country and was honorably discharged at Jefferson Barracks, Missouri, on March 25, 1946. He is married and he and his wife, Lilly, are the parents of one child.



ABE ECHOLS

The FIGHTING MEN of ARKANSAS



I. G. BROWN

Capt. I. G. Brown, son of the late Mr. and Mrs. I. G. Brown, and husband of Mrs. Marjorie Brown, 102 Belding Avenue, Hot Springs, Arkansas, was born June 11, 1915, educated in public schools and graduated from Hot Springs High School. Capt. Brown, a commercial pilot, joined the Fifth Ferrying Group, ferrying division of the Air Transport Command at Hensley Field, Dallas, Texas, June, 1942. He was commissioned a 1st Lieut. in the Air Corps at Love Field, Dallas, October 1, 1942, and served as instrument instructor and ferrying pilot. He was promoted to captain November, 1943, and served as Operations Officer of the 5th Ferrying Group from December, 1943, to October, 1944, when he was selected to serve as Chief Crew Supervisor and Chief Pilot. In June, 1945, he established stations throughout the Middle Atlantic air lanes and in French Morocco, North Africa, where he was stationed at the termination of the war, flying army personnel from the European Theater of Operations back to the United States. Overseas a total of eleven months, Capt. Brown earned the American Theater Ribbon, European Theater Ribbon and the Victory Ribbon. He was placed on inactive service at Barksdale Field, Louisiana, and will remain in the Air Corps Reserve with the rank of major.

1st Lt. Kenneth Siratt, son of Mrs. Lena Siratt, was born at Hot Springs, March 26, 1918. He received his education by attending Jones Grade School and Hot Springs Junior and Senior High Schools, after which he was employed as hotel clerk. Entering the Infantry on October 7, 1941, he received basic training at Camp Wolters, Texas. After serving three years with the 96th and 69th Divisions, he was sent to New Guinea on September 25, 1944, and participated in Leyte and Luzon, P. I., campaigns. Lt. Siratt received his commission on the battlefield March 26, 1945, and among other decorations was awarded Expert Infantry and Combat Infantry Badges, Good Conduct Medal, Silver Star, and American Theater, Pre-Pearl Harbor, and Victory Ribbons. He was honorably discharged at Camp Fannin, Texas, January 11, 1946, returning to Hot Springs, where he lives with his wife, Josie Lee.



KENNETH SIRATT



HERSCHEL J. LOGAN

T/Sgt. Herschel J. Logan, son of Mr. and Mrs. Herschel Logan, was born September 10, 1925, in Hot Springs, Arkansas. He attended St. John's Elementary School and Hot Springs High School. Entering the Army December 6, 1943, he received basic training at Camp Blanding, Florida, and attended Basic Service School, qualifying as Platoon Sergeant and receiving Sharpshooter's Medal. Attached to Co. G, 253rd Inf. Regt., Sgt. Logan departed November 25, 1944, for Marseilles, France, and during his one year and four months overseas participated in Rhineland and Central Europe campaigns. He was wounded in action in Germany on April 5, 1945, and also spent eight months with the Army of Occupation. He was awarded Combat Infantry Badge, Purple Heart Medal, Silver Star Medal, American Theater Ribbon, European-African-Middle Eastern Theater Ribbon with two Battle Stars, Victory Medal, and Good Conduct Medal. After being honorably discharged April 1, 1946, at Jefferson Barracks, Missouri, he returned to Hot Springs.

Pvt. Faris Montgomery Glover, son of Sam and Florence Glover, was born at Guy, Arkansas, November 1, 1918. He received his education by attending Conway High School, after which he was employed as grocery clerk and as manager for Jett and Stuart Grocery Stores. Entering the Infantry on April 24, 1944, he received basic training at Camp Robinson. After seventeen weeks' training in the United States, Pvt. Glover departed from the United States on October 11, 1944, attached to Co. A, 334th Infantry, for European Theater of Operations. Serving as rifleman in First Squad, Third Platoon, Co. A, which attacked the town of Prummern, Germany, he was killed as a result of an enemy artillery barrage on November 18, 1944. He was buried in the U. S. Military Cemetery at Margraten, Holland. Pvt. Glover is survived by his wife, Myrna, and children.



FARIS M. GLOVER



ROBERT L. ROBINSON

T/5 Robert L. Robinson is the son of Lula Mac Moody of Hot Springs, Arkansas, where he was born on October 27, 1924. He attended Hot Springs High School and the Arkansas State Trade School and N. Y. A. Trade School before entering the military service on March 8, 1943. After receiving his basic training at Fort Lawton, Washington, he was assigned to the Transportation Corps and was sent to North Africa in September, 1943. Overseas thirty months, he served with the 253rd Port Company as a switchboard operator and longshoreman in North Africa and later in Bombay and Calcutta, India. Corporal Robinson was awarded the European Theater Ribbon, the Asiatic-Pacific Theater Ribbon, Meritorious Service Unit Award and the Expert's badge for the rifle, and was returned to the United States in February, 1946. He was honorably discharged at Camp Chaffee, Arkansas, on March 6, 1946.

Fire Controlman 3/c Boyton Anthony Huxtable, son of Leona Wayne and Elias Huxtable, was born October 4, 1909, at LeMars, Iowa, moving to Arkansas in 1928. He received his education in the Public Schools at Edgemont, South Dakota, and Denver, Colorado, after which he was manager of a radio repair shop in Hot Springs. Entering the Navy at Little Rock February 21, 1944, as Apprentice Seaman, he received boot training at Farragut, Idaho. By attendance at Fire Control School at Treasure Island, California, was rated Seaman 1/c F. C. Assigned to the Destroyer U. S. S. Dickerson, leaving the United States October 15, 1944, the vessel participated in the invasion of Leyte, Lingayen Gulf, Iwo Jima, and Okinawa, where the Dickerson was hit and sunk by a Japanese suicide plane April 4, 1945. Seaman Huxtable, together with other survivors, was picked up and brought to the United States and after recovering from wounds received at Okinawa, he was sent to the Anti-Aircraft Training Center at San Diego, California, until honorably discharged October 12, 1945, at Memphis. He received the Purple Heart among the acknowledgements of active service.



BOYTON A. HUXTABLE



CHARLES W. PAYTON

Cpl. Charles William Payton, son of Mr. and Mrs. Roy Payton, was born at Hope, Arkansas, November 3, 1919. He attended Oaklawn Grade School and Hot Springs High School after which he was employed as baker and salesman. Entering the Marine Corps November 1, 1939, he received boot training at San Diego, attended Motor Transport School, and specialized as machine gunner. He received Rifle Sharpshooter's medal November 30, 1939. Corporal Payton participated in action against the enemy on Midway Island, December 7, 1941; Cape Gloucester, New Britain, December 27, 1943, and Southern Palau Islands, September 17, 1944. For meritorious services he was awarded the Presidential Unit Citation; Naval Unit Citation; American Defense, Asiatic-Pacific, and American Theater Ribbons, and the Good Conduct Medal. He was honorably discharged at Marine Barracks, U. S. Naval Air Station, Key West, Florida, October 18, 1945.

S/Sgt. Abe Echols is the son of Louis and Loreana Echols of Hot Springs, where he was born on October 21, 1909. He attended the Hot Springs public schools and was employed as a bus operator until entering the military service on April 25, 1944. Sergeant Echols was assigned to the Cavalry and completed his basic training at Fort Riley, Kansas. After eight months in this country, he was sent to the European theater in January, 1945, and served with the 6th Cavalry throughout the Rhineland and Central Germany campaigns. Sergeant Echols spent thirteen months overseas and served almost ten months with the Army of Occupation of Germany. He was returned to this country and was honorably discharged at Jefferson Barracks, Missouri, on March 25, 1946. He is married and he and his wife, Lilly, are the parents of one child.



ABE ECHOLS



ADRITH C. LLOYD

Pfc. Adrith C. Lloyd, son of Mrs. Martha Katherine Grisham, was born in Spadra, Arkansas. Entering the Infantry June 15, 1944, he received basic training at Camp Wheeler, Georgia, qualifying as Military Policeman. He served in the United States for nine months with Co. C, 201st Inf. Regiment, and departed March 15, 1945, for LeHavre, France. Overseas for a year and three months, Pfc. Lloyd participated in two battles of the European campaign and was awarded Good Conduct Medal, European Theater Ribbon, and Victory Medal. He spent thirteen months with the Army of Occupation and was honorably discharged June 7, 1946, at Ft. Sam Houston, Texas, returning to his home in Hot Springs, Arkansas.

1st/Sgt. Howard R. Sheets is the son of Mr. and Mrs. Sherman R. Sheets of Hot Springs, Arkansas, where he was born on October 2, 1921. He attended Hot Springs and Rogers, Arkansas High Schools and was employed as a warehouseman for the Texas Distributing Company at Odessa, Texas, before entering active service with the Arkansas National Guard on December 23, 1940. He had been a member of the National Guard since 1939. Sergeant Sheets completed his basic training at Camp Robinson, Arkansas, and then attended Medical Technician School at the Army and Navy General Hospital at Hot Springs. In August, 1941, he was sent to the Aleutian Islands and remained overseas for more than thirty-two months. Returning to this country he was transferred from the Medical Corps to the Infantry and served with the 208th Training Battalion at Camp Blanding, Florida. Holder of the American Defense Service Ribbon with Star, the Asiatic-Pacific Theater Ribbon with one Battle Star for the Aleutian campaign and the Good Conduct Medal, he was honorably discharged at Camp Chaffee, Arkansas, on July 18, 1945.



HOWARD R. SHEETS



NORDRI ROGERS BYRD

Flight Engineer Nordri Rogers Byrd, son of Louis Judson and Stella Rogers Byrd, was born April 18, 1916, at Arkadelphia, Arkansas. He attended Arkansas State College, Jonesboro, and graduated from Parks Air College, East St. Louis, with degree B. S. M. E., afterwards being employed from 1940 through 1942 as Chief Mechanic and Chief Inspector, Pan American Airlines (Panair do Brasil), located at Rio de Janeiro. He entered the United States Air Transport Command in December, 1942, receiving basic training at Washington, D. C., National Airport, and qualifying for Flight Engineer. After completing basic training served in making continuous flights from Washington National Airport to South America, Africa, England, and Europe, and while on flight from Prestwick, Scotland, to Washington, Flight Engineer Byrd was killed in crash of ATC C-54 at midnight June 21, 1944. He is survived by his wife, Lilas, and his parents, who reside in Hot Springs.

T/5 Oster Harden, son of the late George and Rody Harden, was born at Bluffton, Arkansas, April 4, 1915. He received his education by attending the Jones, Garland, and Junior High Schools at Hot Springs. Enlisting in the Medical Corps, A. S., April 28, 1944, he received basic training at Camp Berkley, Texas. Attached to 180th General Hospital, he was sent to the European Theater and served with this organization at Carentan and Sissone, France, and in Frankfurt, Germany. For meritorious service he received the Good Conduct Medal, Central European Campaign Bronze Service Medal, and Meritorious Service Unit Plaque. T/5 Harden received an honorable discharge at Jefferson Barracks, December 26, 1945, returning to Hot Springs, where he lives with his wife, Willie Lucille, and their children.



OSTER HARDEN



HIRAM SIGLER

S/Sgt. Hiram Sigler, son of Mr. and Mrs. E. E. Sigler of Texarkana, Arkansas, was born on April 16, 1921, at Arden, Arkansas, and after graduating from Texarkana High School entered the United States Army on June 26, 1940. Following basic training at Hot Springs, he later attended a special Quartermaster Corps service school and qualified for Administrative Service in that branch. On July 10, 1944, he sailed with his unit for the European Theater and participated in the campaign in Northern France during the fifteen months he was overseas. Recipient of the American Theater Ribbon, American Defense Service Ribbon, European-African-Middle Eastern Theater Ribbon, Good Conduct Medal and Marksman's medal (rifle), he was honorably discharged on October 28, 1945, at Jefferson Barracks, Missouri, after almost forty-nine months of service. He and his wife, Evelyn Jane, are the parents of one son, David, and they make their home at 622 Second Street, Hot Springs.

Pfc. Etcel H. Sigler, son of Mr. and Mrs. E. E. Sigler, was born July 1, 1923, in Ashdown, Arkansas. He attended Arkansas High School in Texarkana, afterwards being engaged in construction work and as heavy truck driver. Entering the Army Air Force February 28, 1943, he received basic training at Miami Beach, Florida, and attended Teletype Operators' School at MacDill Field, Florida, qualifying as Teletype Operator and as Carbine Sharpshooter. Pfc. Sigler served in the United States with the 397th Bomb Group and departed March 22, 1944, for England. Overseas for nearly two years, he participated in campaigns of Normandy, Northern France, and Rhineland and the air offensive over Europe, being awarded Victory Ribbon, American Theater Ribbon, European-African-Middle Eastern Ribbon with four Bronze Stars, Good Conduct Ribbon and Medal, and three overseas bars. After being honorably discharged February 28, 1946, at Jefferson Barracks, Missouri, he returned to his home in Texarkana, Arkansas.



ETCEL H. SIGLER



LUTHER GRAYSON RILES

Sgt. Luther Grayson Riles, son of Elizabeth M. and Luther G. Riles, was born at Terilton, Oklahoma, July 31, 1919, moving to Arkansas in November, 1931. He received his education by attending Hot Springs Public Schools and Drake University, Des Moines, Iowa. Entering the Infantry December 29, 1941, he received basic training at Camp Roberts, California, where he was awarded Rifle Marksmanship and Bayonet Expert Medals and qualified for machine gun, carbine, mortar, automatic rifle, and Browning automatic rifle. Attached to the 76th Infantry Training Battalion, he departed from the United States September, 1944, for the South Pacific Theater and participated in the Philippine Island campaigns. Sgt. Riles was killed in the battle of Manila on February 17, 1945, and was posthumously awarded the Purple Heart and Good Conduct Medal. His parents live in Hot Springs.

Cpl. Paul Lloyd Riles, son of Elizabeth M. and Luther G. Riles, was born at Hominy, Oklahoma, January 5, 1923, moving to Arkansas in November, 1931. He received his education by attending the Hot Springs Public Schools, and after graduating from Hot Springs High School in June, 1941, he attended Drake University at Des Moines, Iowa, from September, 1941 to August, 1942. He entered the United States Marine Corps at Little Rock October 5, 1942, receiving boot training at San Diego, California. Attending Radio Service School, he qualified for Radio Operator and Tank Crewman and received rifle Sharpshooter's medal and Bayonet Expert medal. Attached to 1st Corps Medium Tank Battalion, he left the United States on July 30, 1943, for the South Pacific Theater where he participated in the battles of Tarawa, British Gilbert Islands, Saipan, Tinian, and Mariannas Islands. Among other decorations he was awarded two Presidential Unit Citations and was honorably discharged at Marine Barracks, Naval Ordnance Plant, Pocatello, Idaho, on November 12, 1945.



PAUL LLOYD RILES



JOHN ROBERT PLEMMONS

T/5 John Robert Plemmons, son of Mr. and Mrs. Monroe Plemmons, was born at Hot Springs, December 7, 1919. He received his education in Hot Springs High School, afterwards being employed as bookkeeper. Entering the Signal Corps May 19, 1942, he received his basic training at Camp Crowder, Missouri. Later by attending Radio, Telephone, and Telegraph Service Schools, he qualified for Senior Lineman and was awarded Sharpshooter's medal for proficiency in the use of the rifle in June, 1942. After serving nine months in the United States, he was assigned to Company D, 26th Bn., and departed for the African Theater of Operations February 15, 1943. He was awarded the Good Conduct Medal and after over two years' service overseas, was honorably discharged at Jefferson Barracks November 24, 1945. He resides at Hot Springs.

S/Sgt. Thomas Filmore Bledsoe, son of Ella Agnes and Thomas Jefferson Bledsoe, was born at Hot Springs, October 3, 1912. He received his education in the Hot Springs Public Schools, after which he was employed as clerical audit supervisor, Selective Service System; supervisor of Como Laundry, and assistant embalmer and funeral director. He entered the Army, 101st Inf. Reg. 26 (Yankee) Division, April 25, 1944, at Camp Robinson, where he received his basic training. He qualified for Squad Leader and Platoon Guide and was awarded the Combat Infantry Badge December 1, 1944. Sgt. Bledsoe was further awarded the Good Conduct Medal and three Bronze Stars for participating in the Rhineland, Central Europe, and Ardennes campaigns. He also spent six months with the Army of Occupation. After thirteen months' service overseas, he was honorably discharged at Jefferson Barracks, Missouri, November 12, 1945, and now resides with his wife, Ruby Lee, and three children at Hot Springs.



THOMAS F. BLEDSOE



GIBBS MACK PLEMMONS

Pfc. Gibbs Mack Plemmons, son of Mr. and Mrs. Monroe Plemmons, was born at Hot Springs, August 6, 1922. He received his education at Hot Springs High School. He entered service with the National Guard October 3, 1940, and the Field Artillery (Regular Army) January 6, 1941. His basic training was received at Ft. Bliss, Texas, later attending S-2 (Intelligence) Service School and qualified for switchboard maintenance. He received Marksmanship medal for his proficiency in the use of the 30-caliber carbine January 27, 1945. With the 206th Coast Artillery, he departed for the Aleutians August 11, 1941, and after almost two and a half years' service in the Aleutian campaigns, he was awarded the American Defense Service Ribbon and one Bronze Star, Asiatic-Pacific Ribbon and one Bronze Star, and the Good Conduct Medal. Pfc. Plemmons received an honorable discharge June 2, 1945, at Camp Chaffee and returned to his home in Hot Springs.

1st Lt. Richard Pride, son of Oscar J. and Billie Mae Pride, was born December 11, 1920, at Hot Springs, Arkansas. He received his education by attending Hot Springs High School. A member of the National Guard since February 23, 1938, he entered the regular Army, Coast Artillery, Anti-Aircraft, January 6, 1941. After receiving basic training at Ft. Bliss, Texas, he attended Officer Candidate School and Officers Communication and Target Recognition Schools at Camp Davis, N. C., qualifying for Platoon Commander. After serving three years in the United States, he departed February 26, 1942, for the Aleutian Islands, and was later sent to the European theater attached to 206th Coast Artillery Corps, 556th Anti-aircraft Artillery. Lt. Pride served in the campaigns of the Aleutians, Northern France, Rhineland, Central Europe and Ardennes. After serving two years overseas, including three months with the Army of Occupation, he returned to the States August 23, 1945, and was honorably discharged at Ft. Bliss, October 19, 1945. He and his wife, Nadine Lois, live in Hot Springs with their children.



RICHARD PRIDE



JAMES MELTON WARD

T/5 James Melton Ward, son of Mr. and Mrs. Thomas Monroe Ward, was born January 27, 1925, in Hot Springs, Arkansas. He attended Fountain Lake School, afterwards being employed as truck driver. Entering the Army Air Corps April 19, 1943, he received basic training at Kearns Field, Salt Lake City, Utah, and attended Cooks' and Bakers' School at Sheppard Field, Texas, qualifying as Cook, Truck Driver, and Sharpshooter with rifle, carbine, and pistol. After serving for nearly two years in the United States with the 1902nd Engr. Avn. Battalion, he departed February 26, 1945, for Ie Shima, Ryukyus Islands, and remaining overseas for a year, participating in that campaign and spending five months with the Army of Occupation in Japan. He was awarded World War II Victory Ribbon, one Bronze Service Star, Good Conduct Medal, American Theater Ribbon, Asiatic-Pacific Theater Ribbon, and Meritorious Service Unit Award. After being honorably discharged February 26, 1946, at Camp Chaffee, he returned to Hot Springs, Arkansas.

T/5 Fletcher Monroe Ward, son of Mr. and Mrs. Thomas Monroe Ward, was born October 9, 1922, in Hot Springs, Arkansas. He attended Fountain Lake School, afterwards being employed as truck driver. Entering the Corps of Engineers January 24, 1943, he received basic training at Camp Carson, Colorado, and attended Truck Drivers' School, qualifying as Truck Driver and as Sharpshooter with rifle, pistol, and carbine. He departed in November, 1943, with the 237th Combat Engr. Battalion for North Africa and remained overseas for two years, participating in campaigns in Africa, France, Belgium, and Germany. He also spent two months with the Army of Occupation in Germany and was awarded World War II Victory Ribbon, Good Conduct Medal, American Theater Ribbon, European Theater Ribbon with four Bronze Service Stars, and Presidential Citation. After being honorably discharged October 15, 1945, at Camp Chaffee, he returned to Hot Springs, where he lives with his wife, Letty, and their one child.



FLETCHER M. WARD



LT. ORIN LLOYD

1st Lt. Orin Lloyd, son of Mr. and Mrs. Lonnie B. Lloyd, was born at Hot Springs, Arkansas, August 12, 1924. He attended Hot Springs High School and entered the Army Air Corps April 9, 1943, receiving basic training at Sheppard Field, Texas. By attending Navigation School at Hondo, Texas, he qualified for Navigator June 10, 1944. Lt. Lloyd was attached to the 15th Air Force. He departed from the United States for Italy September 11, 1944, and flew twenty-seven combat missions over Germany, Austria, Italy, Czechoslovakia, and Yugoslavia, and for meritorious service was awarded the Air Medal with two Oak Leaf Clusters, and EAME Theater and American Theater Campaign Ribbons. He received an honorable discharge at Barksdale Field, November 18, 1945, and now resides in Hot Springs.

1st Lt. Jack Pakis, son of Mr. and Mrs. George Pakis, was born October 22, 1920, in Hot Springs, Arkansas. He attended Arkansas State Teachers' College and the University of Arkansas. Entering the Quartermaster Corps October 1, 1940, he received basic training at Ft. George Wright, Washington, and attended Officer Candidate School at Camp Lee, Virginia, qualifying as Platoon Leader. Lt. Pakis served more than five years in the United States, including twenty-six months at Ft. Warren, Wyoming, as instructor in basic military training. After being transferred to the Officers' Reserve Corps January 7, 1946, at Ft. Meade, Maryland, he returned to Hot Springs, where he lives with his wife, Niobe.



JACK PAKIS



ELBERT FORD

Sgt. Elbert Ford, son of Mrs. Millie Ford, was born August 22, 1921, in Garland County, Arkansas. He attended Fountain Lake High School, afterwards being employed at the Purity Dairy. Entering the Air Force August 21, 1943, he received basic training at Harlingen, Texas, and attended Gunnery School, Las Vegas, Nevada. Sgt. Ford served for three and a half years in the United States in the Quartermaster Corps and was awarded Good Conduct Medal and Victory Ribbon. After being honorably discharged February 20, 1946, at Camp Chaffee, Arkansas, he returned to his home in Lonsdale, Arkansas.

Pfc. Billy A. Ford, son of Mrs. Millie Ford, was born August 18, 1924, in Garland County, Arkansas. He attended Fountain Lake High School, afterwards being engaged in farming. Entering the Army Ground Force July 12, 1943, he received basic training at Camp Wallace, Texas, qualifying as Gun Crewman and receiving Expert Infantryman's Badge. After serving for more than a year in the United States with the 84th Infantry, he departed September 20, 1944, for the European Theater of Operations and remained overseas for a year and a half. He participated in the campaigns of Ardennes, Rhineland, and Central Europe, spending five months with the Army of Occupation, and was awarded Victory Ribbon, European-African-Middle Eastern Theater Ribbon with three Bronze Stars, Good Conduct Medal, two overseas bars, and Distinguished Unit Badge. After being honorably discharged March 9, 1946, at Jefferson Barracks, Missouri, he returned to his home in Lonsdale, Arkansas.



BILLY A. FORD



RALPH D. BEHRENS

T/Sgt. Ralph D. Behrens is the son of John T. and Antonia Gibbs Behrens of Malvern, Arkansas, where he was born on October 10, 1916. He attended Malvern High School and received his B. S. E. Degree at Arkansas State Teachers' College at Conway, Arkansas. He completed his education at the University of Colorado and was principal of Eudora High School at Eudora, Arkansas. He was an instructor at North Little Rock High School until entering the Air Corps on December 1, 1942. Sent to San Antonio, Texas, for his basic training, he later attended the Radio School at Sioux Falls, South Dakota, and the Gunnery School at Las Vegas, Nevada. In May, 1944, he was sent to Foggia, Italy, as a gunner with the 301st Bomb Group. He saw action in the air offensive against Europe and the Balkans, Rome-Arno and Normandy campaigns. Sergeant Behrens was captured by the Germans in July, 1944, when his plane was shot down over Austria. He remained a prisoner for ten months and served a total of thirteen months overseas. Holder of the Air Medal, he was honorably discharged at Barksdale Field, Louisiana, on October 28, 1945.

AvMM 1/c Calvin Coughlin, Jr., son of Mr. and Mrs. Calvin Coughlin, Sr., was born February 1, 1921, in Warren, Arkansas. He attended Monticello Grammar School and High School, afterwards being engaged in textile work. Entering the Navy June 10, 1938, he received boot training at San Diego, California, and attended Submarine School and Aviation Machinist's Mate School, qualifying as Aviation and Aerial Gunner. Mate Coughlin departed in December, 1941, for the Pacific Theater of Operations and later was sent to Europe, participating in the battle of Midway, two campaigns in Europe, and campaigns in the American area. His squadron sent down five enemy submarines on one trip to Casablanca. He was awarded the Good Conduct Medal, American Defense Ribbon with one star, Victory Medal and Presidential Unit Citation with one star. Mate Coughlin is still in the service and plans to remain until retirement. His wife, Mary Kathrine, and their child live in Morrilton, Arkansas.



CALVIN COUGHLIN, JR.



PLATE 4

1.—Pfc. Otis W. Powell, son of Elbert L. and Margaret D. Powell of 106 Una Street, Hot Springs, Arkansas, was born at Norman, Arkansas, July 12, 1919. After attending Hot Springs Public Schools, he was employed by the Majestic Garage until he entered the Army Signal Corps September 5, 1941. He received basic training at Fort Monmouth, New Jersey, attended Signal Corps Telephone Line Construction service school, specializing as Telephone and Telegraph Lineman. He also qualified as rifle sharpshooter. Assigned to 255th Signal Construction Company, he departed from the United States March 7, 1943, for the European Theater of Operations, participating in the Normandy, Northern France, Rhineland, Ardennes and Central Europe Campaigns, winning the American Defense Ribbon, Good Conduct Medal, ETO and EAME Ribbons with one Silver and one Bronze Service Star. He was discharged from the service at Camp Chaffee, Arkansas, on July 8, 1945. He lives in Hot Springs with his wife, Mildred, and their son.

2.—T/5 Jerry Breaux, son of Mrs. Josie Verdia Hardy, was born January 5, 1917, at Hot Springs, Arkansas. He attended Ramble and Oaklawn Grade Schools and Hot Springs Junior High School, after which he was employed as manager of a catering service. Entering the Infantry December 29, 1943, he received basic training at Camp Fannin, Texas, and later attended Military Police Service School. After five months' infantry training he departed July 2, 1944, for England and served in the Normandy and Northern France campaigns, during which he was wounded in action. He qualified for Sharpshooter and was awarded the Purple Heart and Good Conduct Medals. He was honorably discharged February 6, 1946, at Camp Atterbury, Indiana, returning to Hot Springs, where he lives with his wife, Hazel Ann.

3.—Gunner's Mate William Roy Hampton, son of Mrs. Ed Staggs of Hot Springs, Arkansas, was born December 28, 1924. He attended Hot Springs Public Schools. Gunner's Mate Hampton entered the United States Navy September 3, 1942, and was sent to San Diego, California, where he received his boot training. No further details regarding the service record of G. M. Hampton were furnished.

4.—Fireman 1/c James Vernon Baker, son of Mr. and Mrs. Ethel Nelson Baker, was born March 17, 1921, in Shawnee, Oklahoma, moving to Arkansas July 1, 1939. He attended Woodrow Wilson Grade School and Shawnee Junior and Senior High School. Entering the U. S. Coast Guard October 6, 1942, he received basic training at Alameda, California, specializing in mechanics and shore patrol. After serving for two and a half years in the United States, he departed March 28, 1945, on the Coast Guard Cutter Onondaga for the Aleutian Islands and remained in that theater of operations for nine months. He was honorably discharged January 4, 1946, at St. Louis, Missouri, and returned to Hot Springs, where he lives with his wife, Willie Etta, and their child.

5.—Signalman 3/c James H. Fendley, son of Mrs. H. H. Fendley, was born on May 8, 1925, at Arkadelphia, Arkansas. He attended Hot Springs High School and entered the Navy on May 6, 1943, receiving boot training at San Diego, California. He was assigned to the destroyer "Macdonough," which participated in the bombardment of Makin Island; occupation of Kwajalein and Majuro Atolls; occupation of Eniwetok Atoll; bombardment of Mille Atoll; Pelau raid; capture and defense of Hollandia, New Guinea; sinking of enemy submarine off Truk; bombardment, capture and defense of Saipan; battle of Northeast Philippines; bombardment, capture and defense of Guam; battle of Surigao Straits and China Sea operations during the occupation of Luzon. For his part in these operations, he was honored

with the American Theater Ribbon, the Asiatic-Pacific Theater Ribbon with seven battle stars, Philippine Liberation Ribbon with two battle stars and the Victory Ribbon with one star. He was honorably discharged at Great Lakes, Illinois, November 24, 1945. He and his wife, Lorraine, have a daughter.

6.—Seaman 1/c Edward Cleveland Bishop, son of Mrs. Bertha Bishop, was born February 14, 1925, at Hot Springs. He received his education by attending Saint Johns' School, after which he was employed as truckdriver. Entering the Navy on June 16, 1943, he received boot training at San Diego, California. After serving in the United States two months and a half, he was sent to the Asiatic-Pacific theater where he served twenty-eight months, participating in campaigns of Empress Augusta Bay, Philippine Islands, Mariannas Islands, Borneo, Lingayan Gulf, Green Island and Amurpoo Island, and also served in the liberation of American prisoners of war at Honshu, Japan. He spent two months with the Army of Occupation at Wakayama, Japan, and received Philippine Liberation Ribbon, with one Star, American Theater Ribbon, Asiatic-Pacific Theater Ribbon with seven Stars, and Victory Medal. Seaman Bishop was honorably discharged at Nashville, Tennessee, December 23, 1945, returning to Hot Springs where he lives with his wife, Ozelle.

7.—Pfc. Jesse Baker, son of Pearl M. and James T. Baker, was born January 11, 1923, in Hot Springs, Arkansas. He attended Greenwood School. Entering the Engineers February 26, 1943, he received basic training at Camp White, Oregon, qualifying as Truck Driver and in the use of the M-1 rifle. Attached to the 300th and 327th Engineers, Pfc. Baker served for ten months in the United States before departing December 3, 1943, for England. Overseas for a year and seven months, he participated in the campaigns of Normandy, Northern France, Rhineland, and Central Europe and was awarded American Service Medal, European-African-Middle Eastern Service Medal, and Good Conduct Medal. After being honorably discharged October 26, 1945, at Camp San Luis Obispo, California, he returned to his home in Hot Springs.

8.—T/4 Egbert Murtain Houpt, son of James Egbert and Minnie Beatrice Houpt of Hot Springs, was born on April 4, 1915, at Lonsdale, Arkansas. He graduated from Rural Dale (Arkansas) High School and in 1936 obtained a position as chauffeur-clerk for the American Railway Express Company, continuing in this capacity until the date of his entrance into military service, November 17, 1942. Previously qualified by nine years' service in the Arkansas National Guard, he received his basic training at Camp Van Dorn, Mississippi, and later was assigned as a motor sergeant, Quartermaster Corps, to Hammond General Hospital, Modesto, California. During his two and a half years of Army service he earned the Rifle Marksmanship medal, the Expert Rifleman's medal, the Good Conduct medal and the American Defense ribbon. He was honorably discharged at Hammond General Hospital on April 18, 1945. He and his wife, Ruth Lorene, are the parents of one child.

9.—T/Sgt. Earl N. Stitt, son of Mr. and Mrs. Roy S. Stitt, of Hot Springs, Arkansas, was born October 7, 1908, at Pawnee City, Nebraska, moving to Arkansas in March, 1921. He attended the Hot Springs public schools, after which he was employed as an insurance salesman by the National Life and Accident Insurance Company prior to entering the United States Army Air Force on March 12, 1942. Following basic training at Camp Crowder, Missouri, he later attended Midland Radio School, Kansas City, qualifying as a radio operator and mess sergeant. He was assigned to the Signal

Corps and departed from the United States on September 2, 1942, for Australia and participated in the New Guinea, Luzon and Southern Philippine campaigns. He was awarded the Good Conduct medal, Philippine Liberation ribbon with one bronze battle star and Asiatic-Pacific Theater Ribbon with three bronze battle stars. He was honorably discharged at Camp Chaffee, Arkansas, October 26, 1945.

10.—T/5 Edward Rooks Gloyne, son of Burley and Rosie Gloyne, was born at Jesseville, Arkansas, April 2, 1922. He received his education at Red Oak and Oaklawn Public Schools, after which he was employed by the Hammonds Lumber Company and Consolidated Steel Corporation at Wilmington, California. He entered the Army February 4, 1943, and received basic training at Ft. Leonard Wood, Missouri. After four months' training in the United States, he was sent to North Africa June 6, 1943, serving two years and six months overseas and participating in European-African-Middle Eastern, Naples, Foggia, Rome, Anzio, and North Apennines campaigns. He was wounded in action at Cassino January 17, 1944. He was awarded the Purple Heart, Good Conduct, and Victory Medals and was honorably discharged December 9, 1945, at Fort McArthur, California.

11.—Pfc. Roy E. Flowers, son of Mr. and Mrs. J. E. Flowers, was born July 11, 1910, in Arkadelphia, Arkansas. He attended Glenwood, Arkansas, and Pike County Public Schools, afterwards being engaged as a lumber grader. Entering the Infantry December 10, 1943, he received basic training at Ft. Bliss, Texas (A. A. A.) and Camp Howze, Texas (I. R. T. C., 45th Div.), qualifying as Expert Marksman with the rifle. Departing January 9, 1945, for Ireland, Pfc. Flowers served overseas for a year, participating in the battle of the Rhineland and European campaigns and being wounded in action. He was awarded one Bronze Star, Good Conduct Medal, American Theater Ribbon, European-African-Middle Eastern Theater Ribbon, two overseas bars, Combat Infantryman's Badge, and the Purple Heart. After being honorably discharged January 29, 1946, at Jefferson Barracks, Missouri, he returned to Hot Springs, where he lives with his wife, Annie Virginia, and their children.

12.—T/4 Farrel Ogburn, son of Robert Martin and Mary Lou Ogburn, was born at Bloomberg, Texas, on September 25, 1917, moving with his parents to Arkansas when a small child. He attended school at Bright Star, Arkansas, and entered military service on September 20, 1940. After basic training at Hot Springs, he was assigned to the Medical Corps as a technician and served with the Medical Detachment, Army and Navy General Hospital, Hot Springs, and later at Station Hospital, West Point, New York, before being sent in May, 1943, to England, where he remained about two years and a half. Sgt. Ogburn was awarded the American Defense Ribbon, the Good Conduct Medal and the European-African-Middle Eastern Theater Ribbon. He was honorably discharged on October 3, 1945, at Fort Sam Houston, Texas.

13.—Pvt. Lindrel Martin Holden, son of William Simon and Myrtle Lena Holden, was born on November 30, 1919, at Hot Springs, Arkansas, attended the Lakeside school and was engaged in truck driving prior to entering the United States Army on January 4, 1943. Private Holden received basic training at Fort Riley, Kansas, and sustained a shoulder injury during the course of training. He was stationed at Detachment Corps of Military Police Headquarters, and after being discharged from White Side Hospital was physically disqualified for overseas duty and accordingly was honorably discharged at Fort Riley on August 25, 1943.

14.—PhM 3/c Norval W. Sanders, son of Mr. and Mrs. Elbert J. Sanders, was born in Hot Springs on November 7, 1915. Upon the completion of his

education in the Cutter-Morning Star Schools, he was employed by Safeway Stores and Scott-Meyer Commission Company in Hot Springs prior to his entrance into the United States Navy on December 10, 1943. He was sent to San Diego, California, for boot training and later attended Hospital Corps School. After more than fourteen months of service in the United States, he sailed on March 17, 1945, for Okinawa and served for almost nine months in that area as a Pharmacist's Mate 3/c, seeing action in the Okinawa campaign. Among his awards for meritorious service were the Asiatic-Pacific Theater Ribbon with one battle star and a Navy Unit citation. Mate Sanders was honorably discharged from the service on December 16, 1945, at Memphis. He and his wife, Mrs. Mary Frank Sanders, are the parents of one child.

15.—Sgt. Herman Fred Sanders, son of Mr. and Mrs. Elbert J. Sanders, was born at Cleveland, Oklahoma, on August 9, 1918, the family moving to Arkansas two years later. After completing his education in the Cutter-Morning Star Schools, he was employed by Safeway Stores as a food clerk prior to his entrance into military service on February 5, 1942. He was sent to Camp Robinson for basic training, upon the completion of which he was assigned to the Medical Department, in the Orthopedic branch of the Army and Navy Hospital at Hot Springs, Arkansas, for almost four years. Sergeant Sanders was honorably discharged from the service at Drew Field, Tampa, Florida, on October 30, 1945. He and his wife, Mrs. Ruth Sanders, are the parents of two children.

16.—S/Sgt. Oris Calvin Powell, son of Mr. and Mrs. Houston T. Powell of Hot Springs, Arkansas, was born at Mammoth Spring, Arkansas, on March 1, 1921. After attending high school at Leachville and Oak Grove (Arkansas) he worked as a meat cutter, welder and farmer prior to his induction into the United States Army on January 6, 1941. Previously a member of the National Guard, he was trained at Fort Bliss, Texas, and Camp Chaffee, Arkansas. In February, 1942, Sergeant Powell left the United States for the Aleutian Islands, remaining there two years before being transferred to the European Theater, where he saw action in France, Belgium, Holland and Germany. Among his honors he has the Rifle Sharpshooter's medal, the Good Conduct Medal, the American Defense Ribbon, the Asiatic-Pacific Theater Ribbon and the European-African-Middle Eastern Theater Ribbon with one Oak Leaf Cluster. He was honorably discharged on July 6, 1945, at Jefferson Barracks, Missouri. His wife is Mary Catherine Powell.

17.—Ship's Cook 2/c Howard V. Elarton, son of Wesley E. and Phebe Jane Elarton, was born at Argonia, Kansas, August 16, 1903, moving to Arkansas on September 13, 1935. He received his education by completing grade and high school and entered the U. S. Navy on October 31, 1942, receiving boot training at Great Lakes, Chicago, Illinois. He served in the Navy for over two years in the South Pacific theater and was honorably discharged at Memphis, Tennessee, on December 18, 1945, returning to Hot Springs where he lives with his wife, Hazel Marie.

18.—T/Sgt. Herman Eastlack, Jr., son of Herman and Etta Eastlack, was born on April 15, 1922, at Hot Springs, Arkansas, and attended high school in that city. He entered the United States Army on June 17, 1940, and after basic training at Fort Ord, California, he attended special service schools at Camp Crowder, Missouri, and Gower Field, Idaho. Assigned to the Air Force as wire chief and communication chief, he was stationed in the United States for three years before being sent to the European theater in July, 1943. During the 26 months he served in this area he took part in the general air offensive over Normandy, Northern France, Ardennes, Central Europe and the Rhineland, winning for his meritorious service the Ameri-

can Defense Ribbon, Good Conduct Medal and the European-African-Middle Eastern Ribbon with six battle stars. He was honorably discharged from service at Jefferson Barracks, Missouri, on September 25, 1945. His present address is Route 3, Hot Springs, Arkansas.

19.—S/Sgt. Harlis A. Mahan, son of Mrs. Josie Mahan, Pine Bluff, Arkansas, was born at Norman, Arkansas, August 5, 1919. He attended the Percy (Arkansas) public schools and afterwards was employed as a truck driver until he entered the United States Army on March 23, 1942. He received his basic training at Camp Barkeley, Texas, and later qualified as a truck driver and physical instructor. He was attached to the Medical Detachment, 358th Infantry as a platoon sergeant and sent with his unit to the European Theater early in 1944, where he engaged in the Normandy, Northern France, Ardennes, Rhineland and Central Germany campaigns, for which he was awarded the Presidential citation, Bronze Arrowhead, Good Conduct Medal, European

Theater Ribbon with five battle stars and a medal for proficiency with the rifle. He was honorably discharged at Jefferson Barracks, Missouri, on October 23, 1945. He and his wife, Zelma, have one child, a son.

20.—Pvt. C. L. Sutton is the son of Henry I. and Eva Sutton of Percy, Arkansas, where he was born on April 18, 1924. He attended the Percy schools and was engaged in farming until entering the Army on November 3, 1943. Private Sutton completed his basic training at Fort Sill, Oklahoma, and became a member of the 339th Field Artillery of the 88th Infantry Division. In May, 1944, he was sent with his unit to North Africa and later to Italy, where he saw action in the Arno River crossing, breaking of the Gothic Line and the Po Valley campaign. Overseas almost 22 months, he was awarded the European Theater Ribbon. After serving eight months with the Army of Occupation he was honorably discharged at Jefferson Barracks, Missouri, on February 13, 1946.

PLATE 5

1.—Ship's Cook 3/c James L. Pickett, son of Mrs. Harris Echols of Mt. Pine, Arkansas was born at Ashdown, Arkansas, on November 14, 1921. He attended the Cherry Hill, Mena, and Ashdown schools and was engaged in the grocery business for three years prior to entering the Navy on June 19, 1944. He served his basic training at San Diego, California, and then attended the Cook's and Baker's School and the Submarine School. In April, 1945, he was sent to Pearl Harbor and remained overseas seven months. He served with the submarine forces at Pearl Harbor and Guam and was awarded the Submarine Combat Pin, the Asiatic-Pacific Theater Ribbon, American Theater Ribbon, Philippine Liberation Ribbon with star and the Victory Ribbon. He is being retained in the Navy because of the Navy shortage of cooks. He and his wife, Pauline, have one child.

2.—Boatswain's Mate 2/c Reuben Embry Pickett, son of Mrs. Anne Embry Echols of Mountain Pine, Arkansas, was born at Ashdown, Arkansas, on March 16, 1925. He attended the Ashdown, Cherry Hill, Mena, Ouachita, and Mountain Pine schools and entered the U. S. Navy on June 22, 1943. He completed his basic training at San Diego, California, and then was sent to the Submarine School. He became a member of submarine crews and was sent to Midway Island in the Pacific Theater in September, 1943. He saw action in the first attack on the Japanese fortress at Truk and later on Midway and the Marshall Islands. Mate Pickett was the holder of the Submarine Combat Pin, Asiatic-Pacific Theater Ribbon with one gold and one bronze star and the American Theater Ribbon. This gallant sailor died a tragic death on January 10, 1945, when he was killed in a plane crash near Burbank, California, while returning to his ship, the U. S. S. Snapper, at Mare Island Navy base.

3.—Cpl. Harry V. Holland, son of Jim Holland and Mrs. H. M. Bigley, Hot Springs, was born in that city on February 3, 1913. He attended the Hot Springs schools and the Coyne Electrical School at Chicago, Illinois. Entering military service on April 25, 1944, he was assigned to the Engineers and received his basic training at Camp Robinson, Arkansas. Corporal Holland then attended the heavy equipment school at Fort Leonard Wood. In February, 1945, he was sent with his unit, the 1010th Engineer Treadway Bridge Company to Scotland. Overseas 13 months, he saw action in the Rhineland and Central Europe campaigns and was awarded the European Theater Ribbon with two battle stars, the Good Conduct Medal, and the Victory Ribbon. After nine months with the Army of Occupation in Germany, he was honorably discharged at Jefferson Barracks, Missouri, on March 14, 1946. He and his wife, Vestel, have one son, Harry Martin.

4.—S/Sgt. Jessie Franklin Farr, son of Mrs. Mollie E. Ware, of Hot Springs, Arkansas, was born at Hot Springs on February 13, 1910. He attended the Hot Springs public schools and was employed by the People's Laundry of Hot Springs, as a routeman prior to entering the United States Army on February 5, 1942. Following basic training at Camp Robinson, he was assigned to Co. A, 103rd Infantry, 43rd Division and departed from the United States on October 1, 1942, for the Asiatic-Pacific Theater, where during his 34 months of foreign service as a combat infantryman and squad leader he participated in the campaigns of Guadalcanal, Northern Solomons, New Guinea, Luzon and Southern Philippines. He was awarded the Good Conduct Medal, the Philippine Liberation Ribbon with one battle star, Asiatic-Pacific Theater Ribbon with one silver star and the Distinguished Service Cross. He returned to the United States after the close of the war and was honorably discharged at Camp Chaffee, Arkansas, on October 26, 1945.

5.—Cpl. William A. Niven, son of Mr. and Mrs. C. F. Niven of Salem, Arkansas, was born July 25, 1919. He attended Salem schools and is a graduate of Salem High School. He also had four years' training in University of Arkansas and taught vocational agricultural course at a Hot Springs school. He was later employed by Farm Security Administration for two years. Corporal Niven entered the Army Air Corps January 5, 1943. He completed radio school at Chicago, Illinois. His wife and daughter live in Salem, Arkansas. No further details were furnished regarding the service record of Corporal Niven.

6.—S/Sgt. Harry Wood Angell, son of Mr and Mrs. James N. Angell, was born at Luxora, Arkansas, October 1, 1918. He received his education by attending Ramble and Cutter Morning Star public schools, after which he was employed as general carpenter. Entering the Infantry May 16, 1944, he received basic training at Camp Fannin, Texas, qualifying as administrative NCO. He was sent to the Asiatic-Pacific Theater January 21, 1945, attached to the 41st Division, and saw action in three Southern Philippine Island campaigns. Qualifying as Combat Infantryman, he was awarded World War II Victory Ribbon, Good Conduct Medal, Asiatic-Pacific Theater Ribbon, one Bronze Service Star, and Philippine Liberation Ribbon with one Bronze Star. After serving one year overseas, he returned to the United States and was honorably discharged at Camp Chaffee, January 23, 1946. He and his wife, Irma, live in Hot Springs with their two children.



PLATE 5

7.—1st/Sgt. Ray Neal Herrin, son of Biga Dell and Randy Ellis Herrin, was born at Waldron, Arkansas, January 12, 1917. He received his high school education at Parks, Arkansas, and entered the Army (Infantry) January 20, 1938, receiving basic training at Ft. Riley, Kansas. Later he qualified as 1st Sgt. by attending Cook's and Baker's School. After serving in the United States for six years, he was sent to the European Theater of Operations March 19, 1944. For meritorious service, Sergeant Herrin was awarded the Good Conduct Medal, American Defense Ribbon, ETO Ribbon for participating in four campaigns, and the Infantry Combat Badge. Returning to the United States after serving overseas for almost one and a half years, he received a honorable discharge at Camp Chaffee, Arkansas, July 30, 1945. He returned to Parks, Arkansas, where he lives with his wife, Avis, and their child.

8.—AvMM 3/c Roy Woodrow Murphrey, son of Mr. and Mrs. James A. Murphrey, was born at Walsenburg, Colorado, January 1, 1919, moving to Arkansas January 1, 1937. He received his education by attending Huerfano County Grade and High Schools, Colorado; Hot Springs High School, and Curtis Wright Tech., at Glendale, California. Entering the Navy May 29, 1944, he received boot training at Camp Wallace, Texas, qualifying as aircraft mechanic. After serving three months in the United States, he was sent to the South Pacific Theater, where he participated in the second battle of the Philippine Sea and Leyte Gulf, Lingayen Gulf, Mindoro Island, Iwo Jima, Okinawa, and Tokyo Bay campaigns. His unit also covered initial landings on the Japanese home islands for three weeks. Mate Murphrey received an honorable discharge at Memphis, Tennessee, January 6, 1946. He and his wife, Sestos, live in Hot Springs with their child.

9.—S/Sgt. Samuel Byron Warren, son of Mrs. Lela O. Warren, was born at Hot Springs, August 11, 1923. After graduating from Lakeside High School, Hot Springs, he was employed as clerk by the Malvern Gravel Company. He entered the Army Air Corps at Camp Robinson January 21, 1943, and received basic training at Sheppard Field, Texas, where he qualified for administrative specialist. He was awarded the Marksmanship Medal. After serving in the United States, he was sent to Honolulu June 7, 1943, remaining there two years and a half. Sergeant Warren received an honorable discharge at Camp Chaffee, December 11, 1945.

10.—BM 2/c Earl Norton Patton, son of Mrs. Iva Page, was born April 8, 1926, in Hot Springs, Arkansas. He attended Hot Springs High School. Entering the Navy June 7, 1944, he received boot training at Camp Wallace, Texas. He departed September 25, 1944, for a year and a half of overseas duty on the U. S. Transport Neville and was awarded European Theater Ribbon, Asiatic-Pacific Theater Ribbon, Victory Medal, and American Theater Ribbon. After being honorably discharged June 6, 1946, at Memphis, Tennessee, he returned to his home in Hot Springs.

11.—Pfc. Clarence Vernon Riley, son of Mrs. John C. Radford of 517 Pullman Street, Hot Springs, Arkansas, was born at Bluffton, Arkansas, on May 23, 1925, attended Gardner and Lakeside public schools, after which he was employed as grocery clerk and sign painter prior to entering the United States Army on July 12, 1943. Private Riley received his basic training at Camp Van Dorn, Mississippi, and later was attached to the 358th Inf., 90th Division, and sent to the European Theater early in 1944. He participated in the Normandy, Northern France and Rhineland campaigns and was twice wounded. He is the holder of the Expert Combat Infantry Badge, European Theater Ribbon with bronze battle stars denoting engagements, Good Conduct Medal and the Order of the Purple Heart, with cluster. He was honorably discharged from the service at Camp Chaffee, Arkansas, on November 13, 1945.

12.—AvMM 1/c Robert Grant Kemp, son of Mr. and Mrs. Ulysses Grant Kemp, was born July 29, 1924, in Hot Springs, Arkansas. He attended Hot Springs Junior High School. Entering the Navy August 12, 1941, he received boot training at San Diego, California, and attended Machinist's Mate School in Chicago, Illinois, qualifying in aviation. After serving for a year in the United States with Fleet Air Wings, he departed August 29, 1942, for the Aleutian Islands and remained overseas more than two years, participating in the battles of Kiska and Attu. He was awarded American Defense Ribbon with one star, American Theater Ribbon, Asiatic-Pacific Theater Ribbon, Good Conduct Ribbon, and Combat Air Crew insignia. He is still in service. His wife, Shirley Ann, and their child live in Hot Springs, Arkansas.

13.—T/5 Edward M. Kemp, son of Mr. and Mrs. A. G. Kemp, of Hot Springs, was born on August 31, 1921, at Hot Springs, Arkansas, and attended public schools at Hot Springs. As a member of the Arkansas National Guard, he was inducted into service on February 6, 1941, and received his basic training at Fort Bliss, Texas; following this he attended Motor Service School, specializing as a truck driver and power plant operator. He sailed with his unit for the Aleutian Islands on August 29, 1941, and later he was sent to the European Theater and saw extensive service through Scotland, England, France, Holland, Bulgaria, Luxembourg, Germany and Austria. He wears the Asiatic-Pacific Theater Ribbon, the American Defense Service Ribbon, European-African-Middle Eastern Theater Ribbon with two battle stars, the Good Conduct Medal and three sharpshooter's medals. He was honorably discharged at Jefferson Barracks, Missouri, on September 25, 1945.

14.—Seaman 1/c Floyd Jefferson Hays, son of Mr. and Mrs. Lester Lee Hays, was born April 11, 1914, at Hot Springs, Arkansas. He received his education by attending Hot Springs High School and Arkansas A. & M. College at Magnolia, after which he was employed as salesman. Entering the Navy April 7, 1944, he received boot training at San Diego, California, later attending Naval Training School at Los Angeles, where he specialized in dry dock painting. After serving six months in the United States, he was sent to Manus Harbor, Admiralty Islands, serving in that theater for over 13 months. Seaman Hays received an honorable discharge at Memphis, November 8, 1945. He lives in Hot Springs with his wife, Louise, and their three children.

15.—Sgt. Merritt Walton Hays, son of Mr. and Mrs. Lester Lee Hays, was born at Hot Springs, April 13, 1911. He received his education by attending the Hot Springs High School, afterwards entering the Army Air Corps, 3rd Air Force, on January 4, 1943. He received basic training at Sheppard Field, Texas, and later attended Armament, Lowry Field, Denver, Flexible Gunnery, Kingman, Arizona, and Central Instructors' School at Ft. Myers, Florida, qualifying for gunnery instructor, B-17 Flying Fortress. He received AAF Air Crew Member Wings and after over three years' service with the 3rd Air Force was honorably discharged at Maxwell Field, Montgomery, Alabama, January 31, 1946. He lives in Hot Springs with his wife, Addie Belle, and their son.

16.—WO (j. g.) James H. Burrough, son of Mr. and Mrs. Edgar H. Burrough, was born July 16, 1918, in Hot Springs, Arkansas. He attended Hot Springs public schools, afterwards being employed in a service station. Entering the Army Engineers in May, 1941, he received basic training at Ft. Bliss, Texas. He served for two years in the United States and for three years overseas, departing in 1942 for Canada and Germany. After being honorably discharged January 3, 1946, at Ft. Sam Houston, Texas, he returned to Hot Springs, where he lives with his wife.

17.—**Soundman 3/c Merl K. Burrough**, son of Mr. and Mrs. Edgar H. Burrough, was born October 15, 1924, in Hot Springs, Arkansas. He attended Hot Springs public schools, afterwards being employed as a shoe salesman. Entering the Navy in February, 1944, he received boot training at Farragut, Idaho, qualifying as soundman. He served for 18 months in the United States and departed in 1945 for the South Pacific Theater of Operations. After being honorably discharged May 15, 1946, at Shoemaker, California, he returned to his home in Hot Springs.

18.—**Seaman 1/c Joe Norton Dwigins**, son of Mrs. Elizabeth Dwigins, was born August 30, 1926, in Tupelo, Mississippi, moving to Arkansas in 1929. He graduated from Hot Springs public schools, afterwards being employed at Dino's Store for Men. Entering the Navy V-5 Unit July 1, 1944, he received boot training at Arkansas A. & M. College, Monticello, Arkansas, and attended Aviation Radio School and Aviation Radar Operator School at Memphis, Tennessee, and Aerial Free Gunnery School at Jacksonville, Florida, qualifying as aviation radioman and gunner. Seaman Dwigins served in the United States for a year and nine months. After being honorably discharged March 4, 1946, he returned to his home in Hot Springs.

19.—**Signalman 1/c Vernon Ray Vawter**, son of Mr. and Mrs. Roy A. Vawter, was born October 20, 1923, in Hot Springs, Arkansas. He attended Pleasant Hill and Hot Springs High Schools. Entering the

Navy January 26, 1942, he received boot training at San Diego, California, and attended Service School in Los Angeles, qualifying as signalman. Departing June 7, 1942, for more than three years' overseas service, Signalman Vawter was sent to the Atlantic and Pacific oceans and the Caribbean and Mediterranean seas. He participated in submarine attacks and in the New Guinea campaign and was awarded three Bronze Stars. After being honorably discharged October 15, 1945, at Memphis, Tennessee, he returned to Hot Springs, where he lives with his wife, Mildred, and their daughter.

20.—**Shipfitter 1/c Elton Lee Vawter**, son of Mr. and Mrs. Roy A. Vawter, was born July 4, 1925, in Hot Springs, Arkansas. He attended Pleasant Hill School and Hot Springs High School, afterwards being engaged as welder and mail carrier. Entering the Navy September, 1943, he attended Shipfitters' School and Underwater Demolition School. Departing in January, 1944, for a year and a half of overseas duty, he served in Africa, Italy, and Normandy, and was sent to the Pacific Theater in November, 1944, serving in the invasions of Okinawa and Saipan and the campaigns of the Philippine Islands, Ie Shima, Kume Shima, Eniwetok, Maui, Futsu Saki, Tokyo Bay, and Japan. He spent one month with the occupation forces and was awarded one Silver Star, four Bronze Stars, and Presidential Unit Citation. After being honorably discharged, he reenlisted in October, 1945. His home is in Hot Springs.

PLATE 6

1.—**Pfc. James L. LupPlace**, son of James W. LupPlace of Hot Springs, was born at Rosboro, Arkansas, March 19, 1918. After completing his education he entered the military service on May 22, 1942, and completed his basic training at Camp Shelby, Mississippi. He served with the 403rd Field Artillery Battalion of the 85th Division and then with the military police. Private LupPlace was then transferred to the B Battery of the 307th Field Artillery of the 78th Division and arrived with this unit in the European Theater in October, 1944. Overseas 16 months, he saw action in the Ardennes, Rhineland and Central Europe campaign. He spent two months with the Army of Occupation of Germany and was honorably discharged at Jefferson Barracks, Missouri, on January 19, 1946.

2.—**Shipfitter 3/c Myles W. LupPlace**, son of Mr. and Mrs. James W. LupPlace of Hot Springs, Arkansas, was born March 2, 1922, at Rosboro, Arkansas. He joined the United States Navy Seabees on November 27, 1942, receiving basic training at Camp Bradford, Virginia, following which he was assigned to Asiatic-Pacific service and participated in the recapture and occupation of Guam. He returned to the United States after almost three years' service and was honorably discharged at Memphis, Tennessee, October 6, 1945.

3.—**Cpl. Doyle C. LupPlace**, son of J. W. LupPlace of Hot Springs, was born at Rosboro, Arkansas, on November 17, 1920. After receiving his education at Rosboro High School, he entered the military service on October 13, 1942, and was sent to Camp Adair, Oregon, for his basic training and served on that post with Co. C, 321st Engineer Battalion of the 96th Infantry Division. After 22 months with his unit in this country he was sent to the China-Burma-India Theater and served there for 16 months with the 1380th Engineer Petroleum Distribution Company. He participated in the campaigns in China and Burma and was returned to this country. Corporal LupPlace was honorably discharged at Camp Chaffee, Arkansas, on February 3, 1946.

4.—**Yeoman 3/c Dean Farwell Thornton**, son of Mr. and Mrs. D. Percy Thornton, was born April 2, 1926, in Hot Springs, Arkansas. He attended Jones

Grade School and Hot Springs Junior and Senior High Schools. Entering the Navy June 5, 1944, he received boot training at Camp Wallace, Texas, and Ft. Emory, California. He departed November, 1944, for the South Pacific and Japan, making numerous trips to and from Japan on the U. S. S. Grimes and participating in the campaigns of Iwo Jima and Okinawa and the occupation of Japan. He is still in service overseas. His home is in Hot Springs.

5.—**2nd Lt. Duval Coates Thornton**, son of Mr. and Mrs. D. Percy Thornton, was born November 18, 1924, in Oakland, California, moving to Arkansas in 1925. He attended Jones Grade School, Hot Springs Junior High School, and Hot Springs Senior High School. Entering the Air Corps July 28, 1943, he received basic training at Miami Beach, Florida, and attended primary, basic, and advanced flying schools, qualifying as pilot February 1, 1945. Lieutenant Thornton served for more than two years in the United States with the Air Corps and was honorably discharged November 1, 1945, at Barksdale Field, Louisiana. He lives in Hot Springs.

6.—**Cpl. Claud Threadgill**, son of Mrs. Cora Threadgill, was born at Mena, Arkansas, December 28, 1913. He received his education by attending Mena public schools, after which he was employed by the Hot Springs City Street Department. Entering the Armed Forces September 21, 1942, he received basic training at Ft. Francis E. Warren, Wyoming, qualifying for motor vehicle operator. After training in the United States four months, Corporal Threadgill departed for Ledo, India, Assam Province, attached to 88th Quartermaster Battalion, on January 20, 1943, and served in the China-Burma-India Theater for two and a half years. He received Rifle Marksmanship Medal, Asiatic-Pacific Theater Ribbon with three Battle Stars, Good Conduct Medal, and the Purple Heart for an injury sustained December 10, 1943, while in service with Air Supply Unit. Returning to the United States June 30, 1945, he was honorably discharged at Camp Claiborne, Louisiana, September 22, 1945. He lives in Hot Springs with his wife, Vera.

7.—**T/5 James Eric Holt**, son of Mr. and Mrs. James Eric Holt, was born March 15, 1907, in Little Rock,

Arkansas. He attended Pulaski Heights Junior High School in Little Rock, afterwards being engaged as refrigeration mechanic and stationary operator engineer at the Army and Navy Hospital in Hot Springs. Entering the Army April 25, 1944, he received basic training at Camp Barkley, Texas, qualifying as refrigeration mechanic. He served for five months with the Medical Department before departing September 21, 1944, for New Guinea and Leyte in the Philippine Islands. Overseas more than a year, he participated in New Guinea and Leyte campaigns and was awarded Unit Citation, Good Conduct Medal, Philippine Liberation Ribbon with one Bronze Star, and Asiatic-Pacific Service Ribbon with two Bronze Service Stars. After being honorably discharged October 25, 1945, at Camp Chaffee, he returned to Hot Springs, where he lives with his wife, Louella, and their children.

8.—Chief Storekeeper John Wells Bridges, son of Mr. and Mrs. Arthur E. Lorraine of Hot Springs, was born at Ruleville, Mississippi, on December 16, 1900, and moved to Arkansas in 1927. He was educated at Yazoo City High School and the Memphis Vocational School before enlisting in the Regular Navy on March 26, 1921. Chief Bridges served his basic training at Great Lakes, Illinois, and became a disbursing specialist. A veteran of more than 25 years of continuous years, he has seen more than seven years of foreign duty and has traveled over almost every country in the world. During this war, he served with the Allied Control Force and won the Good Conduct Medal, the American Theater Ribbon, the Asiatic-Pacific Theater Ribbon and the Victory Ribbon. He is now stationed at San Diego, California. His wife is La Vesta M. Bridges.

9.—Electrician's Mate 3/c James Boaz Parker, son of Rev. and Mrs. John A. Parker, was born May 27, 1926, in Crossett, Arkansas. He attended Jones Grammar School and Hot Springs Junior and Senior High Schools. Entering the Navy September 23, 1944, he received boot training at Farragut, Idaho, and attended Naval Electrical Training School at St. Louis, Missouri. He departed June 23, 1945, for New Caledonia, remaining overseas for more than a year. Mate Parker was awarded campaign ribbons, Victory Ribbon, Asiatic-Pacific Theater Ribbon, and American Theater Ribbon. He is still in the service and expects to be discharged in August, 1946. His home is in Hot Springs.

10.—S/Sgt. Dale Burchfield, son of Mrs. Nancy Orah Burchfield, was born April 10, 1924, in Amity, Arkansas. He attended Hot Springs grade and high school, afterwards being engaged as a printer apprentice. Entering the Infantry March 15, 1943, he received basic training at Ft. Leonard Wood, Missouri, qualifying as squad leader, noncommissioned officer, message center clerk, rifle marksman and Thompson submachine gun expert. Attached to Co. B, 5th Ranger Battalion, he departed January 7, 1944, for England and served overseas for more than two years. Sergeant Burchfield was awarded Victory Ribbon, European-African-Middle Eastern Theater Ribbon, and Good Conduct Medal. After being honorably discharged March 13, 1946, at Jefferson Barracks, Missouri, he returned to his home in Hot Springs.

11.—Motor Machinist 1/c G. B. Burchfield, son of Mrs. Orah Burchfield, was born at Amity, Arkansas, December 15, 1919. He received his education at Hot Springs High School and was afterwards employed as professional baseball player. He entered the Navy July 3, 1942, receiving his boot training at San Diego, California. Later he qualified for motor machinist by attending the Diesel Service Schools at Columbia, Missouri, and Cleveland, Ohio. He arrived in Oran, Africa, July 20, 1943, seeing action at Salerno and Anzio, Italy, and in Southern France, and was then sent to the South Pacific, participating in action at Okinawa. For meritorious service he was awarded American Theater Ribbon, European Theater Ribbon with three stars, Asiatic-Pacific Theater Ribbon with one star, and the Good Conduct Medal. He received his honorable discharge at Memphis, Tennessee, October 24, 1945, and returned to Hot Springs.

12.—T/5 Thomas John Kimball, son of Mrs. Irma L. Kimball, was born at New Madrid, Missouri, May 7, 1919, moving to Arkansas in 1923. He attended grammar, junior high, and senior high schools at Hot Springs and was then employed as printer. Entering the Army (Ordnance) May 6, 1942, he received his basic training at Camp Robinson. Later he qualified as mechanic-driver by attending Midwest Automotive Institute, and for his proficiency in the use of the Thompson submachine gun was awarded Expert Medal. He landed in England January 31, 1943, with the 704th Ordnance Co., 4th Infantry Division, and served overseas one and a half years in the Normandy, Northern France, Ardennes, Rhineland, and Central European campaigns. He was awarded the Good Conduct Medal, Meritorious Unit Medal, and ETO and EAME Ribbons with one Silver Battle Star. He received an honorable discharge at Ft. Sheridan, Illinois, August 30, 1945, and returned to Hot Springs where he lives with his wife, Ruth, and child.

13.—PhM 1/c William Robert Kimball, son of Mrs. Irma Kimball, was born at New Madrid, Missouri, June 11, 1901, moving to Arkansas in 1921. He attended the New Madrid Grade and High Schools and Pharmacy College at Little Rock. He entered the Navy February 22, 1943, receiving basic training at Pensacola, Florida. By attending the Pharmacist's Mates Service School, he was made pharmacist mate 1/c. After serving in the Navy for two years, he received his honorable discharge at New Orleans, February 22, 1945, returning to Hot Springs where he lives with his wife, Flora, and their two children.

14.—Pvt. Wheeler David Ruffin, son of David A. and Ida Mae Ruffin (deceased), was born at Hot Springs, Arkansas, September 1, 1915. He received his education by attending Lakeside High School, Henderson State Teachers' College, and Russellville Tech., after which he was employed as mechanic, masseur, and painter. Entering the Infantry February 5, 1942, he received basic training at Camp Robinson, afterwards attending service school at Ft. Benning and qualifying for truck driver. After serving over 26 months in the United States, Private Ruffin departed for Europe on April 7, 1944, and participated in Southern France, Rhineland, Central Europe, and Rome-Arno campaigns. He received Rifle Marksmanship and Carbine Sharpshooter's Medals in 1942, Bayonet Medal, European Theater of Operations Ribbon with four Bronze Stars, and Good Conduct Medal. Returning to the United States January 15, 1946, he was honorably discharged at Jefferson Barracks, January 25, 1946.

15.—Gunner's Mate 2/c Park J. Henderson, son of Mr. and Mrs. J. W. Henderson, was born March 12, 1912, in Hot Springs, Arkansas. He attended Lakeside High School, afterwards being engaged in farming and as foreman of a bottling plant. Entering the Navy January 12, 1943, he received boot training at Great Lakes, Illinois, and attended Gunnery School. He served for a year in the United States and for a year and a half overseas. After being honorably discharged June 11, 1945, at San Francisco, California, he returned to his home, where he lives with his wife, Pearl Elizabeth, and their child.

16.—Pfc. Thomas Monroe Ford, son of George M. and Pairlee Ford, was born at Hot Springs, Arkansas. He received his education by attending Hot Springs High School. Entering the Army Air Corps June 28, 1943, he received basic training at Amarillo, Texas, and attended College Training Detachment, Aviation Machinist's Service School, qualifying for Aerial Engineer, Type B-24. Completing his training in the United States, he was sent to the China-Burma-India Theater September 27, 1944, and served in that theater for over 14 months. Pfc. Ford was awarded the Air Medal, Good Conduct Medal, Victory Ribbon, American Theater Ribbon, American Defense Ribbon, China Liberation Ribbon, and Unit Citation. Returning to the States February 2, 1946, he was honorably discharged at Camp Chaffee February 10, 1946.



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17.—Cpl. George William Ford, son of George M. and Pairlee Ford, was born at Paige, Oklahoma, February 20, 1920, and moved to Arkansas on March 13, 1920. He received his education at Hot Springs High School. He entered the National Guard October 12, 1939, and the Regular Army Coast Artillery, Anti-Aircraft and Air Corps, January 6, 1941, receiving basic training at Fort Bliss, Texas. Later he qualified for radio operator mechanic and teletype mechanic by attendance at Sioux Falls AAF Radio School. He arrived in the Aleutians September 4, 1941 with the 3507 Air Base Unit and, after serving in that theater for over two years, returned to the United States. Corporal Ford received his honorable discharge at Scott Field, Illinois, September 25, 1945. His wife is Virginia Lee Ford.

18.—Sgt. James E. Ford, son of Mr. and Mrs. George Monroe Ford, was born February 5, 1922, at Bee Branch, Arkansas. He received his education at Hot Springs High School. First entering service with the National Guard October 5, 1939, he entered the regular Army Coast Artillery, Anti-Aircraft January 6, 1941, receiving basic training at Fort Bliss, Texas. Later attending Sioux Falls AAF Radio Operators and Mechanics School, he qualified at radio operator mechanic and gunner and was awarded Crew Members Badge March 22, 1945. He served in the United States for two years and was then sent to Alaska, where he served for two years. Returning to the United States, Sergeant Ford received an honorable discharge at Lincoln Army Air Field, October 2, 1945.

19.—S/Sgt. Robert Junior Short, son of Addie George and Robert McCoy Short, was born at Dallas, Texas, October 1, 1918, moving to Arkansas in 1925. He attended Pleasant Hill School and Texarkana Junior High School before entering the Army (Infantry)

July 2, 1937. Training in the regular Army, Company B, 26th Infantry, 1st Division, he qualified in communications and received Expert Medals for proficiency in the use of the rifle, hand grenade, .45 caliber pistol and bayonet. Departing from the United States August 1, 1942, Sergeant Short participated in the campaigns of North Africa, Middle Eastern, Sicily, Normandy, Belgium, and Germany, receiving wounds in the latter campaign. For meritorious service he was awarded the Good Conduct Medal, American Defense Ribbon, Distinguished Unit Badge, Bronze Star, Combat Infantryman's Badge, Purple Heart, and seven campaign stars on ETO Ribbon. After two and a half years' service overseas, he received an honorable discharge at Brooke Convalescent Hospital, Ft. Sam Houston, Texas, September 28, 1945, and returned to Hot Springs, where he lives with his wife, Ruby Eileen.

20.—T/Sgt. Charles S. Abell III, son of Mr. and Mrs. Gilbert E. Hogaboom, was born at Baltimore, Md., January 1, 1926, moving to Arkansas in 1927. He graduated from Hot Springs High School and attended University of Arkansas for six months. Entering the Army Air Corps February 26, 1944, he received basic training at Sheppard Field, Texas. Later he attended Remote Control Turret Gunner, Lowry Field, Denver, Colorado, and qualified for B-29 Central Fire Control Gunner. Sergeant Abell received Aerial Gunner's Wings, August, 1944, and Marksmanship Medal for proficiency in the use of carbine .30 caliber and .45 automatic. For meritorious service in the Asiatic-Pacific Theater, he was awarded three Bronze Service Stars, Asiatic-Pacific Theater Ribbon, Air Medal with two Clusters, Distinguished Flying Cross, and Good Conduct and Victory Medals. He was honorably discharged at Camp Chaffee, November 21, 1945, and now resides in Hot Springs.

PLATE 7

1.—Pvt. Helene M. Kirkman, daughter of Mr. and Mrs. J. M. Dickson, was born at Hot Springs, January 27, 1914. She received her education in grade school at Lindsay, Oklahoma, and high school at Hot Springs, and was later employed as clerk by Oklahoma Tire and Supply Co., and as PBX operator by the Majestic Hotel. She entered the Army Air Corps October 12, 1944, receiving basic training at Des Moines, Iowa, where she qualified as general clerk. Private Kirkman served one year with Sq. B. 233 AAF Bn., Tucson, Arizona, and Sq. B. 211th AAF, Sioux Falls, S. D. She was awarded the American Theater Ribbon, Victory Ribbon, and Good Conduct Medal. She was honorably discharged at Fort Sam Houston, Texas, November 14, 1945, and resides with her husband, Orson, in Hot Springs.

2.—Pfc. Cloyd A. Johnson, son of Mr. and Mrs. Robert Murphy Johnson of Hot Springs, Arkansas, was born at Beaudry, Arkansas, on August 24, 1914. He attended the Marble and Hot Springs schools and was a printer and paperhanger until entering the military service July 21, 1942. Assigned to Ordnance, he completed his basic training at Camp Wolters, Texas, and was sent to the 319th Ordnance Maintenance Company. In August, 1943, he was sent to England and was transferred to the 813th Ordnance Company. Overseas two years, he served with this unit throughout the fighting in Europe. Private Johnson was later sent to the 124th Infantry and saw service in Belgium, Sweden and Germany. Holder of the European Theater Ribbon, American Theater Ribbon, Good Conduct Medal and the Victory Ribbon, he was honorably discharged at Jefferson Barracks, Missouri, on November 24, 1945. He and his wife, Mary Frances, have two children.

3.—T/4 James W. Jackson, son of Frank and Vina Jackson, was born at Bonnerdale, Arkansas, March 25, 1920. He received his education by attending Oma

employed by the Mtn. Valley Springs Company and Bonnerdale public schools, after which he was (beverages and bottling plant). Entering the Quartermaster Corps on October 7, 1941, he received basic training at Ft. Warren, Wyoming, later attending Truckdriver and Chauffeur Service School, where he qualified for driver. After training in the United States, he was sent to Oahu, Hawaii, landing on April 16, 1942, and serving more than two years overseas. He was awarded the Good Conduct Medal, Asiatic-Pacific Ribbon, and American Defense Service Ribbon. Returning to the United States March 9, 1945, he was honorably discharged at Camp Chaffee, September 19, 1945. He lives in Hot Springs.

4.—Cpl. James Lewis Dickson, son of Mr. and Mrs. J. M. Dickson, was born at Hot Springs, July 13, 1909. He attended Lindsay, Oklahoma, Grade School, after which he was employed as painter and paperhanger. He entered the Engineering Corps, U. S. Army, November 10, 1942, receiving basic training at Camp Young, California, and qualified as carpenter-general. He received Marksmanship Medals for his proficiency in the use of the carbine and rifle. He landed in England during November, 1943, and served two years in the ETO. For meritorious service he was awarded five bronze stars. Corporal Dickson was honorably discharged at Jefferson Barracks, Missouri, on November 10, 1945, and returned to Hot Springs where he lives with his wife, Edna.

5.—Cpl. James Lee Davis, Jr., son of Mrs. Rosia Leola Murphree, of Hot Springs, was born in that city on October 28, 1924. Educated in Hot Springs public schools, he enlisted in the United States Marine Corps on March 5, 1942. Upon the completion of his basic training at San Diego, California, he attended the 155 millimeter Seacoast Artillery School at Camp Lejeune, North Carolina and became a



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Cannoneer. In June, 1942, he was sent to the South Pacific theater. Corporal Davis served a total of three years' of foreign service in two tours of overseas duty. He was returned to this country and was honorably discharged at the Naval Air Station at Fort Lauderdale, Florida, on March 4, 1946.

6.—Cpl. George L. Davis, son of Mrs. Rosie L. Murphree, was born February 23, 1926, in Hot Springs, Arkansas. He attended Hemp Wallace School and was later employed in making ice cream at the Arlington Hotel. Entering the Corps of Engineers April 25, 1944, he received basic training at Camp Chaffee, Arkansas, and attended Bulldozer Operators' School, qualifying as unit foreman and rifle marksman. Attached to Co. B, 1270th Eng. C. Bn., he departed October 22, 1944, for the European Theater of Operations and remained overseas for nearly a year. Corporal Davis participated in campaigns of Rhineland and Central Germany, spending four months with the Army of Occupation, and was awarded World War II Victory Ribbon, Good Conduct Medal, European-African-Middle Eastern Theater Ribbon with two Bronze Service Stars, and Army Occupation Ribbon. After being honorably discharged April 28, 1946, at Camp Chaffee, he returned to Hot Springs, where he lives with his wife, Billie June.

7.—T/5 Ruie Marvin Howard, son of Cora Etta and Albert Lee Howard, was born in Saline County, February 6, 1921. He received his education at Ramble, Fort Lake, and Jessieville Schools. Entering the Quartermaster Corps December 2, 1942, and received basic training at Ft. Custer, Michigan, and qualified for heavy truck driving. In addition to Driver's Medal, he received Marksmanship Medal for proficiency in the use of the .30 caliber carbine, Springfield .30 caliber and .30 caliber machine gun. After over 10 months' service in the United States, he landed in Europe October 20, 1943, with Company F, 467th QM Truck Company. For meritorious service in campaigns through Normandy, Northern France, Rhineland, Ardennes, and Central Europe, he was awarded five Bronze Stars and the Good Conduct Medal. After more than two years' service overseas, Corporal Howard received an honorable discharge at Jefferson Barracks, November 4, 1945, and now resides at Hot Springs with his wife, Katherine Evelyn, and child.

8.—Sgt. Orson E. Kirkman, Jr., son of Mr. and Mrs. Orson E. Kirkman, Sr., was born at Lellis, Kansas, April 26, 1914, moving to Arkansas in April, 1941. He received high school education at Centralia, Kansas, and was employed as automobile serviceman until entering the Army Medical Corps March 15, 1941. His basic training was received at Hot Springs after which he served as message center chief. Sergeant Kirkman saw almost three years' service in the United States with the 251st Station Hospital and then was sent to the Asiatic-Pacific theater January 29, 1944. For meritorious service he was awarded the Philippine Liberation Ribbon, Asiatic-Pacific Service Ribbon with three Bronze Stars, Good Conduct Medal, and American Defense Ribbon. He was honorably discharged at Camp Chaffee, October 23, 1945, and returned to Hot Springs where he lives with his wife, Helene.

9.—James Hobson Lynchard, son of Martin Luther and Ella Lynchard, was born December 5, 1913, at Athens, Texas, moving to Arkansas in 1921. He attended Garland School and Hot Springs Junior High School, after which he was employed as planer mill machinist. He entered the Infantry April 25, 1944, receiving basic training at Camp Robinson and specializing as first aid man. After completing his training, he departed for the European theater, landing at Glasgow, Scotland, October 4, 1944. He participated in the campaigns of Argentan, Orleans, Montargis, Sens, Troyes, Chalons-sur-Marne, Pont a Mousson, Metz, St. Avold, Luxembourg, and Bastogne, Germany. He received Marksmanship Medal for M-1 rifle and carbine and was awarded three Battle Stars, Bronze Star Medal, Medical Badge, Good Conduct Medal, and World War II Victory

Medal. Private Lynchard was honorably discharged at Jefferson Barracks, February 17, 1946. He and his wife, Ruby, live in Hot Springs with their child.

10.—Sgt. Edward Franklin Nooner, son of Mrs. Pearl Mae Nooner, was born November 19, 1925, in Hot Springs, Arkansas. He attended Hot Springs Grade and High Schools, afterwards being employed by Hudson Motor Company in Detroit, Michigan. Entering the Army April 25, 1945, he received basic training at Camp Robinson, Arkansas, qualifying as clerk in Finance Department. Sergeant Nooner served with I.R.T.C., Rec. Station No. 21, 1325th S.C.U., Separation Center 45, Unit B, and 1319th A.S.U. Headquarters Detachment. He was still in the service at last report received and expected to be discharged October 28, 1946.

11.—Pfc. Wesley Washington Nooner, Jr., son of Mrs. Pearl Mae Nooner, was born May 31, 1921, in Hot Springs, Arkansas. He attended Hot Springs Grade and High Schools. Entering the Marine Corps April 25, 1944, he received boot training at San Diego, California, qualifying as aircraft painter. Private Nooner departed November 9, 1944, for Guam and remained overseas for more than a year, servicing planes for the battles of Iwo Jima and Okinawa. After being honorably discharged December 12, 1945, at San Diego, California, he returned to Hot Springs, where he lives with his wife, Eunice, and their two children.

12.—T/Sgt. Fred G. Akin, Jr., son of Carrie Louise and Fred G. Akin, Sr., was born at Hot Springs, October 2, 1920. He received his education in the Hot Springs public schools; State Teachers College, Conway; Juillard School of Music, New York City, and University of Texas, Austin, Texas. He entered the Anti-aircraft Artillery branch of the Army on August 24, 1942, receiving basic training at Ft. Bliss, Texas, and was made battery clerk, personnel section. Sergeant Akin, after serving in the United States one year and five months, landed in England February 7, 1944. He participated in campaigns on the continent and was killed in action, December 19, 1944. Decorations and citations awarded him include the Purple Heart and Good Conduct Medal.

13.—1st Lt. John A. Akin, son of Carrie Louise and Fred G. Akin, was born at Hot Springs, July 21, 1922. He received his education in the Hot Springs public schools and was then employed as a public utilities clerk. Entering the Army Air Corps September 30, 1942, he received basic training at Keesler Field, Mississippi, later attending Spartan School of Aeronautics at Tulsa, where he qualified for pilot-instructor and was awarded Expert Gunner's Medal. Lieutenant Akin reenlisted after serving more than three years in the service and is now stationed at Ajo Army Air Field, Ajo, Arizona, where he lives with his wife, Mary Elizabeth, and two children.

14.—2nd Lt. Gilbert Johnson, son of Mrs. Hetty Johnson, was born April 22, 1925, at Hot Springs. He received his education in the Hot Springs public schools and entered the Army Air Forces August 13, 1943. Receiving his basic training at Miami Beach, Florida, he attended Pilot Training Schools and qualified for pilot February 1, 1945. After two years' service in the Army Air Forces, he was honorably discharged November 23, 1945, at Lincoln Army Air Field, Nebraska, and now resides in Hot Springs.

15.—2nd Lt. Frederick Drewell Johnson, son of Mrs. Hetty Johnson, was born at Tampa, Florida, on January 14, 1917, moving to Arkansas in 1922. He graduated from the Hot Springs High School in 1935, attended Hendrix College 1935-1936, and University of Arkansas 1937-1941 (LL.B.), afterwards practicing law at Hot Springs. Entering the Army Air Corps September 11, 1943, he received basic training at Sheppard Field, Texas, and by attending pilot training schools qualified for pilot November 20, 1944. After more than two years' service with the 2nd and 4th Air Forces, Lieutenant Johnson received an honorable discharge at March Field,

California, December 7, 1945, returning to Hot Springs where he lives with his wife, Helen Ruth.

16.—T/Sgt. Elmer Clyde Goldman, son of Minnie and Henry Leslee Goldman, was born July 3, 1921, in Glenwood, Arkansas. He attended Garland School, Rix School, and Junior High School, afterwards being employed by Stueart Grocery Company Store No. 1 and by Tracy Rutherford Grocery. Entering the Air Corps August 21, 1942, he received basic training at Santa Anita, California, and Walla Walla, Washington, and attended Woodbury College at Los Angeles, qualifying as supply technician and sharpshooter with rifle and carbine. After serving more than two years in the United States with 1796th Ord. Avn., 18th Aircraft Maintenance Unit (Floating), he departed January 17, 1945, for the Asiatic-Pacific Theater of Operations. Overseas for 10 months, Sergeant Goldman participated in Guam and Okinawa campaigns and was awarded the Good Conduct Medal, World War II Victory Ribbon, Asiatic-Pacific Theater Ribbon, American Theater Ribbon, and two Bronze Service Stars. He was honorably discharged December 13, 1945, at Camp Chaffee and returned to Hot Springs, where he lives with his wife, Patrician, and their son.

17.—Pfc. Estel L. Goodman, son of Minnie M. and Henry L. Goldman, was born November 29, 1918, in Glenwood, Arkansas. He attended Hot Springs public schools, afterwards being employed as cooper, carpenter, and cabinet maker at Gibbs Bros. Cooperaage Company and Kaiser Shipyard No. 1. Entering the First Cavalry Division, 12th Regiment, October 20, 1944, he received basic training at Ft. Riley, Kansas, qualifying as first gunner on mortar troop, carpenter, and rifle sharpshooter. After serving for six months at Cavalry Replacement Center, Pfc. Goldman departed April 20, 1945, for the Asiatic-Pacific Theater of Operations and during his nine months overseas participated in Leyte, Northern Luzon, and South Philippines campaigns. He spent four months with the Army of Occupation and was awarded Asiatic-Pacific Campaign Ribbon, American Defense Ribbon, World War II Victory Ribbon, and Philippine Liberation Ribbon with Bronze Star. After being honorably discharged January 9, 1946, at Camp Beale, California, he returned to Hot Springs, where he lives with his wife, Jewel, and their children.

18.—T/5 Grady J. Goodman, son of Mr. and Mrs. Henry L. Goodman, was born June 14, 1924, in Glenwood, Arkansas. He graduated from Hot Springs High School, afterwards being employed

as sales clerk in Stuearts Retail Stores. Entering the Signal Corps April 9, 1943, he received basic training at Ft. Lewis, Washington, qualifying as sharpshooter and cook. He served for a year and a half in the United States with the 65th Signal Battalion before departing October 13, 1945, for England, France, and Germany. Overseas more than a year, he participated in campaigns of Northern France and the Rhineland, being injured in a gasoline explosion April 1, 1945, and spending eight months with the Army of Occupation. He was awarded the Good Conduct Medal and Unit Citation and was honorably discharged March 5, 1946, at Camp Chaffee, returning to Hot Springs, where he lives with his wife, Lorena.

19.—Chief Carpenter's Mate Denzel R. Winstead, son of Mr. and Mrs. William Pifer Winstead, was born at Hardy, Arkansas, March 10, 1910. He received his education at the Hardy public schools. Entering the Navy (Seabees) 64th Bn., September 28, 1942, his boot training was received at Camp Allen, Norfolk, Virginia, and at Camp Bradford, Virginia. Later by attendance at Heavy Equipment School at Camp Endicott, R. I., he qualified for heavy construction builder and received Marksmanship and Sharpshooter Medals. After over 15 months' service in the United States he saw service in the Hawaiian, Marshall, Caroline, Palau, and Philippine Islands and for meritorious service won the awards of Good Conduct, American Defense, Asiatic-Pacific and Philippine Liberation and Victory Ribbons. He received an honorable discharge at Memphis, October 31, 1945, and now resides at Hot Springs with his wife, Elizabeth, and their two children.

20.—Carpenter's Mate 1/c Malcolm G. Utley, son of Georgia Norman and Haywood Thompson Utley, was born at Uniontown, Kentucky, December 22, 1908, moving to Arkansas in 1909. He received his education in the Hardy, Arkansas, public schools, after which he was employed as a carpenter. Entering the Navy Seabees November 4, 1943, he received boot training at Camp Peary, Virginia, where he qualified for carpenter's mate 1/c, and was awarded the Sharpshooter's Medal. After four months' service in the United States, he was sent to the South Pacific where he saw almost two years' service in that theater. For meritorious service he was awarded, among other decorations, four Battle Stars and Letter of Commendation. He was honorably discharged at Millington, Tennessee, November 6, 1945, returning to Hardy, Arkansas, where he now resides with his wife, Elzetta, and their two children.

1.—Shipfitter 1/c Harry Lehman Childs is the son of Mabel Lilly and Millard Lee Childs of Hot Springs, where he was born on January 4, 1926. After completing his education at Hot Springs High School he was employed as a welder and shipfitter at Houston, Texas, until entering the Navy on September 4, 1943. He served his boot training period at San Diego, California, and later attended Shipfitter's School at San Diego. In November, 1944, he was sent to the New Hebrides Islands in the South Pacific theater and saw action in the Okinawa invasion. Shipfitter Childs won the Silver Star Medal for bravery during a torpedo attack on his ship, the U.S.S. Marathon. Overseas a total of 13 months, he was honorably discharged at Memphis, Tennessee, on January 9, 1946, at Memphis, Tennessee. His wife is Lula Mae Childs.

2.—Seaman 2/c Homer Glen Outler, son of Mrs. Carol Helen Outler, was born March 14, 1927, at Little Rock, Arkansas. He received his education by attending Hot Springs High School, entering the U.S. Navy Reserve March 30, 1945. Seaman Outler received boot training at San Diego and qualified for 20 M.M. anti-aircraft gunner aboard the U.S.S. Marcus Island. After serving in the United States two and a half months, he was sent to the South Pacific theater June 16, 1945, where he was in action in one battle against the enemy. He received Expert Gunner's Medal, Asiatic-Pacific Theater Ribbon with one Battle Star, Good Conduct Medal, and American Defense Ribbon, and was still in service overseas at last report received.

3.—Pfc. Wallace E. Woodson, son of Mrs. Bertha Louise Woodson of Hot Springs, was born at Denver, Colorado, on February 1, 1916, and moved with his family to Arkansas in 1921. He attended Hot Springs High School and was a wholesale distributor for the Meyer Baking Company before entering the service on March 28, 1944. He served his Infantry basic training at Camp Robinson, Arkansas, and was sent to the European Theater in October, 1944. Overseas a total of 18 months, he took part in the Rhineland and Central Europe campaigns and was awarded the European Theater Ribbon with two Battle Stars, the Distinguished Unit Badge, Good Conduct Medal and the Victory Ribbon. He served five months with the Army of Occupation in Germany and was honorably discharged at Jefferson Barracks, Missouri, on March 29, 1946. He and his wife, Elizabeth Ernestine, have one child.

4.—T/5 Millard L. Childs is the son of Mabel Lilly and Millard Lee Childs of Hot Springs, Arkansas, where he was born on March 2, 1924. Educated in the Hot Springs schools, he was employed as a crane operator until entering the Army on May 14, 1943. Assigned to the Engineers, he completed his basic training at Westover Field, Massachusetts, and Richmond Army Air Base at Richmond, Virginia, and attended the Heavy Equipment School at Richmond. In March, 1944, he was sent to New Guinea and remained in the Pacific theater for a total of 21 months. Sergeant Childs saw action in New Guinea, the Philippines and on Okinawa and was awarded the Asiatic-Pacific Theater Ribbon with three Battle Stars and the Presidential Unit Citation. He was returned to the United States and was honorably discharged at Camp Chaffee, Arkansas, on December 1, 1945. He and his wife, Purity Lavada, have one child.

5.—Pfc. Harry A. Outler, son of Mrs. Carol Helen Outler, was born April 3, 1923, at Hot Springs, Arkansas. He attended Hot Springs High School, after which he was employed by the Aluminum Company of America at Jones Mill, Arkansas. Entering the U. S. Marine Corps July 21, 1943, he received boot training at San Diego, qualifying for machinegunner. After training five months, Pfc. Outler departed from the United States December 25, 1943, for the Asiatic-Pacific theater. He served in the campaigns of Bougainville, Solomon Islands, Okinawa and Ryukyus Islands and was killed in

action at Okinawa April 14, 1945. He was posthumously awarded the Purple Heart, Good Conduct Medal, American Defense Ribbon, Asiatic-Pacific Theater of Operations Ribbon with Bronze Star, and Victory Ribbon. He is survived by his mother, who lives in Hot Springs.

6.—T/Sgt. Arthur C. Ezell, son of Mr. and Mrs. William Luther Ezell of Perryville, Arkansas, was born January 29, 1912. He attended Perryville public schools and was a heavy equipment operator before entering the service. Sergeant Ezell was inducted into the Army October 19, 1943, and served as a heavy artillery gunner. No further details regarding the service record of Sergeant Ezell were furnished.

7.—T/4 Elvin J. McCaskill, son of J. M. McCaskill of Hot Springs, Arkansas, was born at Dierks, Arkansas. He attended the Dierks and Mountain Pine schools and was employed as a sales clerk until entering the Army on January 11, 1944. He was sent to Camp Wolters, Texas, for his basic training and after six months in this country was sent to the European theater. Sergeant McCaskill served with the 2nd Infantry throughout the Northern France and Rhineland campaigns. He was wounded and was awarded the Purple Heart, Bronze Star, Presidential Unit Citation and the Good Conduct Medal, as well as the Combat Infantryman Badge, the European Theater Ribbon with three Battle Stars and the Victory Ribbon. He also saw service with the 9th Air Force and was honorably discharged at Jefferson Barracks, Missouri, on March 28, 1946, after more than 20 months overseas.

8.—Seaman 1/c Albert Leo Norsworthy, son of the late J. H. Norsworthy and Mrs. Norsworthy of Nashville, Arkansas, was born October 3, 1918, at Nashville, and attended the Nashville public schools. He was employed as ticket agent for the Dixie Motor Coach Corporation at Texarkana before entering the Navy on August 12, 1943. He took his boot training at San Diego, California, and later attended a specialized service school at the University of Idaho (Moscow). He was sent to the South Pacific area on June 17, 1944, after 10 months of training. His extensive overseas service included participation in the invasion and occupation of Saipan, Palau, and Okinawa, and the seizure of Japan-Kure naval base. He was awarded the Asiatic-Pacific Theater Ribbon with three Battle Stars and the American Theater and Victory Ribbons. He received his honorable discharge at Norman, Oklahoma, November 30, 1945. He and his wife, Gladys, have no children.

9.—Lt. (j.g.) Billy G. Barnett is the son of Mr. and Mrs. Julian Cleveland Barnett of Perryville, Arkansas. He was born at Perryville on October 5, 1922, and completed his education at Arkansas Polytechnic College at Russellville, Arkansas. He entered the Naval Air Corps on September 26, 1942, and attended the Naval Pre-Flight School at Athens, Georgia. He completed his flight training at Naval Air Training Stations and served in this country until he was sent to the South Pacific theater in June 1944. Overseas nearly 18 months, he took part in flight operations and served on Espiritu Santo in the New Hebrides Islands and Saipan in the Marianas Islands. Lieutenant Barnett was retained in the Naval service at his own request until September, 1946.

10.—Gunner's Mate 2/c Dean M. Norsworthy, son of Mrs. J. H. Norsworthy and the late Joseph Hartwell Norsworthy, was born March 7, 1915, in Nashville, Arkansas. He attended Nashville Grammar and High Schools, afterwards being employed as salesman by Nashville Coca-Cola Company and switchman by Kansas City Southern Railroad Company. Entering the Navy November 2, 1942, he received boot training at San Diego, California, and attended Gunnery School, specializing as armed guard. He departed March 22, 1943, for sea duty in the Pacific Theater of Operations and remained



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overseas more than two years, participating in Solomon Islands and New Guinea campaigns. Mate Norsworthy was discharged April 26, 1946, at Carona, California Naval Hospital.

11.—Pvt. Hubert Hugh McCaskill, son of James and Effie McCaskill of Hot Springs, Arkansas, was born at Womble, Arkansas, on March 2, 1915. He entered the Army, November 11, 1943, and received basic training at Camp Blanding, Florida. During his 14 months' service he received the Marksman's Medal (M-1 rifle) and Sharpshooter's Medals (carbine and .03 rifle). After meritorious service in the Infantry and Quartermaster Corps, he was honorably discharged from the Army at Camp Chaffee, Arkansas, on January 4, 1945. He and his wife, Gladys, are the parents of one child.

12.—Seaman 1/c Donald Lee Lowrey, son of Anna M. and Albert C. Lowrey, was born October 7, 1926, in Hot Springs, Arkansas. He attended Hot Springs schools. Volunteering for service in the Navy October 8, 1944, he received boot training at San Diego, California. He departed in January, 1945, for Pearl Harbor and remained overseas for a year and a half, participating in the Battle of Okinawa and the Okinawa campaigns. In September, 1945, he joined the 7th Fleet for the initial occupation of Korea. Seaman Lowrey served aboard the U. S. S. Crosley. After being honorably discharged June 8, 1946, at New Orleans, Louisiana, he returned to his home in Hot Springs.

13.—Shipfitter 2/c Robert Sydney Lowrey is the son of Albert and Anna Lowrey of Hot Springs, where he was born on July 18, 1925. He attended the Hot Springs schools and entered the U. S. Navy on September 24, 1943. After completing his boot training at San Diego, California, he attended Welders School at San Diego and in June, 1944, was sent to Pearl Harbor as a member of the crew of the U. S. S. Golden City. He saw action in six of the major Pacific theater battles and took part in Guam, Leyte, Lingayen Gulf and Okinawa battles. His ship evacuated Marines from Iwo Jima and Okinawa and survived attack by Japanese planes and submarines. The Golden City was a part of the service force of the Pacific Fleet. Shipfitter Lowrey was returned to his country and was honorably discharged at Memphis, Tennessee, on January 3, 1946.

14.—Aviation Machinist 3/c Charlie Harrison Summers, son of Chella Mae and Thomas Edd Summers, was born October 1, 1925, in Perry, Arkansas. Entering the Naval Reserve August 5, 1943, he received boot training at San Diego, California, specializing as metalsmith. After serving in the United States at Naval air base, he departed October 28, 1943, for Pearl Harbor, Hawaii, and remained overseas for a year and a half. He was awarded the Asiatic-Pacific Theater Ribbon, American Campaign Commendation, and World War II Victory Ribbon. After being honorably discharged April 5, 1946, at Memphis, Tennessee, he returned to his home in Perry.

15.—Fireman 1/c George Ed Summers, son of Chella Mae and Thomas Ed Summers, was born December 28, 1921, in Perry, Arkansas. He entered the U. S. Navy in 1940 and received his boot training at San Francisco, California. Fireman Summers served in the United States for two years before departing in December, 1942, for Pearl Harbor. Fireman Summers served overseas for two years and was killed when the U. S. S. Preston was sunk at Savo Island. He is survived by his parents, who live in Perry.

16.—Sgt. Charles Freddie Bailey, son of Katherine Pearl and Robert R. Bailey, was born April 26, 1924. He received his education by attending Owensville Rural School, Dale High School, Fountain Lake High School, and Benton High School. Entering the Army Engineers February 26, 1943, he received basic training at Camp White, Oregon, qualifying as construction foreman and expert rifleman. Attached to the 300th, 276th, and 361st Engineers, he

served in the United States for nearly two years before departing October 5, 1944, for the European-African-Middle-Eastern Theater. During his year of overseas duty, Sergeant Bailey participated in the Rhineland campaign, and he was awarded World War II Victory Ribbon, Good Conduct Medal, American Theater Ribbon, European-African-Middle Eastern Theater Ribbon, and one Bronze Service Star. After being honorably discharged March 8, 1946, at Camp Chaffee, he returned to Benton, Arkansas, where he lives with his wife, Laura Marie.

17.—Seaman 1/c Rufus Eugene Bailey, son of Katherine Pearl and Robert R. Bailey, was born December 9, 1926, in Benton, Arkansas. He attended Owensville, Rural Dale, and Fountain Lake Schools, afterwards being engaged in farming. Entering the Navy November 15, 1944, he received boot training at San Diego, California. Seaman Bailey departed March 20, 1945, for the South Pacific Theater of Operations and remained overseas for nine months, participating in the Battle of the Philippines and the campaigns of Okinawa, Leyte, and the Marshalls. He was awarded four Battle Stars and Service Ribbons. He is still in the service at San Diego. His wife, Melba Ruth, lives in Benton.

18.—Cpl. Raymond Jackson Cox, son of Andrew Jackson and Lula Cox of Route 1, Benton, Arkansas, was born at Reaborn, Arkansas, on November 2, 1916. He attended the Salem and Bryant schools and was engaged in oil field work and mining until entering the Army Air Force on October 31, 1942. After completing his basic training at Dalhart, Texas, he was assigned to military police and guard duty and served two and one half years in this country with the 369th Air Service Group. In August, 1945, he was sent to Guam in the South Pacific Theater and remained overseas a total of six months. Holder of the Asiatic-Pacific Theater Ribbon, American Theater Ribbon, Good Conduct Medal and the Victory Medal, he also holds the Marksman Medal. He was honorably discharged at Camp Chaffee, Arkansas, on February 17, 1946. He and his wife, the former Juanita Narcissus Weaver now live in Benton.

19.—Motor Machinist's Mate 2/c Charles K. Cranford is the son of Gill Thompson and Lillie May Cranford of Perryville, Arkansas, where he was born on October 2, 1913. Upon completion of his education at Perryville High School he was engaged in carpentry and motor coach operation until entering the Navy on September 27, 1943. Sent to Camp Peary, Virginia, for basic training, he later attended Diesel School at Richmond, Virginia. Arriving in the South Pacific theater in June, 1945, he served with the amphibious forces throughout the seven months that he spent on foreign duty. Holder of the Asiatic-Pacific Theater Ribbon, American Theater Ribbon and the Victory Medal, he was honorably discharged on December 11, 1945, at Nashville, Tennessee. He is married and he and his wife, Hazel Rebecca, have three children.

20.—Pfc. Dan W. Kent, son of Mrs. Bell Heuer, was born March 4, 1920, at Benton, Arkansas. He received his education by attending Bryant High School and afterwards served in the Civilian Conservation Corps as draftsman. Enlisting in the Infantry October 23, 1941, he received basic training at Camp Wolters, Texas. He qualified for Expert Infantryman, Rifle Marksmanship and Sharpshooter with carbine and machinegun. After serving over two years in the United States, he was sent to the Asiatic-Pacific theater, attached to Co. H, 323rd Infantry, on July 3, 1944. He saw action in the Southern Philippines and Western Pacific area, and spent three months with the Army of Occupation. He was awarded the Asiatic-Pacific Theater Ribbon with two Bronze Service Stars, Philippine Liberation Ribbon and one Bronze Star, American Defense Service Ribbon, World War II Victory Ribbon, and Good Conduct Medal. He was honorably discharged December 10, 1945, at Camp Chaffee, and returned to Benton.



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1.—S/Sgt. Darrell L. Lucas, son of Mr. and Mrs. L. G. Lucas, was born at Hot Springs, May 27, 1917. He received his education in the Hot Springs public schools and afterwards was engaged as carpenter until entering the Army Air Force September 7, 1942. He received basic training at Keesler Field, Mississippi. Later by attendance at Armorer Service School at Denver and Gunnery School at Ft. Myers, Florida, he qualified for armorer-gunner and was awarded medals for expert use of the .30 caliber carbine and .45 automatic pistol. After two years' service in the United States, he was sent to the Italian Theater of Operations October 1, 1944, and for meritorious service in that theater was awarded the Air Medal with two Oak Leaf Clusters. Sergeant Lucas saw over nine months' service overseas and was honorably discharged at San Antonio October 8, 1945. He returned to Hot Springs where he resides with his wife, Margaret, and one son.

2.—Shipfitter-Welder 3/c Charles Theodore Pranter, Jr., son of Charles T. and Ella J. Pranter, was born October 17, 1921, at Hot Springs. Receiving his education in the Hot Springs public schools, he engaged in electrical work and welding until entering the Navy Construction Battalion (Seabees) on August 29, 1942. Receiving boot training at Camp Endicott, Rhode Island, he arrived in Scotland December 19, 1942, and participated in campaigns of North Africa. After serving over two years overseas, he received an honorable discharge at Memphis, Tennessee, and now resides in Hot Springs.

3.—T/4 Herbert E. Chunn, Jr., son of Mr. and Mrs. H. E. Chunn, Sr., was born at Hot Springs, Arkansas, January 21, 1920. He received his education by attending Hot Springs Grade, Junior, and Senior High Schools, after which he was employed by J. C. Penney Co. A member of the National Guard since February 1, 1940, he was inducted into regular service January 6, 1941. He received basic training at Ft. Bliss, Texas, later attending Anti-aircraft Centralized Schools. Attached to 206th Coast Artillery, he was sent to Dutch Harbor, Alaska, on February 26, 1942, where he was serving when Dutch Harbor was attacked by enemy bombers. He qualified as Sharpshooter in March, 1943, and as an expert musician, teaching bugler classes and serving in the 84th A. G. F. Band. He was awarded the Good Conduct Medal, American Defense Service Ribbon, Asiatic-Pacific Service Ribbon, and one Bronze Star. Receiving an honorable discharge at Camp Chaffee, October 19, 1945, he returned to Hot Springs where he lives with his wife, June.

4.—S/Sgt. Gordon R. Lucas, son of Mr. and Mrs. L. G. Lucas, was born at Little Rock, September 1, 1919. He received his education at Oakland, Greenwood, and Jones schools and Junior and High schools at Hot Springs. He entered the National Guard June 27, 1940, and was transferred to Coast Artillery Antiaircraft, receiving basic training at Ft. Bliss, Texas. By attendance at Parachute School, he qualified for parachutist, cadre in field artillery, and fire control instructor operator F. A. 645. After serving two years in the United States, he saw service in the Aleutians and Northern France with the 206th C. A. (AA) and 53rd F. A. R. T. C. For meritorious service Sergeant Lucas was awarded two Bronze Battle Stars. He received an honorable discharge at Jefferson Barracks October 6, 1945, and now resides in Hot Springs.

5.—Boatswain 2/c James M. Pranter, son of Etta J. and Charles T. Pranter, was born February 20, 1925, in Hot Springs, Arkansas. He attended Oaklawn Grade School and Hot Springs High School, afterwards being employed as welder in Houston shipyards. Entering the Navy June 18, 1943, he received boot training at San Diego, California. He departed September 13, 1943, for the Pacific Theater of Operations and during his one year and 22 months overseas participated in campaigns of Ellice Islands, the Marshalls, the Gilberts, Tarawa, and the Philippines. After being honorably discharged

February 21, 1946, at Camp Wallace, Texas, he returned to his home in Hot Springs.

6.—1st Lt. Ollie Byrum Childs, son of Mr. and Mrs. W. D. Childs, was born at Hot Springs, Arkansas on September 22, 1918, attended Hot Springs and Naples (Texas) High Schools and Louisiana College prior to entering the United States Army Air Corps on November 25, 1940, after having served previously for 18 months in the Arkansas National Guard. He was sent for his basic training to Orangeburg, South Carolina, later receiving his pilot's wings and commission on October 9, 1942. After 45 months of service in this country, Lieutenant Childs was sent to the Italian front, assigned to the 95th Bomber Squadron, 17th Bomber Group, 12th Air Force. During his 10 months overseas, he received the European-African-Middle Eastern and European Theater Ribbons with battle stars denoting his engagements, the American Defense Ribbon and a Unit citation. He was retired from active duty on January 11, 1946, at San Antonio, Texas. He and his wife, Marjorie Elaine, are the parents of one child.

7.—Sgt. Leonard Cockman, son of Mrs. Lula Duren Cockman, was born February 10, 1920, in Beaudry, Arkansas. He attended Ramble Grammar School and Hot Springs Junior High School, afterwards being employed as a drug store clerk and a painter. Entering the 300th Engineer Combat Battalion February 18, 1943, at Little Rock, he was assigned to the Army Medical Corps and received basic training at Camp White, Oregon, attending Medical School at Fitzsimmons Hospital, Denver, Colorado, where he qualified as medical technician. After serving in the United States with the 300th Engineer Medical Detachment, he departed December 3, 1943, for Glasgow, Scotland, and served overseas for nearly two years. He participated in the battles of Normandy, Northern France, the Bulge, Rhineland, and Central Europe, and was awarded Marksmanship Medal, five Battle Stars, Good Conduct Medal, American Theater Ribbon, European Theater Ribbon, World War II Victory Ribbon, and Presidential Citation. He was wounded while in service and was honorably discharged December 10, 1945, at Kennedy Hospital, Memphis, Tennessee, returning to Hot Springs where he lives with his wife, Adell, and their child.

8.—Cpl. John Donald Lucas, son of Mrs. Winnie Lucas, was born February 8, 1924, at Hot Springs, Arkansas. He attended Jones School, Greenwood School, Hot Springs High School, and Arkansas State Trade School, after which he was employed as baker's helper. Entering the Army Transportation Corps, March 9, 1943, he received basic training at Ft. Lawton, Seattle, Washington, later attending checker's School at Seattle, and specializing as sign painter. Attached to 253rd Port Co., Transportation Corps, he departed September 23, 1943, for North Africa and India. He received the European-African-Middle Eastern Theater Ribbon, Southeast Asia Ribbon, Good Conduct Medal, Victory Ribbon, and Service Award of Merit. Returning to the United States February 11, 1946, he was honorably discharged at Camp Chaffee, February 21, 1946.

9.—Sgt. Louie T. Cockman, son of Mrs. Lula Duren Cockman, was born April 6, 1924, in Hot Springs, Arkansas. He attended grammar school and junior high school, afterwards being employed by Tufnut Manufacturing Company in Little Rock and by a grocery store. Entering the Army Air Force November 2, 1942, at Camp Robinson, he received basic training at Lake Charles, Louisiana, and attended Curtis-Wright Air School at Buffalo, N. Y., qualifying as airplane engine mechanic and receiving first class mechanic's medal. Sergeant Cockman served for more than three years with the Army Air Force in the United States and was awarded World War II Victory Ribbon, Good Conduct Medal, and American Theater Ribbon. After being

honorably discharged February 10, 1946, at Camp Chaffee, he returned to Hot Springs.

10.—**Medic William D. Pranter**, son of Mr. and Mrs. Charles T. Pranter, was born February 8, 1927, in Arkansas. He received his education by attending Hot Springs schools. Entering the Army Medical Corps June 20, 1945, he received basic training at Ft. Lewis, Washington, and received special Medical Corps schooling at Ft. Sam Houston, Texas. He graduated from Surgical Tech. School at Kennedy General Hospital, Memphis, Tennessee, January 6, 1946. Departing March 18, 1946, for Japan, he is still serving with the Army of Occupation. His home is in Hot Springs.

11.—**1st Lt. John Curtis Childs, Jr.**, son of Catherine and John Curtis Childs, Sr., was born July 9, 1919, at Hot Springs. He received his education at the Hot Springs public schools, after which he was employed by the Hot Springs Water Company and Timken Roller Bearing Company, Canton, Ohio. Entering the Army Air Forces June 9, 1942, he received basic training at Randolph Field, Texas, and graduated as pilot February 8, 1944. He received Expert Marksman Medal and Unit Citation with Cluster. He landed in England with the Air Forces August 30, 1944, and participated in the campaigns of Northern France, Ardennes, and Germany, serving overseas for a year. For meritorious service, Lieutenant Childs was awarded the Distinguished Flying Cross, Air Medal with six Clusters, and European Theater of Operations Ribbon with three Stars. Lieutenant Childs is still in the service, while his wife, Grace Aline, and their two children live in Hot Springs.

12.—**Pfc. Horace R. Trantham**, son of Mr. and Mrs. George R. Trantham, was born January 1, 1923, in Hot Springs, Arkansas. He attended Hot Springs High School, afterwards being employed as a meat-cutter. Entering the Infantry February 18, 1943, he received basic training at Ft. Leonard Wood, Missouri, and attended Cooks' and Bakers' School, qualifying as cook and as Infantry Marksman. Attached to the 75th Infantry Division, he served more than a year in the United States and departed June 15, 1944, for Europe, with the 90th Infantry Division. During his year and eight months overseas, he participated in Ardennes, Central Europe, and Rhineland campaigns and spent eight months with the Army of Occupation. Pfc. Trantham was awarded three Bronze Stars and the Good Conduct Medal. After being honorably discharged January 5, 1946, at Jefferson Barracks, Missouri, he returned to his home in Hot Springs.

13.—**Machinist's Mate 3/c Luther Morris Trantham**, son of Mr. and Mrs. G. R. Trantham of Hot Springs, was born at Beaudry, Arkansas on August 23, 1920. Educated in the Hot Springs public schools, he was employed by the North American Aviation Company, Dallas, Texas. Entering the Navy on October 16, 1943, he was sent to San Diego, California, for his basic training and became a machinist after attending Engineering School. In November, 1944, he was sent to the Pacific Theater and took part in the capture of Okinawa and Iwo Jima. Overseas 16 months, he holds the Asiatic-Pacific Theater Ribbon with two Battle Stars, the American Theater Ribbon, the Philippine Liberation Ribbon, and the Victory Ribbon. He was honorably discharged on April 18, 1946, at Memphis, Tennessee.

14.—**T/Sgt. Leon Hefley**, son of Nancy and the late John Hefley, was born at Hot Springs, February 26, 1923. He attended Hot Springs and Fountain Lake High Schools. He entered the Army Air Forces, Air Transport Command, June 6, 1941, receiving basic training at Jefferson Barracks. Later he qualified for aerial radio operator by attending Scott Field, Illinois, Radio School and was further awarded Crew Member's Wings, Radio Operator Technician Badge, and Sharpshooter Pistol and M-1 Rifle Medals. Sergeant Hefley served almost three years in the A. T. C. in and out of the United States on ferrying and transport missions and later served 20 months in the South Pacific, participating in campaigns of India, China, Saipan, Guam, Luzon,

Leyte, Okinawa, and Japan. He was awarded the Air Medal, Presidential Unit Citation, seven Battle Stars, Philippine Liberation Ribbon, Good Conduct Medal, American Defense, American Theater, Asiatic-Pacific Theater, and European Theater Ribbons. He was honorably discharged at Scott Field, Illinois, October 8, 1945, and lives at Hot Springs with his wife, Betty Maxine, and one son.

15.—**Pfc. Leonard Hefley** is the son of Mrs. Nancy Hefley of Hot Springs. Born at Hot Springs on October 17, 1913, he attended Fountain Lake and Morning Star High Schools and entered the U. S. Army on April 25, 1944. Private Hefley served his basic training period at Camp Robinson, Arkansas, and has seen service with the Infantry and Air Corps in this country. In October, 1944, he was sent to the European Theater and remained overseas for more than a year. He took part in the Rhineland and Ardennes campaigns and suffered frozen feet and trench foot. Holder of the Combat Infantryman Badge and the Meritorious Unit Citation, he was returned to this country in October, 1945, and was honorably discharged at Camp Chaffee, Arkansas, on January 26, 1946. He and his wife, Pauline, have one child.

16.—**T/Sgt. Lester Jeffery Chesser**, son of Mary Jane and Robert Lee Chesser, was born November 6, 1918, at Beaudry, Arkansas. He attended Ramble Grade School and Hot Springs High School, afterwards being employed as telegraph operator. Entering the Army Air Force October 23, 1941, he received basic training at Sheppard Field, Texas, and attended Radio Operator Mechanics' School at Scott Field, Illinois; Aerial Gunnery School at McCarran Field, Las Vegas, Nevada; Air Crew College Training School at Alva, Oklahoma; Preflight Training School (Pilot) at San Antonio, Texas; Primary Flight Training School (Pilot) at Ballinger, Texas; and Radio Operator Mechanic Gunner School at Yuma, Arizona. He qualified as radio operator mechanic gunner, pistol marksman, and Thompson sub-machinegun expert. After serving in the United States for more than three years, he departed April 7, 1945, for Hawaii and served overseas for nearly eight months. He was awarded Good Conduct Medal, World War II Victory Ribbon, Asiatic-Pacific Theater Ribbon, American Defense Service Ribbon, and American Theater Ribbon. After being honorably discharged January 30, 1946, at San Antonio, Texas, Sergeant Chesser reenlisted on that same date for service with the Army of Occupation in the European Theater of Operations. His home is in Hot Springs.

17.—**T/Sgt. Milas J. Chesser**, son of Mr. and Mrs. Robert Lee Chesser, was born at Beaudry, Arkansas, April 14, 1921. He attended Hot Springs High School, graduating in May, 1940. He joined the National Guard September 28, 1939, and was inducted into the regular Army, Anti-aircraft Artillery, January 6, 1941. He received basic training at Ft. Bliss, Texas, and, by attending Operations Sergeant and Intelligence Sergeant Schools, qualified for intelligence NCO. He was awarded Marksmanship Medal for proficiency in the use of the carbine. After over two years' service in the United States, he saw service in the Aleutian Islands and the European Theater of Operations, assigned successively to the 206th C. A. (AA) Btry. H, Hq. 62nd AAA Group; Hq. 35th AAA Group, and Hq. 548th AAA Group. He was awarded the Good Conduct Medal, two Battle Stars, and Bronze Star Medal. Sergeant Chesser received an honorable discharge at Jefferson Barracks October 10, 1945, and returned to Hot Springs where he lives with his wife, Ruth Maxine.

18.—**Aviation Ordnanceman 2/c Ralph Douglas Chesser**, son of Mr. and Mrs. Robert Lee Chesser, was born May 3, 1924, in Hot Springs, Arkansas. He attended Hot Springs High School. Entering the Navy December 13, 1942, he received boot training at San Diego, California, and attended Ordnance School at Norman, Oklahoma, and Gunnery School at Purcell, Oklahoma, qualifying in aviation ordnance and as Navy combat air crewman. He served with

Patrol Bombing Squadron 44 and departed January 24, 1944, for Hawaii and the Pacific Theater of Operations. Overseas for a year and three months, he participated in Bismarck Archipelago campaign and Philippines liberation. After being honorably discharged January 12, 1946, at Jacksonville, Florida, he reenlisted for two years of additional service. He is married to the former Miss Evelyn Payne.

19.—Seaman 1/c Bruce E. Taylor, son of Basil O. and Lydia Taylor, was born at Vilonia, Arkansas, on October 14, 1921. He received his education at Vilonia schools and later farmed. Seaman Taylor entered the Coast Guard on July 23, 1942, and was sent to Curtis Bay, Maryland, for boot training and was later stationed in New York City. He departed in July, 1944 from the States for service in Africa and England. Seaman Taylor returned to the United States and was honorably discharged on December 23, 1944, at New York.

20.—T/5 Orvie B. Taylor, son of Basil O. and Lydia M. Taylor, was born May 26, 1918, at Vilonia, Arkansas. He attended the Vilonia High School, afterwards being employed as farmer and carpenter. Entering the Infantry December 23, 1940, he received basic training at Camp Robinson, qualifying for rifleman and linesman. Attached to the 153rd Infantry, he departed from the United States January 11, 1942, for the Aleutian Islands, and later the European Theater. Corporal Taylor served in the Aleutian Islands, Normandy, Northern France, Rhineland, Ardennes, and Germany. He received Marksmanship Medal, six Bronze Battle Stars, Good Conduct Medal, Asiatic-Pacific Theater Ribbon, and American Defense and European Theater of Operations Ribbons. Returning to the United States July 2, 1945, he was honorably discharged at Jefferson Barracks, July 8, 1945.



MILLER GENE HALBERT

1st Lt. Miller Gene Halbert, USMC, was the son of Mr. and Mrs. Miller Halbert of Malvern, Arkansas. Born at Little Rock, Arkansas, on August 23, 1919, he was educated at Malvern High School, Hendrix College at Conway and the University of Arkansas. He was studying law at the University of Arkansas when he entered the United States Navy in October, 1941. He saw service with the Navy in Puerto Rico and the Caribbean area and after one year in the Navy transferred to the Marine Air Corps. Lieutenant Halbert received his basic flight training at North Carolina University, Chapel Hill, North Carolina, and served his flight training at Memphis, Tennessee, Pensacola and Miami, Florida and Mojave, California. He received his wings and commission as a fighter pilot on August 13, 1943, and became a pilot of Corsair fighter planes. In January, 1945, he was sent to the South Pacific Theater and attached to the carrier U. S. S. Bunker Hill. His fighter group was the first to have fighter planes over Tokyo and this group also supported the invasion of Iwo Jima. This brave young officer was shot down over Naha, Okinawa, on March 30, 1945. He was officially pronounced dead on August 1, 1945. This gallant Marine was posthumously awarded the Asiatic-Pacific Theater Ribbon, the Air Medal and the Purple Heart.



CARL E. COATES

Sgt. Carl E. Coates, son of Clint E. and Elvie L. Gray Coates, was born at Malvern, Arkansas, on February 8, 1915, and graduated from high school there. Prior to entering the Army on October 16, 1941, he was employed as a carman with a railroad company in Los Angeles. Following basic training at Camp Roberts, California, he served with the 162nd Infantry and the 138th Infantry, 711th Military Police Bn. Sergeant Coates' assignments were far-flung; he saw action from Attu and Kiska in the Aleutians to Honolulu, Saipan, Leyte, Iwo Jima and Manila. He was awarded the Sharpshooter's Medal, the Expert Bayonet and Smallbore Medals, the American Defense Service Ribbon, the Asiatic-Pacific Theater Ribbon, the Philippine Liberation Ribbon with one Bronze Star, and the Good Conduct Medal. Sergeant Coates was honorably discharged at Camp Lewis, Washington, on September 4, 1945. His wife is the former Lois M. Ripley. They have one child.

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S/Sgt. Hurshel Wallace Gray, son of Mrs. Ida Gray, was born at Malvern, Arkansas, on November 30, 1916 and attended Central and Donaldson (Arkansas) High Schools, after which he was employed as a machinist's helper and truck driver. He entered the United States Army (Infantry) on November 7, 1942, and received basic training at Camp White, Oregon, following which he was assigned to the 91st Division and left the United States for North Africa on April 12, 1944. During the 20 months he was overseas Sergeant Gray participated in the Apennines, Po Valley and Rome-Arno campaigns, and for meritorious service was awarded the European-African-Middle Eastern Theater Ribbon with three Battle Stars, the Good Conduct Medal, Combat Infantryman's Badge and the Bronze Star Medal. He received an honorable discharge at Jefferson Barracks, Missouri, on November 3, 1945. His wife is Florence Gray.



HURSHEL W. GRAY



CLYDE E. VAN DUSEN

1st Lt. Clyde Erwin Van Dusen, son of Annie Alma and Clyde Clarence Van Dusen, was born June 26, 1921, in Malvern, Arkansas. He graduated from Malvern High School in 1939 and attended Bob Jones College in Cleveland, Tennessee; A. & M. College at Jonesboro, Arkansas, and the University of Arkansas at Fayetteville. Entering the Naval Reserve June 18, 1942, he received boot training at New Orleans, Corpus Christi, Miami, and San Diego, as naval aviator and 2nd lieutenant in the Marine Corps Reserve. Lieutenant Van Dusen departed August 8, 1943, for more than two years' overseas service and was killed in an airplane accident at sea October 15, 1943, off Midway. He is survived by his parents, who live in Malvern.



T/4 Layne Eugene Collums is the son of James S. Collums of Bee Branch, Arkansas, where he was born on August 22, 1921. He attended South Side High School and completed his education at Arkansas Tech at Russellville, Arkansas, and the University of Arkansas at Fayetteville. Entering the military service on June 14, 1942, he completed his basic training period at Camp Robinson, Arkansas, and was then sent to the Army Administrative School and Clerical School, where he became an administrative specialist. A veteran of more than three and one-half years of military service, he served with Headquarters at Camp Gordon Johnston, Florida, until he was honorably discharged at Camp Chaffee, Arkansas, on December 23, 1945. He and his wife, the former Lynnette Florence Van Dusen, have one son, Layne Eugene Collum, Jr.



LAYNE EUGENE COLLUMS



VIRGIL PRESTON EFIRD

Radioman 3/c Virgil Preston Efird is the son of Mr. and Mrs. Wiseman Issac Efird of Malvern, Arkansas, where he was born on July 26, 1922. After graduating from Malvern High School in 1941, he entered the Navy on May 11, 1943, and was sent to San Diego, California, for his basic training. He attended the Radio Schools at San Diego and Los Angeles, California, and became an expert at radio operation. In May, 1944, Radioman Efird was given sea duty aboard the U. S. S. Hermitage, a troop ship operating in European waters. He spent 18 months as a member of this crew while his ship transported troops in Europe. In November, 1945, he was returned to this country and was honorably discharged at Nashville, Tennessee, on December 9, 1945. He and his wife, the former Juanita Van Dusen, are the parents of one daughter, Teresa Anne.

The FIGHTING MEN of ARKANSAS



RAYMOND E. BABB

S/Sgt. Raymond E. Babb, son of Ira Babb and Mrs. Jack James of Malvern, Arkansas, was born at Black Rock, Arkansas, on June 18, 1913. After attending high school at Malvern and Fordyce, he entered the field of salesmanship, being employed by the International Shoe Company of Malvern for 11 years. He was inducted into military service July 10, 1941, and was first sent to Jefferson Barracks, Missouri, for basic training, followed by special training at Lowry Field, Colorado, and Armament School, Elmira, New York. He was attached to the Air Corps, 57th Fighter Group, 66th Fighter Squadron, the first American group to land in Egypt with the British Eighth Army. His unit supported the British land forces from El Alemain to Foggia, Italy, across the desert and through Sicily, then joined forces with the American Fifth Army for the push to Rome and beyond. The 57th Fighter Group, known as the "First in the Blue," had the distinction of being first to fly P-40's from a carrier, and to fly from Brazil to Egypt without loss of a single plane or pilot, and first to skip and dive bomb with the famous P-47 Thunderbolts. Holders of the American Defense Ribbon, the Good Conduct Medal, the European-African-Middle Eastern Theater Ribbon with one Silver and one Bronze Star and the Presidential Unit Citation with three Oak Leaf Clusters, Sergeant Babb was honorably discharged from service at Camp Chaffee on June 5, 1945.

Carpenter's Mate 2/c Sanford H. Hill is the son of Mr. and Mrs. Hardy W. Hill of Malvern, Arkansas, where he was born on March 13, 1907. Educated at Malvern High School, he was a civil engineer until entering the U. S. Navy on December 4, 1943. Mate Hill was sent to San Diego, California, to serve his boot training period. He served almost two years with Naval units and was honorably discharged at San Diego, California, on September 15, 1945. He and his wife, the former Genevieve Virginia Howell, are the parents of two children.



SANFORD H. HILL



JOSEPH W. HILL

Capt. Joseph W. Hill, son of Hardy Wallace and Ella Lee Hill, was born at Malvern, Arkansas, on September 16, 1915, and graduated from Malvern High School and Henderson State Teachers College at Arkadelphia. Entering the United States Army (Infantry) on June 1, 1942, he completed Officer Candidate School at Fort Benning, Georgia, and later attended Command and General Staff Schools at Fort Leavenworth, Kansas, qualifying for troop commander. Attached to the 442nd Infantry Regiment Combat Team (Japanese-American troops), he departed from the United States on May 1, 1944, for North Africa and saw action in the Rome-Arno, Po Valley, German and Apennines campaigns, receiving one wound in action in France. He was awarded the Distinguished Unit Citation, Purple Heart, American Defense Ribbon, Victory Ribbon, Combat Infantryman's Badge and Expert Rifleman's Medal, and served as executive officer of the 100th Bn. on his return to the United States. Captain Hill was relieved from active duty on December 20, 1945, at Camp Wolters, Texas.

Pvt. Robert Clem Jenkins, son of Charles Turner and Hester Leona Jenkins, was born at Malvern, Arkansas, on April 23, 1910. He attended Oak Grove and Central Schools near Glenrose, Arkansas, and was at the time of his induction into service working as an electrician's helper for Alcoa Mining and Manufacturing Company at Bauxite. Upon the completion of basic training at Camp Robinson he was assigned to Infantry Replacement, remaining with that branch of service throughout his eight-month stay in the Army. Holder of the Marksmanship Medal (rifle), Private Jenkins was honorably discharged at Camp Chaffee, Arkansas, on December 12, 1944, and now resides with his wife, Norene Mildred, on Route 3, Malvern.



ROBERT C. JENKINS



JOHN C. GIBBS, JR.

Cpl. John C. Gibbs, Jr., son of Mr. and Mrs. John C. Gibbs, Sr., was born August 14, 1920, in Malvern, Arkansas. He received his education by attending Malvern High School. Entering the Marine Corps June 18, 1941, he received boot training at Marine Corps Base, San Diego, California, and attended Message Center School, qualifying as noncommissioned officer in mortars, expert mortarman, rifle sharpshooter, and pistol sharpshooter. Attached to Naval Prison Detachment, Mare Island, California, he served in the United States until January 6, 1942, when he departed for the Samoan Islands. Overseas nearly two years, he participated in the Guadalcanal campaign and was awarded Presidential Citation and Letter of Commendation. After being honorably discharged September 30, 1945, at Oceanside, California, he returned to Malvern, where he lives with his wife, Alvera Mae.

S/Sgt. Henry Ewell Gray, son of Mr. and Mrs. James Murl Gray was born at Malvern, Arkansas, October 30, 1922, and attended Malvern High School after which he was employed as a baker and mechanic. He entered the United States Army on January 21, 1943, and received his basic training at Camp Robinson and later, by attending Cooks and Bakers School, qualified as mess sergeant. He departed with his unit from the United States July 29, 1944, for Italy and participated in the Rhineland, Central Europe, Rome-Arno and Apennines campaigns, for which he was awarded the Certificate of Merit, Good Conduct Medal and World War II Victory Medal. Sergeant Gray received an honorable discharge at Fort Leonard Wood, Missouri, November 5, 1945, and returned to Malvern where he lives with his wife, Georgia Jeanette.



HENRY EWELL GRAY



JAMES LEON GRAY

Cpl. James Leon Gray, son of Mr. and Mrs. James Murl Gray, was born at Malvern, Arkansas, on August 4, 1925, attended Malvern High School and afterwards was employed on November 18, 1943, and received basic training at Camp Shelby, Mississippi. Attached to Co. E, 423rd Infantry, 106th Division, he left the United States on October 17, 1944, for the European Theater and participated in the Rhineland, Central Europe and Ardennes campaigns, sustaining wounds in action and being taken prisoner in the Battle of the Bulge. Corporal Gray was awarded the World War II Victory Ribbon, Good Conduct Medal, American Theater Ribbon, European-African-Middle Eastern Ribbon with three Battle Stars, the Purple Heart, Combat Infantryman's Badge and Expert Marksmanship Medals (M-1 rifle and Browning automatic rifle). He received his honorable discharge at Camp Robinson on December 14, 1945.

Ens. Wilbur Franklin Barrier, son of Dr. and Mrs. W. F. Barrier, Sr. of Malvern, Arkansas, was born on December 9, 1923, at Memphis, Tennessee. Moving with his family to Arkansas in 1924, he attended the Malvern public schools, Emory University at Atlanta, Georgia; Hendrix College at Conway, Arkansas, and Henderson State College at Arkadelphia, Arkansas. Entering the U. S. Navy on July 1, 1943, he completed his basic training at the Pre-Midshipman School, Asbury Park, New Jersey, and then attended Midshipman School at Northwestern University, Chicago, Illinois. Ensign Barrier served more than two and one-half years in the Navy and saw 14 months' of duty on the Pacific Coast Patrol. He was placed on inactive duty on February 15, 1946, at Memphis, Tennessee. He and his wife, the former Betty Jane Kidd, are the parents of one child.



WILBUR F. BARRIER



EDWIN M. GATEWOOD

Capt. Edwin McClintock Gatewood, son of Mrs. Edwin L. Gatewood, was born at Malvern, Arkansas, on February 4, 1899. He received his education at the University of Arkansas; Missouri University, and College of the City of New York, after which he was employed as a chemist. He entered the Chemical Warfare Service on September 12, 1942, attending service schools at Fort Logan, Colorado, Edgewood, Maryland, and Princeton University, qualifying for service in the Chemical Warfare and Military Government branches. After serving at the New York Port of Embarkation, he departed from the United States on March 8, 1945, for Okinawa, arriving April 26, 1945. There he assisted in setting up and administering military government on the conquered island. He received the American Defense Ribbon, Asiatic-Pacific Theater Ribbon with one Battle Star and Victory Ribbons (World Wars I and II). Captain Gatewood was honorably discharged at Army and Navy General Hospital at Hot Springs on December 19, 1945.

2nd Lt. John I. McClain is the son of W. R. and Bessie McClain of Malvern, Arkansas. Born January 23, 1918, at Malvern, he attended Malvern High School and completed his education at Bob Jones College, Cleveland, Tennessee. He was employed as a bookkeeper until entering the Army Air Corps on November 16, 1943. Lieutenant McClain served his basic training at Keesler Field, Mississippi. He then became an aviation cadet and received his training as a navigator as a member of Class 45-3n at Selma Field, Monroe, Louisiana. He served two and one-half years of military service as a member of the Army Air Forces. Lieutenant McClain was released from active service at Salina, Kansas, in March, 1946. His wife is Jimmie McClain.



JOHN I. McCLAIN



LEWIS MAXWELL COX

Aviation Electrician's Mate 3/c Lewis Maxwell Cox, son of Ernest Elvon and Ollie B. Cox of Malvern, Arkansas, was born at Fordyce, Arkansas, on February 14, 1924. After completing his education at Malvern High School, he was employed as an electrician by the Arkansas Power and Light Company until entering the Navy on July 14, 1943. He completed his basic training at San Diego, California, and after eight months in this country was sent to the Hawaiian Islands. Overseas almost 22 months, he was awarded the Asiatic-Pacific Theater Ribbon and two letters of commendation. He was honorably discharged at Terminal Island, San Pedro, California, on January 3, 1946. His wife is the former Ileana Harris.

T/4 Robert Douglas Roland, Sr., son of Harriet Evelyn and Andrew Isaac Roland, was born December 30, 1910, at Malvern, Arkansas. He attended Hendrix College and Arkansas State Teachers College, Conway, Arkansas, after which he was employed as assistant cashier of the Malvern National Bank, Malvern, Arkansas. Entering the Infantry April 7, 1944, he received basic training at Camp Hood, Texas, specializing for clerk-typist. After training in the United States five months he departed September 22, 1944, for the European theater attached to 82nd Airborne Division. He participated in the campaigns of the Rhineland, Ardennes, and Central Europe and spent four months with the Army of Occupation. He qualified for expert rifleman and was awarded the Good Conduct Medal and Unit Citation. After being honorably discharged at Jefferson Barracks, Missouri, December 26, 1945, he returned to Malvern, where he lives with his wife, Anna, and child.



ROBERT D. ROLAND, SR.



DAVID R. PARKER

1st Lt. David Ralph Parker is the son of Albert Lee and Allie Mae Parker of Malvern, Arkansas, where he was born on May 12, 1920. He was educated at Malvern High School and Ouachita College and entered the military service on November 9, 1941. He received his basic training at Camp Wolters, Texas, and then was selected to attend Officer Candidate School. He later attended the Chemical Warfare School and became a company commander. After three years in this country he was sent to the European theater in September, 1945, and served with Hq. Co., 38th Infantry of the famous 2nd Infantry Division throughout the Ardennes, Rhineland and Central Europe campaigns. Overseas 16 months, this gallant officer won the Silver Star for bravery, the Belgian Fourragere, Combat Infantry Badge and the Purple Heart for wounds suffered during the drive into Germany. He served five months with the Army of Occupation in Bavaria and was returned to this country where he was released from active service on March 24, 1946, at Jefferson Barracks, Missouri. His wife is the former Rachel I. Tims.

Cpl. Bernard Dean Beeson, son of Mr. and Mrs. W. W. Beeson of 503 Pine Bluff Street, Malvern, Arkansas, was born May 3, 1923, in Leola, Arkansas. He attended Malvern public schools and Henderson State Teachers College, where he received R.O.T.C. training. Corporal Beeson entered the Army Air Corps December 9, 1942, and received his basic training at Sheppard Field, Texas. He later attended Aircraft Armament and Remote Control Turret Mechanics School and was promoted to staff sergeant, being assigned to Squadron B, Lowry Field, Colorado. Serving over three years in this capacity he was honorably discharged February 9, 1946, at Ft. Logan, Colorado.



BERNARD D. BEESON



WILLIAM W. BEESON, JR.

Capt. William Waters Beeson, Jr., son of Lucile Phillips and William W. Beeson, Sr., was born December 21, 1918, in Leola, Arkansas. He graduated from Malvern High School and attended Henderson State Teachers' College at Arkadelphia and State Teachers' College at Conway, afterwards being employed by the Farm Security Administration in Little Rock. Entering the Air Corps August 14, 1941, he received basic training at Jefferson Barracks, Missouri, and attended Officer Candidate School at Miami Beach, Florida, qualifying as classification officer. Captain Beeson departed August 30, 1942, for the Panama Canal Zone and remained overseas for nearly three years. After being honorably discharged January 10, 1946, at San Bernadino, California, he returned to Malvern, Arkansas, where he lives with his wife, Glen Dean, and their daughter.

Sgt. Joseph Dale Clem, son of Mattie and John Clem, Sr., was born June 25, 1915, in Malvern, Arkansas. He attended Malvern High School, Malvern Commercial College, and Ouachita College. Entering the Air Corps November 20, 1942, he received basic training at Sheppard Field, Texas, qualifying as chief clerk and carbine and rifle marksman. Sergeant Clem served for two and a half years in the United States with the 1564th A.A.F. Base Unit, Sacramento, California, and was awarded the Good Conduct Medal, American Theater Ribbon, and World War II Victory Ribbon. After being honorably discharged November 20, 1945, at McClellan Field, California, he returned to Malvern, where he lives with his wife, Billie Louise, and their child.



JOSEPH D. CLEM



KENNETH VAN DUSEN

Electrician's Mate 2/c Kenneth Van Dusen, son of George and Mittie Van Dusen of Malvern, Arkansas, was born at Hot Springs on May 12, 1924. He attended Malvern High School and Iowa State College before entering the United States Navy on May 12, 1943. Upon the completion of his boot training at San Diego, California, he attended Electrical School and the Submarine School and was qualified for submarine service. In February, 1944, he was sent to the Pacific theater and remained overseas for almost 20 months. Mate Van Dusen saw action in the Philippines, Okinawa, Iwo Jima, Saipan and Japanese operations while serving with the submarine division. He was returned to the United States and was honorably discharged at Shoemaker, California, on April 8, 1946. His wife is the former Dorothy Virginia Huguen.

T/5 Edwin Brooks Stanfiell, son of Rev. and Mrs. James Benjamin Stanfiell of Malvern, Arkansas, was born at Westfield, Illinois, on September 9, 1917, and moved with his family to Arkansas in 1925. He attended Malvern High School and Central High School and was engaged in cabinet making and furniture repair work until entering the Army on December 10, 1942. Corporal Stanfiell was assigned to the Quartermaster Corps and received his basic training at Fort Warren, Wyoming. He also attended the Quartermaster Motor School at Bloomington, Illinois, and became an automotive mechanic. In November, 1943, he was sent with his unit, the 3749th Quartermaster Truck Company, to the Pacific theater. Overseas 26 months, he took part in the New Guinea campaign and won the Asiatic-Pacific Theater Ribbon with one Battle Star, the Meritorious Service Unit Award, the Good Conduct Medal and the Victory Ribbon. He was discharged at Camp Chaffee, Arkansas, on January 8, 1946. He and his wife, Ruby Mae, have one child.



EDWIN B. STANFIELL



RAYMOND D. DARBY

Sgt. Raymond Dean Darby, USMC, son of Mr. and Mrs. John Henry Darby of Malvern, Arkansas, was born on April 3, 1924, at Anderson, South Carolina, moving to Arkansas in June, 1929. He received his education at Malvern High School, after which he was employed by the Aluminum Company of America prior to entering the United States Marine Corps on November 2, 1942. Following boot training at San Diego, California, he later attended the N. A. T. C. Service School at Jacksonville, Florida, qualifying for service as a naval aircrewman. Attached to Third Marine Air Wing, he departed from the United States on November 1, 1944, and saw extensive service in the Bismarck Archipelago, Luzon and Mindanao campaigns and was awarded the American Theater Ribbon, Asiatic-Pacific Theater Ribbon with three Stars, Philippine Liberation Ribbon with one Star, Victory Ribbon with one Star, Marine Aviation Medal and Marksmanship Medal (rifle). He was honorably discharged at San Diego on November 9, 1945.

S/Sgt. William Clay Hensley, Jr., son of Mr. and Mrs. William Benjamin Wallis, was born on December 11, 1922, at Fort Sam Houston, Texas, moving to Arkansas in 1929. He received his education at Malvern High School and the University of Arkansas and entered the United States Army Air Corps on November 21, 1942. Following basic training at Camp Kohler, California, he later attended Midland Radio (Kansas City) and Radar Service Schools at Camp Murphy, Florida, qualifying for repair and flight check of airborne radar equipment. Sergeant Hensley left the United States on October 8, 1943, participating in the Normandy, Northern France and Rhineland campaigns and was awarded the American Theater Ribbon, European-African-Middle Eastern Theater Ribbon with three Battle Stars, Good Conduct Medal, Victory Ribbon and Marksmanship Medals (carbine M-1903 and .30 caliber rifle). He was honorably discharged on November 7, 1945, at Kelly Field, Texas.



WILLIAM C. HENSLEY, JR.



JAMES HELMS

Seaman 2/c Colonel James Helms, son of Mrs. Florence Helms of Malvern, Arkansas, was born at Tuckerman, Arkansas, and received his education at Malvern High School, after which he was employed as a driver for Craig Construction Co. and the A. B. Cook Lumber Company. He entered the United States Navy on February 19, 1944, receiving boot training at Great Lakes, Illinois, and Camp Peary, Virginia. After five months in this country he sailed for the South Pacific Theater on July 8, 1944, and participated in the battles of Pelileu, Leyte and Luzon. He was awarded the Asiatic-Pacific Theater Ribbon and the Philippine Liberation Ribbon with three Battle Stars. Seaman Helms received an honorable discharge at Base Hospital, Bainbridge, Maryland, on November 9, 1945. He and his wife, Martha Anna, have one child.

S/Sgt. Robert Louis Gibbs, son of Mr. and Mrs. Louis R. Gibbs, was born March 2, 1919, at Malvern, Arkansas. He received his education by attending Malvern High School, after which he was employed as truck-driver, salesman and defense plant worker. Entering the Army Air Forces December 28, 1942, he received basic training at Sheppard Field, Texas, and later by attending service schools qualified for aircraft mechanic. Sergeant Gibbs served over three years attached to Army Air Forces Training Command and was honorably discharged at Maxwell Field, Alabama, February 6, 1946. He received the American Theater, Victory, and Good Conduct Ribbons. He and his wife, Marion, live in Malvern with their child.



ROBERT L. GIBBS



PAUL HARDIN

Sgt. Paul Hardin, son of Mr. and Mrs. Lon P. Hardin, was born at Malvern, Arkansas, on May 27, 1916, and after completing his education at Malvern High School, Arkansas Polytechnic College and Draughon's School of Business, he was employed by the General Motors Acceptance Corporation. Entering the Army on February 12, 1941, he received basic training at Camp Robinson, qualifying for assignment as an administrative non-commissioned officer. He had 26 months of foreign service. Sergeant Hardin served with Headquarters Co., 153rd Infantry, Camp Robinson; Headquarters Detachment, 1st Bn., 153rd Infantry, Camp Murray, Washington; Post Headquarters Co., ASFTC, Ft. Warren, Wyoming, and Detachment Medical Department, Hospital Center, Camp Carson, Colorado. He was awarded the Good Conduct Medal, American Defense, Asiatic-Pacific Theater, and Victory Ribbons. He received his honorable discharge at Camp Carson, September 21, 1945.

Pfc. Sidney Eugene Watson was the son of Mr. and Mrs. Sidney L. Watson of Okolona, Arkansas. Born at Antoine, Arkansas, on October 15, 1923, he attended Okolona High School and was employed by the Aluminum Company of America until entering the military service on September 29, 1943. Assigned to the Engineers, he completed his basic training at Camp Abbott, Oregon, and then attended the Automotive Mechanic School at Camp Abbott. Sent to the South Pacific Theater in May, 1944, he attended the Armorers' School at a South Pacific training center. He was transferred to the Infantry and took part in the battle for Okinawa. On April 24, 1945, this gallant soldier was killed in action on Okinawa while participating in the hard-fought battles to clean out the caves of that island. For his heroic service he was awarded the Purple Heart posthumously. He is survived by his widow, Mrs. Helen Watson and their child.



SIDNEY E. WATSON



CARL E. McCLAIN

Machinist's Mate 1/c Carl Edward McClain, son of Mollie Sims and Leverett Stinson McClain, was born January 24, 1912, in Malvern, Arkansas. He attended Arkadelphia High School, afterwards being employed at Kelso's Ready-to-Wear Store in Malvern. Entering the Coast Guard April 27, 1942, he received boot training at Algiers, New Orleans, Louisiana, and served for two and a half years in the United States. After being honorably discharged September 24, 1945, at St. Louis, Missouri, he returned to Malvern, where he lives with his wife, Madge Francis.

2nd Lt. Lee Calvin McClain, son of Mollie Sims and Leverett Stinson McClain, was born August 2, 1914, in Malvern, Arkansas. He attended Arkadelphia High School and graduated from Malvern High School, afterwards being employed as assistant manager of the M-System Store in Malvern. Entering the Infantry July 10, 1942, he received basic training at Camp Roberts, California, and attended Officer Candidate School at Ft. Benning, Georgia, qualifying as machinegunner and receiving Marksmanship Medal. Lieutenant McClain served for nearly two years in the United States with the 79th Division and departed in April, 1944, for England. Overseas for two months, he landed in France June 10, 1944, went into action June 18, and was killed June 22, 1944, in the battle of Cherbourg. Lieutenant McClain was awarded Combat Infantry Medal and the Purple Heart, posthumously, and is survived by his parents; his wife, Mrs. Frances Light McClain; and one son, Gary Lee, who live in Malvern.



LEE C. McCLAIN



MARTHA STUART ROGERS

Storekeeper 3/c Martha Stuart Griswold Rogers, daughter of Mr. and Mrs. W. H. Folden Griswold, was born October 9, 1922, in Sparkman, Arkansas. She attended Malvern public schools, College of the Ozarks, and Arkansas Polytechnic College. Entering the Naval Reserve (Waves) February 13, 1943, she received boot training at Hunter College, New York City, and attended Bryant & Stratton Storekeepers' School in Boston, qualifying as storekeeper. She served in the United States for two years and 10 months and was honorably discharged December 12, 1945, in New York, N. Y. She lives in Malvern, Arkansas, with her husband, W. W. Rogers.

T/Sgt. Warren F. Griswold, Jr., son of Mr. and Mrs. W. Folden Griswold, was born December 9, 1920, in Sparkman, Arkansas. He attended Malvern public schools, Monticello A. & M., and Louisiana State University at Baton Rouge, Louisiana, afterwards being employed by Kraft Paper Company in Mobile, Alabama. Entering the Army June 24, 1942, he received basic training at Camp Robinson, Arkansas, and attended Service School at Ft. Geo. Wright, qualifying as camouflage specialist and chief publications clerk. He departed December 1, 1942, for North Africa and remained overseas for three and a half years, participating in North African, Sicilian, and Italian campaigns. Sergeant Griswold is still in the service, stationed at Naples, Italy, and expects to return to the United States in May, 1946. He is married to the former Miss Carmalena Schiraloh, and his home is in Malvern, Arkansas.



WARREN F. GRISWOLD, JR.



JAMES W. DAUGHERTY

Pfc. James W. Daugherty, son of Mr. and Mrs. J. W. Beason, was born at Malvern, Arkansas. After completing his education by attending Malvern High School, he was engaged as truckdriver until entering the parachute branch of the Infantry on September 18, 1942. Receiving basic training at Camp Robinson, he qualified for expert rifleman. Attached to 542nd Parachute Infantry, Pfc. Daugherty landed in the European Theater of Operations on May 25, 1944, and saw service in Normandy, France, Holland, Rhineland, Ardennes, and Central Europe. He was twice wounded in action and for meritorious service received the Purple Heart with Oak Leaf Cluster, Belgian Fourragere, Combat Infantryman's Badge, Distinguished Unit Badge, Good Conduct Medal, four Bronze Stars, and one Arrowhead. He was honorably discharged at Jefferson Barracks, December 27, 1945, and now resides at Perla, Arkansas.

T/4 Woodard L. Scrimshire, son of Mr. and Mrs. Joe Scrimshire, was born at Willow, Arkansas, on May 24, 1916. He received his education at the Willow High School and was engaged as a truck driver prior to enlisting in the 3rd Engineer Special Brigade on August 1, 1941. He received his basic training at Camp Wolters, Texas, and later became a cook. After more than two years' service in the United States he was sent to the South Pacific Theater and was attached to the Headquarters Co., 8th Service Command. During his 23 months' of overseas service he saw extensive action, including the Bismarck Archipelago and New Guinea campaigns. He was awarded the American Defense, American Theater, Asiatic-Pacific Theater, and Philippine Liberation Ribbons, Marksmanship Medal (carbine), Good Conduct Medal and Victory Ribbon. He was honorably discharged at Fort Bliss, Texas, on December 2, 1945. He and Mrs. Scrimshire are the parents of one child.



WOODARD L. SCRIMSHIRE



TROY EDGAR NUTT

Seaman 1/c Troy Edgar Nutt is the son of Maggie and Charles Francis Nutt of Mineral Springs, Arkansas, where he was born on June 18, 1920. He completed his education in the Mineral Springs High School and was engaged in farming until entering the United States Navy on May 3, 1944. Seaman Nutt served his boot training period at the United States Naval Training Station at San Diego, California, and then served the remainder of his almost two years in the service with the Navy Transport Department. He was honorably discharged at San Pedro, California, on February 19, 1946. He and his wife, Dorothy Marie, are the parents of two children.

S/Sgt. Joe Hershell Nutt, son of Mrs. Carrie Haynes, was born on November 7, 1917, in Howard County and received his education at Mineral Springs (Arkansas) High School. He was employed as a farmer, teamster and carpenter until entering the Army (Medical Department) on June 22, 1941. Following basic training at Fort Knox, Kentucky, he attended service schools to qualify as a sanitary and surgical technician. Attached to Co. A, 80th Medical Bn., 10th Armored Division, he landed in Cherbourg, France, September 12, 1944, participating in the Ardennes, Rhineland and Southern Germany campaigns and later served with the Army of Occupation for three months. For meritorious service he was awarded the Bronze Star. Sergeant Nutt received an honorable discharge at Camp Shelby, Mississippi, September 28, 1945. He and his wife, Kathleen, are the parents of one child.



JOE HERSELL NUTT



SANFORD R. PAYNE

PhM 3/c Sanford R. Payne, son of Mr. and Mrs. Robert Lee Payne, was born November 11, 1926. He attended Malvern High School. Entering the Navy October 20, 1944, he received boot training at San Diego, California, and attended Hospital Training School. He served for more than a year in the laboratory of U. S. Naval Hospital, Memphis, Tennessee, and was honorably discharged July 5, 1946. His home is in Malvern, Arkansas.

Watertender 3/c Wilfred L. Payne, son of Robert Lee Payne of Malvern, Arkansas, was born at Hopeville, Arkansas, in July, 1920. He was educated at Malvern High School and was engaged in the lumber business until entering the United States Navy on June 29, 1944. After the completion of his boot training at Great Lakes, Illinois, he was sent to the Pacific theater in January, 1945. Overseas 10 months, he served with the Third Fleet during the Okinawa campaign and the bombardment of the Japanese mainland by that fleet. Holder of the Asiatic-Pacific Theater Ribbon, the American Theater Ribbon and the Victory Ribbon, he was returned to this country and was honorably discharged at Memphis, Tennessee, on April 10, 1946. He and his wife, the former Janet Strauss, have one child.



WILFRED L. PAYNE



HAROLD C. OSWALT

Pfc. Harold Clovis Oswalt, son of Monroe and Cora Oswalt of Malvern, was born at Grapevine, Arkansas, on March 2, 1923. He completed his education at Malvern High School and was employed at the City Grocery and Market and the McCoy Couch Furniture Company until entering the Army on January 14, 1943. Private Oswalt received his basic training at the Anti-Aircraft Training School at Camp Haan, California, and after attending the Judo School, he became a machinegunner with the 548th Anti-Aircraft Bn. Arriving in the European theater in September, 1944, he saw 17 months of overseas service with his unit which was attached to the 102nd Infantry Division. Private Oswalt saw action in the Rhineland and Central Europe campaigns and was awarded the European Theater Ribbon, American Theater Ribbon, Good Conduct Medal and the Victory Ribbon. He was honorably discharged at Jefferson Barracks, Missouri on February 25, 1946.

Maj. Paul Williams Hoover, son of John Lampton and Mary Gammil Hoover of Malvern, Arkansas, was born at Parkdale, Arkansas, November 11, 1911. He attended Hendrix College and University of Arkansas Medical School where he received his M. D. degree. Major Hoover then completed special training at the Alameda County Hospital and the Baptist State Hospital before entering the Army Medical Corps on July 11, 1942. He served three years as a general surgeon at the Percy Jones General Hospital and in May, 1945, was sent to Oahu, in the Hawaiian Islands. He remained overseas for 11 months and holds the Asiatic-Pacific Theater, and the American Theater Ribbons. After serving three months with the Army of Occupation of Japan, he was returned to this country and was released from active duty at Camp Chaffee, Arkansas, on June 28, 1946. He and his wife, the former Mary Lasley, are the parents of two children.



PAUL W. HOOVER



PLATE 10

1.—S/Sgt. Kelvin Murl Cunningham, son of Mr. and Mrs. Robert Lee Cunningham, Route 1, Malvern, Arkansas, was born on December 10, 1918, in Little Rock, where he attended Garland School until the family moved to Malvern. After graduating from Malvern High School he became a stock dealer, engaging in this business until he entered military service in 1939. Trained at Jefferson Barracks, Missouri, he was attached to armored divisions which participated in heavy fighting in Northern France, Central Europe, the Ardennes and the Rhineland. Shortly before Christmas, 1944, Sergeant Cunningham was captured by the Germans at St. Vith, Belgium, and held in prison until his liberation four months later. He was awarded the Expert Rifleman's Badge, Expert Tommy Gun Badge, Expert Light Machinegunner's Badge, Expert Heavy Machinegunner's Badge, the Presidential Unit Citation, American Defense Ribbon Good Conduct Medal, European-African-Middle Eastern Ribbon with four Bronze Stars and the Purple Heart. He was honorably discharged on August 5, 1945, at Camp Chaffee, Arkansas.

2.—Machinist's Mate 1/c Thomas O. Elkins, son of Fred W. and Gusta Evans, was born at Malvern, Arkansas, December 18, 1917, and received his education in the Malvern public schools, after which he was employed by Clem's Bottling Works, A. B. Cook Lumber Co. and Acme Brick Company at Malvern, and Eversharp, Inc., in Chicago. He entered the United States Navy on March 9, 1943, and received boot training at Farragut, Idaho, later attending service schools at Wahpeton, North Dakota, and Inert Gas School at Bellville, New Jersey. This training made him thoroughly conversant with the operation of Uniflow Steam Engines, and after 11 months in the United States he sailed for the war zone, participating in the invasion of Southern France, the Philippine Islands at Lingayen Gulf, Iwo Jima and Okinawa. He was awarded the American Theater Ribbon, European-African-Middle Eastern Theater Ribbon with one Star, Asiatic-Pacific Theater Ribbon with three Stars, Philippine Liberation Ribbon with one Star and a Navy citation with one Star. He was honorably discharged at Bremerton, Washington, on October 21, 1945. He and his wife, Edna Georgene, are the parents of one child.

3.—Petty Officer 2/c Roy Walton Johnson, son of John S. and Maggie M. Johnson, was born August 8, 1905. After completing his education in the schools of Benton, Haskell and Hickory Grove (Arkansas), he worked for the Ohio Oil Company in Arkansas, Louisiana and Texas for 20 years. He entered the United States Naval Reserve on April 7, 1944, received boot training at San Diego, California, and later attended Oil Burning School at the U. S. Navy Yard in Philadelphia and was assigned to duty as a watertender 2/c. After nine months' service in Continental United States, he was honorably discharged from the service on January 9, 1945, at Oakland, California. He and his wife, Mrs. Jewell Hendrix Johnson, are the parents of two daughters.

4.—2nd Lt. Virgil S. Johnson, son of John S. and Maggie Mae Johnson, was born at Benton, Arkansas, February 3, 1920. He graduated from Malvern High School and attended University of Arkansas two and a half years. Entering the Army Air Force on March 14, 1943, he received training at Santa Ana, California; Santa Maria, California; Pecos, Texas, and La Junta, Colorado. Lieutenant Johnson qualified for pilot and was attached to the Fifth Air Force, 17th Recon. Sqdn. Departing from the United States with the Fifth Air Force on May 21, 1944, for the South Pacific theater, he participated in the campaign of New Guinea and Philippine Islands and, after making 23 combat missions, his plane with all on board was lost from effects of enemy anti-aircraft fire about 10 miles off Mindoro, P. I., on December 26, 1944. He was posthumously awarded the Distinguished Flying Cross, Air Medal,

and Asiatic-Pacific Theater Ribbon with Bronze Star. He is survived by his parents, who now reside at Malvern.

5.—1st Lt. Denver H. Estes, son of Mr. and Mrs. John Harvey Estes of Malvern, Arkansas, was born December 7, 1917, at Estes, Arkansas, received his education at Magnet Cove (Arkansas) High School and Henderson State Teachers College and operated a filling station prior to entering the United States Army July 16, 1941. Following basic training at Camp Grant, Illinois, he was sent to Iceland and attached to the 167th Station Hospital for a time, later returning to Camp Barkeley, Texas, for officer training. Receiving his commission, he was attached to the 81st Infantry, (Wildcat) Division, and sent to the South Pacific Theater in July, 1944, and served in that area until he returned to the United States for honorable discharge from active duty on November 18, 1945, at Camp Chaffee, Arkansas.

6.—Flight Officer Herbert David Estes, son of John Harvey Estes and Dolly Mayo Estes, was born at Willow, Arkansas, May 22, 1925. He received his education by attending Magnet Cove High School. Entering the Army Air Corps September 20, 1943, he received basic training at Amarillo, Texas, and later attended Iowa State Teachers College, Cedar Falls, Iowa; Bombardier Pre-Flight School, Santa Ana, California; Advanced Bombardier School, Victorville, California, and Radar School at Boco Raton, Florida. He qualified as expert with the .30 caliber carbine M-1 July 12, 1944, and after completing his training served as radar instructor on B-29's at Chatham Field, California, attached to Third Air Force. After serving two and a half years, he received the American Theater and World War II Victory Ribbons and was honorably discharged at San Antonio, February 1, 1946.

7.—Pvt. George S. Hill, son of Mr. and Mrs. Robert Hill of Malvern, Arkansas, was born on November 16, 1913, at Pine Bluff. After completing his education he engaged in shoe repair work until his induction into the Army on January 7, 1942. Following basic training at Fort Francis E. Warren, Wyoming, and attendance at a special shoe repair service school, he was attached to the Quartermaster Corps and sent first to Iceland, participating later in the Ardennes, Central Europe, Normandy, Northern France and Rhineland campaigns. He was awarded the Bronze Arrowhead, the Sharpshooter's Medal and La Croix de Guerre avec Palme, presented by Gen. Charles De Gaulle for outstanding service. Private Hill was honorably discharged at Jefferson Barracks, Missouri, September 3, 1945.

8.—T/5 Sherman Hill, son of Mr. and Mrs. Robert Hill, was born at Malvern, Arkansas, April 25, 1917. He received his education by attending Malvern public schools. Enlisting in Army Ordnance Department November 10, 1941, he received basic training at Aberdeen Proving Ground, Maryland, later attending the Ordnance School at Aberdeen and specializing as truck driver. Attached to 40th Ordnance Company, he was sent to England September 12, 1943, and participated in campaigns on the European continent and later in the Asiatic-Pacific theater. He received Rifle Marksmanship Medal, Good Conduct Medal, and Victory, American Defense, American Theater, Asiatic-Pacific Theater, European-African-Middle Eastern, and Philippine Liberation Ribbons. Returning to the United States on December 17, 1945, he was honorably discharged at Ft. Bliss, December 23, 1945. He lives in Malvern.

9.—Capt. John L. Vanden Berg, son of Mr. and Mrs. Harry G. Vanden Berg of 124 Hall St., Malvern, Arkansas, was born at Grand Haven, Michigan, and moved to Arkansas in February, 1936. He graduated from the Michigan College of Mining and Technology with a B. S. degree in civil engineering, after which he was employed as field engineer with

United States Department of Agriculture. Entering the Corps of Engineers on September 15, 1941, he received special training at the 8th Engineer Instructors School, Field Officers School and Engineer Training Management School, all at Fort Belvoir, Virginia. Captain Vanden Berg sailed with his unit for the South Pacific theater on January 15, 1942, and during his 33 months of foreign duty saw extensive action in the Netherlands East Indies, Papuan and New Guinea campaigns. He received the Meritorious Service Award, a Unit citation, Sharpshooter Medals (M-1 Garand rifle and carbine) and Expert Medal for proficiency in the use of the .45 caliber pistol. On his return to the United States on November 1, 1944, Captain Vanden Berg was assigned to the Army Service Forces Training Center at Fort Belvoir and served as supervisor in charge of training Army engineers to be construction foremen in various theaters of operations until his honorable discharge from active duty January 19, 1946. He and his wife, Mada Belle, are the parents of two children.

10.—M/Sgt. Charles N. Hill, son of Mr. and Mrs. Robert Hill, was born at Malvern, Arkansas, June 6, 1915. He received his education by attending Arkadelphia High School, afterwards being employed as automotive mechanic. Entering the Field Artillery April 21, 1942, he received basic training at Ft. Sill, Oklahoma, later attending Field Artillery Replacement Training School and specializing as automotive mechanic. Attached to 381 F. A. Bn., 102nd Division, he was sent to the European Theater of Operations September 13, 1944, and participated in Central Europe and Rhineland campaigns. He qualified for carbine Sharpshooter's Medal and for meritorious service was awarded European-African-Middle Eastern Ribbon with two Bronze Stars, Good Conduct Medal, and American Theater and Victory Ribbons. Returning to the United States January 2, 1946, he was honorably discharged at Jefferson Barracks, January 8, 1946. He lives in Malvern.

11.—Sgt. Hester C. Henson is the son of John D. and Allie Henson of Malvern, Arkansas, where he was born on March 28, 1922. He attended the Malvern schools and was employed as a truck driver until entering the military service January 21, 1942. Sergeant Henson served his basic training at Shoemaker, California, and Jefferson Barracks, Missouri, and became a baker. In April, 1942, he was sent to England. Overseas a total of 32 months, he served with Engineer Aviation battalions throughout two of the hard-fought European campaigns. He was awarded the European Theater Ribbon with two Battle Stars and was honorably discharged at Jefferson Barracks, Missouri, February 4, 1946.

12.—Cpl. Joseph C. Hall, son of Edwin Loy and Ivie Eugenia Hall of Route 1, Malvern, Arkansas, was born in Little Rock July 17, 1924. After completing his education in the Malvern public schools, he was employed as a truck driver until his entrance into military service January 21, 1942. He was sent to Mobile, Alabama, for basic training and received further specialized instruction at Dyersburg, Tennessee, and Jefferson Barracks, Missouri, before proceeding with his unit, the 853rd Engineering Bn., to an African port in September, 1943. This heroic soldier was killed in action October 27, 1943, in the Mediterranean Sea, after only 21 days overseas, while upholding the highest traditions of the service.

13.—Machinist Mate 2/c James Norse Hall, son of Edwin Loy and Ivie Eugenia Hall, was born at Malvern, Arkansas, February 22, 1922. He attended Malvern High School, afterwards being engaged as truck driver for House Lumber Company and heavy equipment operator in construction work. He was inducted into service October 5, 1942, and after basic training at Camp Endicott, Davisville, Rhode Island, was assigned to a Navy construction battalion as a heavy equipment operator. After five months' service in the United States, Mate Hall departed for the Pacific theater March 5, 1943, and took part in the New Guinea, Biak, and Okinawa campaigns. He was awarded Expert Rifleman's Badge, and was honorably discharged at Camp

Shoemaker, California, October 25, 1945. He lives in Malvern with his wife, Juanita Pearl, and their child.

14.—T/5 Pete Pennington is the son of Rosie Lee Pennington of Malvern, Arkansas, where he was born June 27, 1919. He attended Malvern High School and was a textile worker and shipyard worker until he entered the military service July 14, 1943. He was sent to Fort Sill, Oklahoma, to serve his basic training and in June, 1945, was sent to the Philippines. Overseas eight months, he served with the 611th and 610th Field Artillery Battalions. Holder of the Asiatic-Pacific Theater Ribbon, the American Theater Ribbon, Good Conduct Medal and the Victory Ribbon, he was honorably discharged at Camp Chaffee, Arkansas, March 26, 1946. He and his wife, Lorene, have one child.

15.—Motor Machinist's Mate 1/c George Vernon Spencer is the son of Amanda and the late T. J. Spencer of Malvern, Arkansas. Born February 21, 1913, he was employed by the Mountain Valley Shoe Company at Malvern until entering military service with the U. S. Navy Seabees November 14, 1942. He received his basic training at Camp Hollyday, Mississippi, and Camp Russio, California, and later received further training at Camp Endicott, Davisville, Rhode Island. After six months in this country, he arrived with his unit, the 82nd Battalion, in the South Pacific area and took part in the New Georgia, Northern Solomons, Bougainville and Okinawa campaigns. Overseas more than 27 months, he earned the Asiatic-Pacific Theater Ribbon with four Battle Stars and the American Theater Ribbon. He was honorably discharged October 16, 1945, at Shoemaker, California. His wife is Verda Spencer.

16.—Seaman 1/c Joseph Holt Pennington is the son of Rosie Lee and Edward William Pennington of Malvern, Arkansas, where he was born December 24, 1924. Educated at Malvern High School, he entered the U. S. Navy May 8, 1943, and was sent to San Diego, California, for his boot training. After six months in this country he was sent to the South Pacific theater. Overseas 27 months, he saw action at Guam, the Marshall Islands, Iwo Jima and in the Philippines campaigns. Seaman Pennington is the holder of the Asiatic-Pacific Theater Ribbon with four Battle Stars, the American Theater Ribbon, the Philippine Liberation Ribbon and the Victory Ribbon. He was honorably discharged at Memphis, Tennessee, February 25, 1946.

17.—Pfc. Martin J. Brooks, son of Mary F. and James R. Brooks, was born February 5, 1925, in Manning, Arkansas. He attended Malvern High School and was employed as a grocery clerk. Entering the Infantry June 1, 1943, he received basic training at Camp Fannin, Texas, qualifying as B. A. R. man and rifle marksman. After serving for more than a year in the United States, Pfc. Brooks departed August 24, 1944, for the European Theater of Operations, and remained overseas for eight months. He participated in the campaign of Northern France and was wounded in action November 14, 1944. Pfc. Brooks was awarded European-African-Middle Eastern Service Ribbon, Combat Infantry Badge and the Purple Heart, and was honorably discharged August 9, 1945, at Brooke General Hospital, Ft. Sam Houston, Texas. He lives in Malvern, Arkansas, with his wife, Cora Irene, and their daughter.

18.—Machinist's Mate 3/c Mark Hilliard Jordan, son of Eva and Jessie James Jordan, was born September 29, 1921, in Beaton, Arkansas. He attended Shady Grove, Beaton, and Arkadelphia schools. Entering the Navy Seabees June 2, 1944, he received boot training at Williamsburg, Virginia. Attached to the 88th Construction Battalion, Mate Jordan departed October 21, 1944, for the South Pacific Theater of Operations and remained overseas for more than a year. He participated in the Philippine liberation and was honorably discharged February 7, 1946, at Memphis, Tennessee. He lives in

Malvern, Arkansas, with his wife, Margaret, and their children.

19.—**Metalsmith 3/c Rufus James Brooks**, son of Mary and James R. Brooks, was born January 14, 1923, in Manning, Arkansas. He attended Malvern High School. Entering the Navy Seabees September 28, 1946, he received boot training at Williamsburg, Virginia. Attached to the 129th Construction Battalion, he departed February 22, 1944, for the Pacific Theater of Operations and participated in the liberation of the Philippines. He was honorably discharged February 14, 1946, at Memphis, Tennessee, and returned to his home in Malvern, Arkansas.

20.—**Pfc. Hubert Earl Willis**, son of Mr. and Mrs. William Harrison Willis, was born May 11, 1918, at

Benton, Arkansas, and received his education in the Benton public schools, after which he was employed by the Owosso Mfg. Company, Acme Brick Co., and Zanes Freight Agency. He entered the Field Artillery June 9, 1942, and received basic training at Camp Rucker, Alabama. Attached to the 316th Field Artillery, he left the United States for the South Pacific theater, participating in the Palau and Southern Philippine Islands campaigns and serving with the Army of Occupation for five weeks. Private Willis was awarded the Asiatic-Pacific Theater Ribbon with designations for each engagement in which he participated, a medal denoting proficiency in truck driving and expert marksmanship medals (machinegun and carbine). He was honorably discharged from the service November 18, 1945, at Camp Chaffee, Arkansas. He and his wife, Geraldine, are the parents of two children.

PLATE 11

1.—**PhM 3/c Charles Everette Sebre**n, son of C. R. Sebre, was born August 16, 1917, in Malvern, Arkansas. He attended Malvern public schools, afterwards being engaged as shipping clerk at McCoy-Couch Furniture Manufacturing Company, Benton, Arkansas. Entering the Navy October 4, 1943, he received boot training at San Diego, California, and attended U. S. N. Hospital Corps School. Departing April 14, 1944, for New Hebrides, Mate Sebre remained overseas for a year and seven months and participated in the Philippine campaign. After being honorably discharged January 28, 1946, at Millington, Tennessee, he returned to his home in Malvern.

2.—**T/4 John Holland Gibbs**, son of Mr. and Mrs. Edward C. Gibbs (deceased), was born at Malvern, Arkansas, January 13, 1914. He received his education by attending Malvern High School, after which he was employed as salesman by Lindahl Hardware Company and as clerk for the Missouri Pacific Railroad Co. He entered the Army February 23, 1943, and received basic training at Camp White, Oregon, qualifying for clerk-typist. Attached to 300th Combat Engineers, he departed from the United States on December 3, 1943, for the European theater, and participated in Rhineland, Ardennes, Central Europe, Normandy, and Northern France campaigns. He received the European Theater of Operations Ribbon with five Bronze Stars, Victory Ribbon, and Good Conduct Medal and was honorably discharged at Jefferson Barracks, November 22, 1945. He and his wife, Eugenia, live in Malvern with their child.

3.—**Petty Officer 1/c W. F. Staggs**, was born December 17, 1917, in Stuttgart, Arkansas. He was employed as a carpenter before entering the Navy Seabees May 10, 1943. Receiving boot training at Camp Perry, Virginia, he qualified as carpenter and was attached to the 100th Naval Construction Battalion. He departed December 1, 1944, for the Marshall Islands and remained overseas for two years, participating in campaigns of the Marshalls and the Philippines. After being honorably discharged November 16, 1945, at Norman, Oklahoma, he returned to Little Rock, Arkansas, where he lives with his wife, Corinne, and their one child.

4.—**Coxswain Melvin Roswell Sebre**n, son of Charles Ross Sebre, was born September 24, 1919, in Malvern, Arkansas. He attended Malvern public schools and Draughton's Business College, afterwards being engaged as a timekeeper. Entering the U. S. Coast Guard June 18, 1942, he received boot training at Manhattan Beach, Brooklyn, N. Y., and attended Small Arms Training School, Sea Girt, N. J., and Small Boat Training School, Moriches, N. Y., qualifying as rifle marksman. Coxswain Sebre served in the United States for more than three years and was honorably discharged October 10, 1945, at St.

Louis. He lives in Little Rock with his wife, Margaret Louise.

5.—**Sgt. Ronald Lee Massey**, son of Lloyd Edgar and Gussie Massey of Malvern, Arkansas, was born September 14, 1917, at Halstead, Kansas, moving with his parents to Arkansas in 1936. He attended Manual Arts High School in Los Angeles, California, and entered Army service August 12, 1941. He was sent for basic training at Camp Wolters, Texas, and subsequently assigned to the 307th Infantry, 77th Division. His unit served overseas three years, first in Bermuda for two years, then for one year in the South Pacific, where Sergeant Massey participated in the bitter struggles for Guam and Leyte. Wounded on Leyte, he was honorably discharged at Camp Chaffee, Arkansas, on July 1, 1945. He holds the Combat Infantryman's Badge, Expert Rifleman's Badge, Good Conduct Medal, Pre-Pearl Harbor Ribbon, American Defense Ribbon, Asiatic-Pacific Theater Ribbon, Philippines Liberation Ribbon, and the Purple Heart. He and his wife, Elizabeth, reside permanently at 749 South Main St., Malvern, Arkansas.

6.—**Pvt. Elbert L. Brent**, son of Mr. and Mrs. Dent Brent and husband of Lois Mae Brent, was born April 20, 1915, at Malvern, Arkansas. After attending Link (Arkansas) High School he was engaged in trucking until his entry into the Regular Army July 22, 1940. He served his basic training period at Fort Ord, California, going later to Depot Supply and Camouflage Schools. As a member of the 13th Engineers, Private Brent saw four and a half years Army service. He holds the Pre-Pearl Harbor Ribbon, the Good Conduct Medal and the Expert Rifleman's Badge. He was honorably discharged at Camp Beal, California, January 10, 1945. His wife is Lois Mae Brent.

7.—**Yeoman 1/c Deane Hardy, Jr.**, is the son of Mrs. Deane Hardy of Malvern. Born at Malvern February 17, 1926, he graduated from Malvern High School in 1943 and attended Henderson State College. He was employed as a bookkeeper for the 400 Service Station and in government survey work. Entering the Navy May 8, 1944, he was sent to Farragut, Idaho, for his boot training and received additional training at Bremerton, Washington. He became a yeoman and stenographer and was sent to Dutch Harbor, Alaska, October 31, 1944. Overseas more than 17 months, he was returned to the United States and was honorably discharged at Memphis, Tennessee, on April 22, 1946.

8.—**Sgt. Fred Lohman Sebre**n, son of Charles Ross Sebre and the late Emma Pounders Sebre, was born August 12, 1923, in Malvern, Arkansas. He attended Malvern High School, afterwards being engaged as stockroom clerk for Scott's Five and Ten-cent Store and machine operator for Interna-

tional Shoe Company. Entering the Infantry January 14, 1943, he received basic training at Camp Robinson, qualifying as clerk-typist and sharpshooter with the rifle. After serving in the United States with the 324th Infantry, 44th Infantry Division, he departed September 5, 1944, for Cherbourg, France, and remained overseas for 10 months, participating in campaigns of Northern France, Rhineland, and Central Europe. Sergeant Sebren was awarded European Theater Ribbon with three Battle Stars, Good Conduct Medal, American Theater Ribbon, and Victory Ribbon. After being honorably discharged November 15, 1945, at Camp Gruber, Oklahoma, he returned to Malvern, where he lives with his wife, Ruth.

9.—**Carpenters Mate 2/c Paul Elwood Burnett**, son of the late Guy Burnett and Mrs. Lillie Deere Burnett was born April 10, 1917, at Perla, Arkansas, and attended Malvern High School, after which he was employed as rodman by W. E. Callahan Construction Co. of Hope and Waco, Texas. He entered the Navy Seabees November 27, 1942, and received boot training at Camp Bradford, Norfolk, Virginia. Attached to the 56th Naval Construction Battalion he left the United States March 27, 1943, for the Hawaiian Islands and participated in the invasion of Guam. He was awarded the Asiatic-Pacific Theater Ribbon with one Battle Star for meritorious service and received his honorable discharge September 7, 1945, at Memphis, Tennessee.

10.—**Radioman 3/c Connie Lester Shuffield**, son of Mr. and Mrs. W. T. Shuffield, was born at Lambert, Arkansas, December 26, 1911. He received his education by attending Marcus High School and Capitol City Business College at Little Rock, after which he engaged in farming and was employed as deputy county clerk, deputy circuit clerk, and county tax assessor. Entering the Navy March 30, 1944, he received boot training at Naval Training Station, San Diego, and by attending Naval Training School at Texas A. & M., College Station, Texas, qualified as radioman. He departed from the United States November 2, 1944, for the Admiralty Islands, serving with Amphibious Training Group of the Seventh Fleet in Hollandia, New Guinea, and at Subic Bay in the Philippines. He was awarded the Asiatic-Pacific, Philippine Liberation, and Victory Ribbons and received an honorable discharge December 17, 1945, at Memphis. He lives in Malvern with his wife, Ozee, and their child.

11.—**Flight Officer David Martin Phelps** is the son of Mr. and Mrs. Martin Van Buren Phelps of Malvern, Arkansas. Born at Malvern October 31, 1914, he attended Malvern High School and was employed as a grocery salesman and as an Army primary flight instructor at Grider Field, Pine Bluff, Arkansas. Entering the Army Air Corps June 27, 1944, he was sent to Randolph Field, Texas, for his basic training and later attended the First Officer's Training Unit at Rosecrans Field, St. Joseph, Missouri. He was commissioned as a pilot and assigned to the Air Transport Command. Flight Officer Phelps made several trips overseas while ferrying planes for the Army Ferry Division. He was released from active service at Maxwell Field, Montgomery, Alabama, January 25, 1946. His wife is the former Evelyn Zoe Perry.

12.—**Seaman 1/c Jewell Connie Connell**, son of Lonzie and Kate Connell of Malvern, Arkansas, was born in Hot Spring County August 3, 1914. After completing his education at the Malvern schools he was employed as a salesman until entering the U. S. Navy November 18, 1943. Seaman Connell served his boot training period at San Diego, California, and then attended the Gunner's School. He served in the continental United States for one year and was then sent to duty overseas. Overseas one year, he was returned to the United States and was honorably discharged at Shoemaker, California, September 21, 1945. His wife is Margaret Edna Connell.

13.—**Cpl. Lewis L. Connell**, son of L. M. and Kate Connell, was born March 11, 1911, in Hot Spring

County, received his education at Fairview and Malvern High Schools, after which he was employed as a shipping and receiving clerk for Steuart's Wholesale Grocery Co. at Malvern. He entered the Army First Cavalry Division January 14, 1943, receiving basic training at Camp Roberts, California. Attached to the 271st Field Artillery Battalion, he saw more than two years' service in the Bismarck Archipelago, New Guinea and Philippine Islands campaigns and was awarded the Good Conduct Medal, Asiatic-Pacific Theater Ribbon with four Bronze Stars, the Bronze Arrowhead, the Philippine Liberation Ribbon with two Bronze Stars, and Marksmanship Medal (carbine). After the close of the war he served one month with the Army of Occupation in Tokyo before returning to Camp Chaffee, Arkansas, to receive his honorable discharge October 21, 1945. His wife is Blanche Connell.

14.—**Cpl. Earl M. Deeve**, son of John G. and Verna O. Deeve of Malvern, Arkansas, was born June 9, 1923, at Hot Springs, Arkansas. He completed his education at Malvern High School and entered the military service June 15, 1943. After serving his basic training period he attended Tire Rebuilding School and was assigned to an aircraft repair unit. Corporal Deeve served 16 months in the United States and was then sent to the Pacific theater in November, 1944. Overseas a total of 15 months, he won the Asiatic-Pacific Theater Ribbon with three Battle Stars, the Philippine Liberation Ribbon with one Bronze Star, the American Theater Ribbon, Good Conduct Medal and the Victory Ribbon. He was honorably discharged at Camp Chaffee, Arkansas, February 6, 1946.

15.—**Aviation Radioman 3/c Isaac Billy Crumby**, son of Mr. and Mrs. Isaac Ashley Crumby, was born at Malvern, Arkansas, January 13, 1925. He received his education at Malvern High School, after which he was employed as service station attendant by Riley's Esso Service and as shipping clerk by Malvern Gravel Company. Entering the Navy June 1, 1943, he received boot training at Corpus Christi, Texas, and by attending Radio Ground School qualified for radio operator with rating as aviation radioman 3/c. After two years and seven months' service with Squadron 18-A, Assembly and Repair, he was honorably discharged at Corpus Christi, January 2, 1946, returning to Malvern, where he lives with his wife, Lota Frances.

16.—**S/Sgt. Clint J. Fuller, Jr.**, son of Clint J. and Sarah Jane Fuller, was born at Donaldson, Arkansas, September 9, 1923, and received his education at Malvern High School, the University of Arkansas, Henderson State Teachers College, and West Texas State College. He entered the Army Air Forces February 23, 1943, receiving basic training at Miami Beach, Florida. By later attending Gunner (Aerial) Service School and Aircraft Armorer School, he qualified for service as a gunner-armorer on B-24's. Sergeant Fuller landed in Scotland in June, 1944, and participated in the Normandy, Northern France, and Central European campaigns and was wounded in action July 7, 1944, and October 30, 1944. He was awarded the Air Medal with two Oak Leaf Clusters, Purple Heart with one Oak Leaf Cluster, European Theater Ribbon with three Battle Stars, and received an honorable discharge at Miami Beach October 1, 1945.

17.—**T/4 Thomas E. Toler, Jr.**, son of Mr. and Mrs. Thomas E. Toler, Sr., was born August 14, 1911, in Sheridan, Arkansas. He graduated from Sheridan High School and attended Arkansas Polytechnic College at Russellville, Arkansas, for two years, and Henderson State Teachers' College at Arkadelphia, graduating with B. A. degree, history and social science major, and English major. He was afterwards engaged for six years as social science teacher and coach in Malvern High School and for three years and nine months as assistant manager of the U. S. Employment Service at Fort Smith. Entering the Field Artillery April 8, 1944, he received basic training at Ft. Custer, Michigan, and Camp Maxey, Texas, and attended Administrative



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and Supply School at Camp Ellis, Illinois, qualifying as classification specialist, administrative non-commissioned officer, and rifle expert. He served for more than two years in the United States, including service with Hq. and Hq. Detachment, School Troops, Field Artillery School, Ft. Sill, Oklahoma, and was awarded World War II Victory Ribbon, Good Conduct Medal, and American Theater Ribbon. After being honorably discharged April 22, 1946, at Camp Chaffee, Arkansas, he returned to Malvern, Arkansas, where he lives with his wife, Pansy, and their son. He is now employed as manager of the industrial division of the U. S. Employment Service in Little Rock, Arkansas.

18.—S/Sgt. Carl D. Davis, son of Mrs. Emma Davis, was born October 7, 1921, in Malvern, Arkansas. He attended Malvern School. Entering the Army Air Force January 6, 1942, he received basic training at Sheppard Field, Texas, and attended Armament School at Buckley Field, Colorado, qualifying as airplane armorer. Attached to the 364th Fighter Group, he departed February 2, 1942, for England and remained overseas for more than a year and a half, participating in the air offensive over Europe and the campaigns of Normandy, Northern France, Rhineland, Ardennes, and Central Europe. After being honorably discharged September 26, 1945, at Jefferson Barracks, Missouri, he returned to his home in Malvern.

19.—Sgt. James M. Davis, son of Mrs. Elma Davis, was born December 28, 1923, in Malvern, Arkansas. He attended Malvern School, afterwards being em-

ployed as a textile worker. Entering the Infantry June 1, 1943, he received basic training at Camp Roberts, California, qualifying as squad leader. Sergeant Davis departed December 6, 1943, for New Guinea and remained overseas for two years. He participated in campaigns of Dutch New Guinea, Bismarck Archipelago, and Luzon and was wounded in action in New Guinea May 17, 1944. He was awarded the Purple Heart, Good Conduct Medal, Victory Ribbon, Combat Infantryman's Badge, and Asiatic-Pacific Theater Ribbon. After being honorably discharged December 15, 1945, at Ft. Bliss, Texas, he returned to Malvern, where he lives with his wife, Beulah.

20.—Cpl. Marshall L. Davis, son of Mrs. Elma Davis, was born October 29, 1925, in Malvern, Arkansas. He attended Malvern public school and entered the Combat Engineers January 10, 1944, receiving basic training at Camp Abbott, Oregon. He qualified as rifle marksman and rigger and served for six months in the United States with Co. C, 110th Engineers, Combat Battalion, before departing August 8, 1944, for the South Pacific Theater of Operations. Overseas more than a year and a half, Corporal Davis participated in campaigns of the Southern Philippines and Ryukyus and spent four months with the Army of Occupation. He was awarded World War II Victory Ribbon, Good Conduct Medal, Asiatic-Pacific Theater Ribbon with two Bronze Service Stars and one Bronze Arrowhead, and Philippine Liberation Ribbon with two Bronze Stars. After being honorably discharged April 14, 1946, at Camp Chaffee, he returned to his home in Malvern.

PLATE 12

1.—Sgt. Carl E. Brooks, son of Fannie and Fred W. Brooks, was born February 13, 1925, in Malvern, Arkansas. He attended Malvern High School, afterwards being employed as clerk at the Bank of Malvern for one year and as laboratory assistant at National Lead Company. Entering the Army Air Forces December 10, 1943, he received basic training at Sheppard Field, Texas, and attended A. A. F. Supply School, qualifying as supply clerk and carbine expert. After serving more than a year in the United States attached to the 71st Depot Repair Sqdn., he departed May 7, 1945, for the Asiatic-Pacific Theater of Operations and during his 10 months overseas participated in the campaign of Ryukyus. Sergeant Brooks was awarded World War II Victory Ribbon, Good Conduct Medal, American Theater Ribbon, Asiatic-Pacific Theater Ribbon, and one Bronze Service Star. After being honorably discharged April 11, 1946, at Camp Chaffee, he returned to his home in Malvern.

2.—Pvt. William F. Brooks, son of Fred W. and Fannie Brooks, was born May 6, 1919, at Malvern, Arkansas, graduated from high school there and became a chemist for the National Lead Company, serving in that capacity until his induction into the United States Army January 8, 1944. Sent to Camp Kohler, Sacramento, California, for basic training, he qualified as dental assistant, X-ray technician and physician's assistant and served 11 months with the Signal Corps and the Medical Corps. Holder of the Sharpshooter's Medal, Private Brooks was honorably discharged at DeWitt General Hospital, Auburn, California, December 1, 1944. His wife is Ruby Jean Brooks.

3.—Pvt. Arthur Thurman Bashaw, son of Mr. and Mrs. G. M. Bashaw of Malvern, Arkansas, was born January 14, 1912, in Oklahoma, moving to Arkansas in 1915. He attended Langley public schools and was employed by Acme Brick Company. Private Bashaw entered the Army Quartermaster Corps November 23, 1943, and received his basic training at Camp Roberts, California. His wife is Tressie Bashaw. No further information regarding the service record was furnished.

4.—T/3 Flay L. Burks is the son of Arlene and Curtis Burks of Malvern, Arkansas, where he was born May 17, 1921. He attended Malvern High School and Henderson State Teachers' College and was engaged in farming until entering the military service August 23, 1942. He was sent to San Bernardino, California, for his basic training and then completed course at the Radio Repair School at Reno, Nevada. After one year in the United States, he was sent to the Eighth Air Force in England in August, 1943, and remained overseas for a total of 31 months. Sergeant Burks saw service in England, France and Germany, and was awarded the European Theater Ribbon, American Theater Ribbon, Good Conduct Medal, and the Victory Ribbon. He was honorably discharged at Jefferson Barracks, Missouri, March 18, 1946, after his long service with the 1097th Signal Company Service Group. He and his wife, the former Margaret Vantrese, now make their home at Malvern.

5.—Pfc. Worley N. Burks, son of Curtis and Arlene Burks, was born at Saginaw, Arkansas, on July 14, 1923. He received his education by attending Malvern public schools, graduating from high school in 1941, after which he was engaged in farming. Entering the Army January 14, 1943, he received basic training at Camp Haan, California, where he attended Cooks and Bakers Service School and qualified for cook. Attached to 546th A. A. A. (AW), Third Army, Private Burks departed from the United States April 20, 1944, for the European Theater of Operations, participating in the Normandy, Northern France, Rhineland, and Central European campaigns. He received the European Theater of Operations Ribbon with four Battle Stars and the Good Conduct Medal. Returning to the United States on December 28, 1945, he received an honorable discharge at Jefferson Barracks, January 4, 1946.

6.—T/5 Malcolm M. Bateman, son of Mr. and Mrs. John Ellis Bateman, was born at DeKalb, Mississippi. He received his education in the Clarksdale (Mississippi) and DeKalb public schools, after which he engaged in farming prior to entering the United

States Army September 3, 1942. Following basic training at Fort Knox, Kentucky, he later attended Cooks and Bakers School, qualifying as a cook. Attached to A. F. R. T. C., 7th Battalion, he saw more than two and a half years' of action in North Africa and Italy, participating in the campaigns of Tunisia, Sicily, Naples-Foggia, Rome-Arno, North Apennines and the Po Valley. He was awarded the European-African-Middle Eastern Theater Ribbon with six Battle Stars and a Unit Citation with Wreath. He received an honorable discharge at Jefferson Barracks, Missouri, September 15, 1945.

7.—Pvt. Virgil E. Van Bibber, son of Rev. and Mrs. W. C. Van Bibber of 711 North Hill Street, Malvern, Arkansas, was born December 30, 1926 at Blytheville, Arkansas. He attended Blytheville public schools and was later engaged in farming and defense plant work. Private Van Bibber entered the United States Infantry May 9, 1944, and received his basic training at Camp Fannin, Texas. He and his wife, Sybil Ann, have one child. No further information regarding the details of Private Van Bibber's service record were furnished.

8.—S/Sgt. Willard Eugene Bost, son of Alfred Gerome and Viola Lee Bost, was born August 15, 1923, at Maumelle, Arkansas. He received his education by attending the public schools at Cross Roads, Fuller, and Malvern, after which he was employed by the Van Veneer Company and the National Lead Company. Entering the Infantry January 14, 1943, he received basic training at Camp Robinson and Ft. Lewis, Washington, qualifying for section leader. Sergeant Bost departed from the United States September 4, 1944, for Cherbourg, France, participating in the campaigns of Northern France, Rhineland, and Central Europe. He was once wounded in action and received the Purple Heart, Good Conduct Medal, European Theater Ribbon with three Battle Stars, Combat Infantryman's Badge, and World War II Victory Ribbon. Returning to the United States July 20, 1945, he was honorably discharged at Camp Robinson, November 12, 1945.

9.—Chief Petty Officer Leonard Glover Moody, son of Mr. and Mrs. L. G. Moody, was born December 29, 1921, in Malvern, Arkansas. He graduated from Malvern High School. Entering the Navy December 21, 1940, he received boot training at San Diego, California, and attended Gunnery and Aviation Schools. He served for three years in the Southwest Pacific Theater of Operations, participating in eight major battles and being awarded Presidential Citation and other acknowledgments of active duty. He is still in service in Panama. His home is in Malvern.

10.—Aviation Chief Metalsmith Kenneth E. Hardy, son of Mr. and Mrs. E. B. Hardy, was born August 8, 1912, in Malvern, Arkansas. He attended Malvern public schools, afterwards being employed by the Tailor Shop. Enlisting in the Navy in 1935, he was stationed for 23 months at San Juan, Puerto Rico, and also served at Honolulu, Hawaii; the Philippines; Alaska; the Aleutians; Canada; South America; the east and west coasts of the United States, and the Naval Air Base at Olathe, Missouri. After being honorably discharged in September, 1945, he reenlisted and is now stationed in the Hawaiian Islands. His home is in Malvern.

11.—Pvt. Carl Howard Smith of Malvern, Arkansas, is the son of Walter O. and Susie Smith of Lawrenceburg, Tennessee. He entered the military service September 17, 1942, and was sent to Camp Robinson at Little Rock for his basic Infantry training. Upon completion of his training he became a rifleman and served 23 months in the military service, serving in the Infantry throughout. He was honorably discharged at San Antonio, Texas, August 5, 1944. He and his wife, the former Annie Lou Womble, are the parents of two children.

12.—Seaman 2/c Edgar Clark Womble, son of Marion Glenn Womble of Malvern, Arkansas, was born at Louisville, Mississippi, in 1927, and moved

to Arkansas in 1939. He attended the Calhoun, Mississippi, and Wilson, Arkansas, schools and entered the U. S. Navy February 21, 1944. He was sent to Great Lakes, Illinois, to serve his boot training period and in August, 1944, was sent to the South Pacific theater. Overseas 16 months, Seaman Womble served with Naval air forces and was awarded the Asiatic-Pacific Theater Ribbon with two Battle Stars. He was returned to this country and was honorably discharged at Memphis, Tennessee, February 5, 1946.

13.—Pfc. Thomas Glenn Womble was the son of Marion Glenn Womble of Malvern, Arkansas. Born at Louisville, Mississippi, he came to Arkansas in 1939. He was educated in the Calhoun, Mississippi, and the Wilson, Arkansas, schools and entered the military service January 3, 1944. Assigned to the Infantry, Private Womble received his basic training at Camp Fannin, Texas, and after 10 months in this country, was sent to the European theater in October, 1944. Sent to the front in Belgium during the terrific fighting of the Battle of the Bulge, he was killed in action December 25, 1944. This brave soldier had been in combat only one day before his death in battle. He is survived by his wife, the former Ivy Merline Nutt, and their child.

14.—Fireman 1/c William Joseph Collie, son of Mr. and Mrs. Olen G. Collie, was born May 3, 1926, in Malvern, Arkansas. He attended Malvern High School, afterwards being engaged as an electrician. Entering the Navy May 28, 1944, he received boot training at Camp Wallace, Texas, qualifying as electrician. He departed September 19, 1944, for New Guinea and remained overseas for a year and seven months, participating in the Philippine campaign. Fireman Collie was awarded American Theater Ribbon, Asiatic-Pacific Theater Ribbon, Philippine Liberation Ribbon, and Victory Ribbon. After being honorably discharged June 7, 1946, at Memphis, Tennessee, he returned to his home in Malvern, Arkansas.

15.—Machinist's Mate 3/c James E. Griggs, son of Julia and Fred Lawson Griggs, was born April 12, 1926, in Malvern, Arkansas. He attended Malvern High School, afterwards being employed by the Plunkett-Jarrell Wholesale Company. Entering the Navy Seabees September 13, 1944, he received boot training at Farragut, Idaho, qualifying as machinist and expert marksman. Mate Griggs served for 10 months in the United States and departed July 25, 1945, for Okinawa, remaining overseas for 11 months. He participated in the Okinawa campaign and spent nine months with the occupational forces. He was awarded Unit Commendation and was honorably discharged June 11, 1946, at Memphis, Tennessee, returning to his home in Malvern, Arkansas.

16.—Cpl. Jack B. Griggs is the son of Fred and Julia Griggs of Route 3, Malvern, Arkansas, where he was born on April 26, 1924. He attended Malvern High School and was a crane operator until entering the military service May 15, 1943. He completed his Infantry basic training at Camp Polk, Louisiana, and was sent to Hawaii in October, 1944, with his unit, the 536th Armored Infantry Battalion. Overseas 16 months, Corporal Griggs served in Hawaii, on Okinawa, and later with the Army of Occupation of Japan and was awarded the Asiatic-Pacific Theater Ribbon, Good Conduct Medal, American Theater Ribbon and the Victory Ribbon. He was returned to this country and was honorably discharged at Camp Chaffee, Arkansas, on March 17, 1946.

17.—Pfc. Ralph V. Griggs, son of Fred L. and Julia F. Griggs, was born at Malvern, Arkansas, and received his education in the Malvern and Rockport (Arkansas) public schools. Afterwards he was employed by a shipyard, sawmill and an aluminum plant. He entered the United States Army (Infantry) January 8, 1944, and following basic training at Fort McClellan, Alabama, sailed with his unit July 25, 1944, for the European theater. He saw action in three battles and was wounded by tank shell fragments, later being taken prisoner and spending seven months in a prison camp at Moos-



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burg, Germany. He was awarded the Combat Infantryman's Badge the Presidential Unit Citation, the Purple Heart, the European Theater Ribbon with three Battle Stars, the Good Conduct Medal and the Sharpshooter's Medal. Private Griggs received an honorable discharge at Ft. Leonard Wood, Missouri, November 21, 1945. He and his wife, Hester, are the parents of one child.

18.—Capt. Henry B. Means, Jr., son of Bessie N. and Judge Henry B. Means, was born January 12, 1920, in Malvern, Arkansas. He attended Malvern public schools. Entering the Air Corps December 29, 1941, he received basic training at Sheppard Field, Texas, and attended Miami Beach Officer Candidate School, qualifying as technical inspector. Captain Means served with the 329th A. A. F. B. U. and departed January 7, 1943, for Alaska. Overseas for five months, he participated in the campaigns of Kiska and Attu in the Aleutian Islands. After being honorably discharged January 10, 1946, at

Maxwell Field, Alabama, he returned to Malvern, where he lives with his wife, Mary.

19.—Pfc. Paul N. Means, son of Judge Henry B. Means and Mrs. Bessie N. Means, was born August 28, 1924, in Malvern, Arkansas. He attended Malvern High School and Henderson State Teachers' College. Entering the Army Special Training Program in July, 1942, he attended the University of Arkansas Medical School and is still in the service, having graduated in medicine in June, 1946. His home is in Malvern.

20.—Lt. Col. William E. Means, son of Bessie and H. B. Means, was born in Malvern, Arkansas. He attended West Point Military Academy, entering the service in 1932. Colonel Means served more than a year and a half overseas and is still in the service with the occupational forces in Japan. He is married to the former Miss Satilla Grace Franklin and has one child.

PLATE 13

1.—Lt. Commander William W. Stiles, son of William Henry and Maude Beatrix Stiles, was born June 2, 1907, at Johnson City, Tennessee. He completed his education by attending Columbia Law School, after which he was employed as a policeman. Enlisting in the U. S. Coast Guard July 1, 1942, he attended Service School at St. Augustine, Florida, qualifying for watch officer. He departed from the United States in July, 1942, for the Asiatic-Pacific theater and served overseas for three and a half years, participating in American, Asiatic-Pacific, and Philippine campaigns. He was honorably discharged March 16, 1946. Commander Stiles and his wife, Bess live in Malvern with their daughter.

2.—Electrician's Mate 2/c Thomas L. Floyd, Jr., son of Mr. and Mrs. T. L. Floyd, Sr., was born November 13, 1924, in Malvern, Arkansas. He attended Malvern High School. Entering the Navy Seabees October 12, 1943, he received boot training at Camp Perry, Virginia, and departed May 17, 1944, for the Marianas Islands. Mate Floyd served overseas for a year and seven months, returning to the United States December, 1945. He was honorably discharged April 6, 1946, at Memphis, Tennessee, and returned to his home in Malvern.

3.—T/Sgt. Coye William Thomerson, son of Homer P. Thomerson of Malvern, Arkansas, was born at Wattensaw, Arkansas, December 22, 1915. He attended Malvern High School and was a sales clerk until entering the Army Air Corps July 11, 1941. He served his basic training period at Jefferson Barracks, Missouri, and attended the Engine Mechanic's School at Chanute Field, Illinois, and the Transition Course at Amarillo, Texas. Sergeant Thomerson became an aerial engineer and after three and one-half years in this country he was sent to Kurmitla, India, in December, 1944. Overseas more than 11 months, he took part in the Central Burma and the India-Burma campaigns and is the holder of the Good Conduct Medal, Asiatic-Pacific Theater Ribbon with two Battle Stars, Distinguished Unit Badge, American Theater Ribbon, American Defense Service Ribbon and the Victory Ribbon. He was returned to this country and was honorably discharged at San Antonio, Texas, January 24, 1946. He and his wife, the former Mildred Scrimshire, are the parents of one child.

4.—Seaman 1/c Marvin William Charles Holst, son of Rebecca Regie and Marvin Eugene Holst, was born January 2, 1925, in Malvern, Arkansas. He attended Malvern Grammar School, Edison Junior High School, and Huntington Park High School, afterwards being engaged as animal trainer. Entering the Navy December 30, 1942, he received boot training at Farragut, Idaho, and attended Machinists'

and Sonar Schools, qualifying as boatswain. He departed September 3, 1943, for Wahu and Pearl Harbor and remained overseas for more than two years, participating in seven campaigns. Seaman Holst was awarded World War II Victory Ribbon, American Defense Ribbon, Asiatic-Pacific Theater Ribbon, and Good Conduct Medal. After being honorably discharged January 5, 1946, at Terminal Island, San Pedro, California, he returned to his home in Malvern, Arkansas.

5.—Motor Machinist's Mate 3/c Howard Melton Hickman, son of William O. and Rachel C. Hickman, was born at Malvern, Arkansas, on November 20, 1909, and after completing his education at Malvern High School was employed as a mechanic, truck driver, motorman and automobile salesman prior to entering the amphibious branch of the United States Navy on September 30, 1942. Completing boot training at Farragut, Idaho, he later attended Diesel Service School at the University of Missouri, qualifying as a Diesel engineer. After two years of service in the United States he sailed for the South Pacific theater on November 27, 1944, and saw extensive action at Iwo Jima, Okinawa and the Philippines. He was on the flagship of Rear Adm. Hall's convoy of the first seaborne troops to enter Tokyo Bay for the historic signing of Japan's surrender. Mate Hickman received his honorable discharge at Shoemaker, California October 30, 1945.

6.—Chief Carpenter's Mate Robert Lee Berry, son of Albert Lee Berry, was born at Malvern, Arkansas, May 9, 1914, and attended Malvern public schools. He was married to Miss Zelda Ramick shortly before entering the United States Navy August 22, 1942. He was sent to Norfolk, Virginia, for boot training and later attended Courts and Boards School in California. He was attached to the United States Navy Shore Patrol in the capacity of chief in charge. After almost two and a half years of service he was honorably discharged at the San Pedro Receiving Station, California, December 29, 1944.

7.—T/5 Roy J. Robinson is the son of Albert Marion Robinson of Route 2, Malvern, Arkansas. Born at Malvern March 16, 1921, he attended the Malvern schools and was engaged in bakery and natural gas work until entering the Army Air Corps September 18, 1942. He was assigned to the Quartermaster branch of the Air Corps and received his basic training at Seymour Johnson Field, North Carolina. In April, 1944, he was sent with his unit, the 906th Quartermaster Company to the New Guinea area in the Southwest Pacific theater. Overseas 20 months, he saw action in the New Guinea, Southern Philippines, Okinawa and Luzon campaigns and won the Asiatic-Pacific Theater Ribbon, the Philippine Liberation Ribbon, Good Conduct Medal, American



PLATE 13

Theater Ribbon and the Victory Ribbon. He was honorably discharged at Fort Bliss, Texas, December 15, 1945.

8.—T/5 Thomas Wesley Wilson is the son of Steven and Betty Jane Wilson of Malvern, Arkansas, where he was born November 10, 1921. He attended the Fairview and Central public schools and was employed by the Arkansas-Louisiana Gas Company and the American Bridge Company until entering the Army June 1, 1943. Corporal Wilson completed his Medical Corps basic training at Camp Abbott, Oregon and after one year in this country was sent to the European theater where he remained for 17 months. He saw action in the Ardennes and Rhineland campaigns and is the holder of the European Theater Ribbon with two Battle Stars, American Theater Ribbon, Good Conduct Medal, and the Victory Ribbon. He was returned to this country and was honorably discharged at Camp Chaffee, Arkansas, January 3, 1946.

9.—S/Sgt. Wallace Earl Jones, son of Roscoe Jones of Flint, Michigan, was born at Nashville, Tennessee, February 12, 1914, and moved to Arkansas in 1919. He attended Gillett High School and was a painter-paperhanger and furniture salesman until entering the military service March 3, 1944. Assigned to the Engineers, he was sent to Camp Crowder, Missouri, for his basic training and later attended the Dehydration School. Sergeant Jones became a mess sergeant and was sent to England in November, 1944. Overseas more than 17 months, he took part in the Ardennes, Rhineland and Central Europe campaigns and was awarded the European Theater Ribbon with three Battle Stars, the Victory Ribbon and the Good Conduct Medal. He was honorably discharged at Jefferson Barracks, Missouri, February 14, 1946. He and his wife, the former Luvonia Grant, have one child.

10.—Pvt. George Bethel Cox, Jr., son of Mr. and Mrs. George B. Cox, Sr., 604 Page Avenue, Malvern, Arkansas, was born in that city November 11, 1917, and after graduating from Malvern High School attended the University of Arkansas. He enlisted in the United States Army (Field Artillery) March 13, 1941, and was sent to Fort Sill, Oklahoma for basic training. On June 1, 1942, this patriotic young American was accidentally shot and killed while still in training. He is survived by his parents.

11.—Cpl. Leo J. Schweitzer, son of Mr. and Mrs. William John Schweitzer, was born at Perla, Arkansas, June 24, 1924. Following his graduation from Malvern High School, he was employed as salesman for Independent Liner Company until his induction into the Army January 20, 1943. He was sent to Camp Barkley, Texas, for basic training and later to clerical school for 19 weeks. Attached to the Medical Corps, 49th General Hospital, as a surgical technician, Corporal Schweitzer remained in the United States eight months before sailing in September, 1943, for Sydney, Australia. During his 27 months in the Pacific theater, he took part in the New Guinea, Southern Philippines, and Northern Philippines campaigns. He was awarded the Good Conduct Medal, the Asiatic-Pacific Theater Ribbon with three Battle Stars, the Philippine Liberation Ribbon with one Bronze Star, and the Victory Ribbon. He was honorably discharged at Camp Chaffee, Arkansas, December 28, 1945, and returned to Perla.

12.—S/Sgt. Bernard Newton Nusko, son of Elsie W. and Charles Nusko, was born October 26, 1918, in Malvern, Arkansas. He attended Malvern High School and John Brown University, afterwards being engaged in construction work. Entering the Air Corps December 31, 1940, he received basic training at Jefferson Barracks, Missouri, and attended D-F Radio Operating and Mechanical School. Sergeant Nusko qualified as mess sergeant and carbine marksman and served for five years in the United States. He was awarded American Defense Ribbon, American Theater Ribbon, Good Conduct Medal, and Victory Medal. After being honorably discharged

December 11, 1945, at Tampa, Florida, he returned to Malvern, where he lives with his wife, Opal Fay.

13.—Specialist 3/c Bob Charles Nusko, son of Mr. and Mrs. Charles Nusko, was born January 2, 1922, in Malvern, Arkansas. He attended Malvern High School, afterwards serving as missionary at Baptist Institute, Little Rock, Arkansas. Entering the Coast Guard Reserve, he received basic training at Alameda, California, and attended Dog Training School at Ft. Robinson, Nebraska. He served for a year and a half overseas and was awarded American Defense, Asiatic-Pacific Theater, Coast Guard and World War II Victory Ribbons, and Good Conduct Medal. After being honorably discharged February 28, 1946, he returned to his home in Malvern.

14.—Pfc. Leonard Jefferson Thomas, son of Mr. and Mrs. Tom Jefferson Thomas, was born at Rolla, Arkansas, on October 30, 1921, and received his education at Lono (Arkansas) High School, after which he assisted in home farm work. Entering the Army October 15, 1942, he received his basic training at Camp Gruber, Oklahoma, and was later assigned to the Medical Department, 192nd General Hospital as a hospital ward attendant. Landing in Scotland in June, 1944, with his unit, he saw service in the European-African-Middle Eastern Theater. He was awarded the Good Conduct Medal, the European-African-Middle Eastern Theater Ribbon and Marksmanship Medals (rifle and carbine). He received an honorable discharge at Ft. Oglethorpe, Georgia, October 24, 1945.

15.—Pfc. Henry H. Thomas, son of Mr. and Mrs. Tom Jefferson Thomas, was born at Rolla, Arkansas, February 25, 1910, and after completing his education in the Rolla public schools was employed as a service station operator and oil field worker. He entered the Infantry October 1, 1942, and received his basic training at Fort Warren, Wyoming, later attending Ordnance Service School at Stockton, California. Attached to the 4th Armored Division, he departed from the United States December 28, 1943, for the European Theater and saw service in Normandy and Northern France, receiving a leg wound in action. He was awarded the Combat Infantryman's Badge, the European Theater Ribbon, Marksmanship Medals (rifle and machinegun), and the Purple Heart. Private Thomas received an honorable discharge at O'Reilly General Hospital, Springfield, Missouri, October 12, 1945. He and his wife, Anna Pauline, are the parents of one child.

16.—Machinist's Mate 1/c John Maurice Berry, son of Delia Lashee and Albert Lee Berry, was born in Malvern, Arkansas. He attended Malvern High School, afterwards being engaged as bulldozer operator. Entering the Navy Seabees June 7, 1943, he received boot training at Camp Perry, Virginia, and attended Earth Moving School. Departing February 25, 1944, for New Guinea, he served overseas for nearly two years. After being honorably discharged December 16, 1945, at Memphis, Tennessee, he returned to Malvern, where he lives with his wife, Dorothy Lea.

17.—T/5 Thomas L. Ashcraft, son of Mr. and Mrs. H. H. Ashcraft, was born August 19, 1926, in Sheridan, Arkansas. He graduated from Malvern High School and attended Ouachita College at Arkadelphia for two years, where he received R. O. T. C. training. Entering the Army February 1, 1945, he was assigned to the 1719th Signal Corps and qualified as teletype operator. He is still in the service in Tokyo, Japan. His home is in Malvern, Arkansas.

18.—2nd Lt. Herman H. Ashcraft, son of Mr. and Mrs. H. H. Ashcraft, was born November 3, 1924, at Tucker, Arkansas. He attended Malvern public schools, afterwards being employed as a carpenter's apprentice. Entering the Army Air Corps May 8, 1943, he received basic training at Sheppard Field, Texas, being commissioned September 8, 1944. Lieutenant Ashcraft departed January 27, 1945, for Italy with the 12th Reconnaissance Squadron, 3rd Group, and participated in the campaigns of the Northern Apennines and the Po Valley. He was

awarded the Air Medal and the European-African-Middle Eastern Theater Ribbon. After being honorably discharged December 21, 1945, he returned to his home in Malvern, Arkansas.

19.—M/Sgt. Dan H. Balfour, son of Mrs. Ida Balfour, was born April 17, 1910, in Warren, Arkansas. He attended Little Rock public schools, afterwards being employed by 555 Service Company and Parkin Printing Company. Entering the Army in August, 1942, he received basic training at Camp Chaffee, Arkansas, and served there as a military policeman in the prisoner of war camp. After being honorably discharged September 15, 1945, at Camp

Chaffee, he returned to Little Rock, where he lives with his wife, Eunice.

20.—Ens. J. Morris Ashcraft, son of Mr. and Mrs. H. H. Ashcraft, was born August 14, 1922, in Malvern, Arkansas. He attended Malvern public schools and Ouachita College at Arkadelphia for three years, where he was a member of the R. O. T. C. Entering the Naval Air Corps, he received Wings at Ft. Lauderdale, Florida, qualifying as pilot and flying T. B. F.'s. Ensign Ashcraft served for more than two and a half years and was honorably discharged in December, 1945. He lives in Malvern.

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LOUIS E. RAFFETY

1st Lt. Louis E. Raffety was the son of Mrs. Hazel Raffety Lemons and the husband of Mrs. Alice Campbell Raffety of Pine Bluff. Born in that city on May 12, 1921, he attended Pine Bluff High School and was a student there and caretaker of the National Guard Armory until entering military service with the National Guard December 23, 1940. He received his basic training at Camp Robinson, Arkansas, and then saw service with his unit in Alaska. Returning to this country, he entered the Officer's Candidate School at Fort Benning, Georgia, as a master sergeant February 23, 1943, and was commissioned a second lieutenant May 26, 1943. Appointed instructor in the Officer's Candidate School, he transferred to the Parachute Troops in August, 1943, and attended the Airborne School. After graduating from this school, he was sent to Rigging and Maintenance School and then to Camp McCall, North Carolina, for rigorous overseas training. Lieutenant Raffety arrived in Northern Ireland in February, 1944, and later was moved to England in preparation for the invasion of France. Assigned to the famous 101st Airborne Division, this brave officer was one of the first paratroopers to land on French soil and took part in the bitter fighting of the first invasion, as well as the battle for Sherbourg. He was later returned to England for a rest period and on September 17, 1944, participated in the invasion of Holland, serving at the Battle of Eindhoven which was the initial dropping zone for the 101st Airborne Division. He was wounded by shrapnel in the legs September 22 at Eindhoven and was killed in action in this battle September 30, 1944. This gallant officer is buried in the Airborne Cemetery in Zon, Holland, in the vicinity of Eindhoven, where so many of our paratroopers fell. Lieutenant Raffety was the holder of the Good Conduct Medal, the American Defense Service Ribbon, European Theater Ribbon, Asiatic-Pacific Theater Ribbon, American Theater Ribbon, Presidential Unit Citation for the Normandy invasion and the Purple Heart. He was also qualified as a sharpshooter with the rifle, B.A.R. and pistol. Lieutenant Raffety is survived by his wife and daughter.



CLARENCE B. SMITH, JR.

Sgt. Clarence Britton Smith, Jr., son of Mr. and Mrs. Clarence Britton Smith, Sr., was born October 27, 1922, in Pine Bluff, Arkansas. He graduated from Pine Bluff public school, afterwards being employed as machinist's apprentice by the St. Louis South Western Railway Company. Entering the Infantry December 27, 1942, he received basic training at Camp Robinson, Arkansas, where he received Marksmanship Medal. After serving for nearly two years in the United States at I.R.T.C. Infantry Training Center, Sergeant Smith departed in September, 1944, for France, Belgium, and Germany. He participated in the battle of the Ardennes Bulge and was killed in action February 9, 1945, during an attack at Hasenfeld, Germany, on the Roer River, with General Hodges' First Army, Co. K, 9th Infantry Division. He was buried in Henri Chapelle Cemetery in Belgium. Sergeant Smith was a member of the East Side Christian Church and the Boy Scouts of Pine Bluff. He is survived by his parents; his wife, Bettie; his son, Larry Britton; three sisters, Mrs. E. R. Atkinson of Houston, Texas, and Misses Vera and Nelda Mae Smith of Pine Bluff; and his grandmother, Mrs. Dollie Z. Crone of Little Rock.



JOHN O. WILLIAMS

Lt. Col. John Oliver Williams, son of Dr. Henry Eugene Williams and Mrs. Jenny Williams of Pine Bluff was born at Pine Bluff November 20, 1903. He attended Pine Bluff High School, the University of Arkansas, and is a graduate of the United States Military Academy at West Point, New York, with the class of 1928. He served at Fort Crook, Nebraska; Brooks Field, Texas; Fort Sam Houston, Texas; Fort Davis, Panama Canal Zone, and Fort Benning, Georgia. He saw almost five years of service in the Panama Canal Zone before joining the famed Third Infantry Division in December, 1941. In October, 1942, he sailed with the division for the invasion of North Africa and served as regimental executive officer with the 7th Infantry of the Third Division. Colonel Williams fought throughout the Tunisian campaign and then entered the Sicilian campaign. This gallant soldier was killed in action near Agrigenton, Sicily, July 16, 1943, while on a patrol in enemy territory. He was the holder of the Presidential Unit Citation and was posthumously awarded the Purple Heart. Colonel Williams is survived by his wife, the former Annina Bond of San Antonio, Texas, and their three children, John Oliver, Jr., Nancy Ray, and Judith Ann Williams.

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Lt. (j. g.) Harlow Stewart Sanders, son of Mr. and Mrs. Harlow Sanders, was born September 28, 1922, in Pine Bluff, Arkansas. He attended Hendrix College. Entering the Naval Reserve September 1, 1943, he attended Midshipmen's School at Northwestern University. Lieutenant Sanders departed in March, 1944, for the European Theater of Operations and was later sent to the Pacific. Overseas for two years, he participated in the invasions of Normandy, Southern France, Luzon, and Okinawa, and spent nine months with the Army of Occupation. After being honorably discharged June 5, 1946, at New Orleans, Louisiana, he returned to his home in Pine Bluff.



HARLOW S. SANDERS



FRED E. BEITZ, JR.

S/Sgt. Fred E. Beitz, Jr., son of Fred Ernest and Addie Mabel Beitz of Redfield, Arkansas, was born at Dexter, Arkansas September 20, 1922. He attended Fuller High School and Redfield High School and was a mechanic until entering the Army Air Forces October 21, 1942. Sergeant Beitz was sent to Hondo, Texas, for his basic training and to Mechanic's School at Gulfport, Mississippi, and Gunnery School in Texas. He became a flight engineer and after two years of training in this country, he arrived in Italy in April, 1944. Sergeant Beitz saw one year of foreign service and took part in the Rome-Arno and Naples-Foggia campaigns. He was seriously wounded and was awarded the Purple Heart as well as the Air Medal with one Oak Leaf Cluster and the Presidential Unit Citation. He was returned to this country and was honorably discharged at Tuscaloosa, Alabama, March 22, 1946.

T/4 Samuel Wayne Beitz, son of Fred Ernest and Addie Mabel Beitz of Redfield, Arkansas, was born at Sweet Home, Arkansas, June 27, 1925. He attended Fuller and Redfield High Schools and was employed as a clerk and mechanic until entering the Army September 8, 1943. Sergeant Beitz completed his basic training at Camp Fannin, Texas, and after seven months in the United States was sent to Naples, Italy, in April, 1944. He joined the famous 34th Infantry Division of the Fifth Army and served with this unit throughout the hard fighting of the Rome-Arno, North Apennines and Po Valley campaigns in Italy. Overseas more than 20 months, Sergeant Beitz was awarded the European Theater Ribbon and the Combat Infantryman Badge. He served seven months with the Army of Occupation of Germany and was honorably discharged at Jefferson Barracks, Missouri, December 30, 1945.



SAMUEL W. BEITZ



EDWARD L. K. TALBOT

S/Sgt. Edward L. K. Talbot, son of Dr. and Mrs. John Allen Talbot, was born March 17, 1917, in Fordyce, Arkansas. He attended Chemical Warfare Service School. He participated in the Louisiana maneuvers and received desert warfare training in the Mojave Desert in California under the command of Gen. George Patton, Jr. His regiment was then transferred to Camp Pickett, Virginia, and from there to Indiantown Gap, Pennsylvania, before sailing for England September 5, 1943. After participating in extensive pre-invasion maneuvers in Southern England, the 36th Armored Infantry landed on the Normandy Beach June 16, 1944, and was in action under General Hodges' First Army. Sergeant Talbot was wounded at the Battle of St. Lo and was hospitalized in England. He was awarded the Silver Star Medal, Purple Heart, American Theater Campaign Ribbon, European-African-Middle Eastern Theater Ribbon with one Bronze Star, American Defense Service Ribbon, Victory Ribbon, and Good Conduct Medal. He was honorably discharged November 30, 1945, at Jefferson Barracks, Missouri.

Sgt. John Allen Talbot, Jr., son of Dr. and Mrs. John Allen Talbot, Sr., was born February 18, 1916, in Fordyce, Arkansas. He attended Pine Bluff High School; A. & M. College at Monticello; Arkansas State Teachers' College, and the University of Arkansas. A member of the National Guard, 153rd Infantry, he entered the Army February 10, 1941, at Camp Robinson, Arkansas, receiving basic training with the Regimental Headquarters Company, 153rd Infantry, which was later moved to Camp Murray, Washington. In January, 1942, he was transferred to Yakutat, Alaska. Returning from Alaska in March, 1944, to Ft. Lawton, Seattle, Washington, was transferred to Camp Beauregard, Louisiana. Reassigned to the Guard and Administrative Detachment, G-2 Section, at Miami Beach, Florida, he was later assigned to Army Air Force Redistribution Station No. 2 in Miami Beach. In December, 1944, Sergeant Talbot was sent by the Air Corps to Washington and Lee University for a course in Personnel Affairs and returned to Miami Beach as chief clerk in the personnel affairs office. He spent 26 months overseas, and his total service covered a period of four years and seven months. He was awarded American Defense Ribbon, Asiatic-Pacific Theater Ribbon with one Bronze Star, American Theater Ribbon, Good Conduct Medal, and Victory Ribbon. He was honorably discharged September, 1945, at Miami Beach, Florida, and lives in Miami with his wife, Thelma.



JOHN A. TALBOT, JR.



GEORGE B. TALBOT

Maj. George Byron Talbot is the son of Mrs. Ella Bunn Talbot of Pine Bluff, where he was born November 20, 1911. He attended the Baylor School at Chattanooga, Tennessee; Hendrix College at Conway, Arkansas, and the University of Arkansas School of Medicine at Little Rock. Major Talbot entered military service April 20, 1941, as a reserve medical officer. He was sent to the Medical Field Service School at Carlisle Barracks, Pennsylvania, and later attended the School of Aviation Medicine at San Antonio, Texas. He became a flight surgeon and served in this country until he was sent to England in March, 1944. Overseas more than 16 months, he saw action in the Normandy, Northern France, Central France and Germany fighting and in the air battles over England. For his faithful work he was awarded the European Theater Ribbon with five Battle Stars, the Bronze Star Medal, Presidential Unit Citation with one Oak Leaf Cluster and the Victory Ribbon. He was released from active service at Camp Chaffee, Arkansas, December 26, 1945. He and wife, Helen Downie Talbot, have one son, George B. Talbot, Jr.

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Maj. John Henry Talbot is the son of Ella Bunn and Jefferson Beauregard Talbot of Pine Bluff, where he was born December 27, 1907. He attended Pine Bluff High School, the University of Alabama and Tulane University, and was employed as director of finance for the WPA and as an accountant by Haskins & Sells of New Orleans, Louisiana. Entering military service May 26, 1942, he was assigned to the Air Corps and was sent to the Officer's Training School at Miami Beach, Florida. Major Talbot became a personnel staff officer and adjutant and served two and one-half years in this country at the Yuma Army Air Field, Yuma, Arizona. Arriving on Saipan Island in the Marianas in December, 1944, he served with his unit, the 318th Fighter Group, throughout the Eastern Mandates, Western Pacific, and Ryukyus campaigns and in the general air offensive against Japan. He was awarded the Presidential Unit Citation. Returning to this country, Major Talbot was placed on inactive duty February 7, 1946, at Camp Chaffee, Arkansas. He and his wife, Virginia Lee, have one child.



JOHN H. TALBOT



WILLIAM W. PHILLIPS, JR.

1st Lt. William W. Phillips, Jr., son of Helen Bradford and William W. Phillips, Sr., was born December 29, 1922, in Pine Bluff, Arkansas. He attended Pine Bluff High School and the University of Arkansas for three years. A member of the R. O. T. C. since October 2, 1942, he entered the Reserve Corps of the Cavalry October 2, 1942, and was called to active duty June 20, 1943. He received basic training at Camp Wolters, Texas, and attended Officer Candidate School at Ft. Knox, Kentucky, qualifying as tank unit commander and Cavalry reconnaissance platoon leader. After serving for a year and a half in the United States with the 30th Cav. Rcn. Sqdn., including six months at Ft. Riley, Kansas, he departed January 1, 1945, for LeHavre, France. Overseas for six months, Lt. Phillips participated in campaigns of Rhineland and Central Germany. He was wounded in action April 16, 1945, at Thurland, Germany, about 50 miles southwest of Berlin, and received the Purple Heart. He is still in the service. His wife, and their child live in Pine Bluff.



Capt. Virgil K. Meroney is the son of Mrs. Hattie Meroney of Pine Bluff, where he was born February 16, 1921. He first entered the National Guard May 24, 1937 and went into active service with the 153rd Infantry December 23, 1940, after graduating from Pine Bluff High School. Completing his basic training at Camp Robinson, Arkansas, he transferred to the Air Corps in March, 1942, and received his flight training at Visalia, California, Merced, California, and Luke Field, Arizona. Commissioned as a pilot, Captain Meroney arrived in England in June, 1943, and was assigned to the 352nd Fighter Group. He flew more than 80 combat missions before being shot down and captured by the Germans on April 8, 1944. He had 13 enemy planes to his credit. After one year in German prison camps, he escaped on April 7, 1945, and contacted American forces. Holder of the Silver Star, Distinguished Flying Cross with three Oak Leaf Clusters, Air Medal with three Oak Leaf Clusters and the Purple Heart for wounds suffered in Germany, he has applied for a commission in the Regular Army and is now on active duty. He and his wife, Mildred Louise, have one son.



VIRGIL K. MERONEY



JAMES W. JOHN, JR.

T/Sgt. James William John, Jr., is the son of Dr. and Mrs. J. W. John of Pine Bluff and was born in that city December 27, 1917. He attended the Kilgore Junior College at Kilgore, Texas, and Arkansas A. & M., and was employed by the Kenneth Kraft Company of Pine Bluff until entering military service April 1, 1941. Sent to Randolph Field, Texas, for basic training, he later attended special schools at Lowry Field, Colorado, and became an aerial photographer and laboratory technician. Arriving in New Guinea with his unit, the 59th Service Group, in October, 1943, he saw more than two years of overseas duty and took part in the New Guinea, Bismarck Archipelago, Southern Philippines, Western Pacific, China, Ryukyus and Northern Philippines campaigns and in the general air offensive of Japan. He was awarded the American Defense Service Ribbon, Good Conduct Medal, Asiatic-Pacific Theater Ribbon, Philippines Liberation Ribbon, Presidential Unit Citation, and the Victory Ribbon. Sergeant John was honorably discharged November 14, 1945, at Fort Bliss, Texas.



CHESTER L. REYNOLDS

Pfc. Chester Lee Reynolds, son of Genevieve Lucina and Clarence Loyd Reynolds, was born January 20, 1925, in Pine Bluff, Arkansas. He attended Pine Bluff Grade and High Schools. Entering the Engineers March 11, 1943, he was called to active duty March 18, 1943, and received basic training at Camp Claiborne, Louisiana. He attended Ordnance Depot School and qualified as construction equipment mechanic and carbine marksman. Attached to the 735th Engineers, he departed January 20, 1944, for Guadalcanal, and remained overseas for two years, engaged in construction work in the Southwest Pacific Theater of Operations and driving bulldozers, heavy trucks and trailers, motor shovels, and draglines while building roads, leveling fields, and filling ditches. He was awarded World War II Victory Ribbon, Good Conduct Medal, and Asiatic-Pacific Theater Ribbon. After being honorably discharged February 1, 1946, at Camp Chaffee, he returned to his home in Pine Bluff, Arkansas.

Pvt. John R. Sanders is the son of Mrs. Sophie B. Sanders of Pine Bluff. Born in that city July 6, 1911, he completed his education at Pine Bluff High School and was employed as a yard clerk for the Cotton Belt Railroad at Pine Bluff until entering the Army January 3, 1944. He had first seen military service with the National Guard, enlisting in 1930. Private Sanders was sent to the New Orleans, Louisiana, Army Air Base for his basic training and upon completion of his training was assigned to an Army railroad battalion. He remained in this unit during the remainder of his 10 month's of Army service and was honorably discharged September 25, 1944, at Fort Sam Houston, Texas. He is married and he and his wife, Jena Brown, have one child.



JOHN R. SANDERS



WILLIAM B. SANDERS

T/4 William B. Sanders, son of Mr. and Mrs. J. R. Sanders, Jr., was born January 9, 1925, in Pine Bluff, Arkansas. He received his education by attending Pine Bluff High School. Entering the Corps of Engineers March 11, 1943, he received basic training at Camp Claiborne, Louisiana, and attended Service School at Normal Ordnance Depot, San Antonio, Texas, qualifying as construction machine operator, bandsman, and marksman. After serving in the United States attached to the 735th Engineers and 386th A. S. F. Band, he departed January 20, 1944, for Guadalcanal and served overseas for six months. Sergeant Sanders was injured in line of duty on Guadalcanal and hospitalized for more than a year. He was awarded the South Pacific Ribbon, Victory Ribbon, Good Conduct Medal, and American Theater Ribbon. After being honorably discharged March 15, 1946, at Camp Chaffee, Arkansas, he returned to his home in Pine Bluff.

T/3 Jimmie L. Hall, son of Mr. and Mrs. Henry William Hall, Sr., was born July 7, 1923, at Tarry, Arkansas. He attended Pine Bluff High School. Entering the Corps of Engineers February 22, 1943, he received basic training at Camp Claiborne, Louisiana, and by attending Maintenance School at Granite City, Illinois, he qualified for shop maintenance mechanic. After completing his training in the United States, he departed January 20, 1944, for Guadalcanal and served in the Solomon Islands campaigns. He received Rifle Marksmanship Medal, Asiatic-Pacific Theater Ribbon with one Bronze Star, Good Conduct Medal, and Victory and American Theater Ribbons. He was honorably discharged at Ft. Sheridan, Illinois, returning to Pine Bluff, where he lives with his wife, Ruth.



JIMMIE L. HALL



WILLIAM J. SHEPHERD, III

Seaman 1/c William James Shepherd, III, son of Mr. and Mrs. William James Shepherd, Jr., was born September 12, 1926, in Pine Bluff, Arkansas. He attended Pine Bluff High School. Enlisting in the Navy June 9, 1944, he received boot training at San Diego, California, and attended Submarine School, Sound School, and School of the Boat, qualifying as gunner's mate and rifle sharpshooter. He departed March 19, 1945, for Japan and remained overseas for more than eight months. He was in Tokyo Bay during the signing of surrender documents and spent two months with the occupational forces in Japan. Seaman Shepherd was awarded American Theater Ribbon, Asiatic-Pacific Theater Ribbon, Victory Ribbon, and Occupation Ribbon. After being honorably discharged in June, 1946, at Memphis, Tennessee, he returned to his home in Pine Bluff.

Pfc. Roy William Morley, son of Nina Cheshire and Roy Richard Morley, was born January 31, 1926, in McGehee, Arkansas. He graduated from Pine Bluff High School and attended The Citadel, Charleston, S. C. Entering the Field Artillery and Engineers August 22, 1944, he received basic training at Ft. Sill, Oklahoma, qualifying in marksmanship. He served in the United States for 10 months with the 624th Field Artillery before departing June 17, 1945 for Manila on Luzon. He later moved to Los Banos, Luzon, attached to 191st Field Artillery Group. On December 1, 1945, was transferred to MP duty Manila Harbor, and December 18, 1945, transferred to 1542d Engineer Base Survey Co. of the 29th Topographical Bn. Private Morley served 14 months on Luzon and received the Asiatic-Pacific Theater Ribbon, Philippine Liberation Ribbon, Philippine Independence Ribbon, Good Conduct Medal, and the Victory Ribbon. He was honorably discharged August 19, 1946 at Ft. Sam Houston, Texas.



ROY W. MORLEY



CHARLES R. SUDDUTH

1st Lt. Charles R. Sudduth, son of Mr. and Mrs. Max Sudduth, was born at Little Rock, October 12, 1924. After completing his education at Pine Bluff High School he entered the Army Air Corps on June 12, 1943, receiving basic training at Miami Beach, Florida. Later attending Syracuse University, he qualified for bombardier. After serving 20 months in the United States, he departed February 9, 1945, for the Southwest Pacific and was wounded in action at Canton, China, July 12, 1945. Lieutenant Sudduth received the Air Medal with one Cluster, Purple Heart, Asiatic-Pacific Theater Ribbon with seven Battle Stars, Victory Ribbon, American Theater Ribbon, and Philippine Liberation Ribbon with one Battle Star. He was honorably discharged at Pine Bluff, January 2, 1946.

S/Sgt. Clyde Victor Hussey, Jr., son of Mr. and Mrs. Clyde Victor Hussey of Pine Bluff was born at Fitzgerald, Georgia, February 26, 1925. He moved to Arkansas in 1942, and attended the Pine Bluff High School. Entering the Army Air Corps in June, 1943, he received his basic training at Miami, Florida, and then attended the Radio School at Sioux Falls, South Dakota. He became radio operator of a B-29 aircraft and was sent to Guam in May, 1945, as a member of the 17th Bomb Squadron. Overseas 10 months, he took part in the Eastern Mandates campaign and the air offensive against Japan and won the Asiatic-Pacific Theater Ribbon with two Battle Stars, the Air Medal and the Presidential Unit Citation. He was honorably discharged at Camp Chaffee, Arkansas, February 25, 1946.



CLYDE V. HUSSEY, JR.



HERMAN H. STECK

T/Sgt. Herman H. Steck is the son of Philip E. and Lena H. Steck of Pine Bluff, where he was born November 3, 1924. He attended Pine Bluff High School and Texas A. & M. College at College Station, Texas, before entering military service February 22, 1943. Sent to Sheppard Field, Texas, for basic training, he later attended Mechanic and Gunnery School and became a flight engineer. Arriving in the European theater in May, 1944, he saw 13 months of foreign service and took part in the Normandy, Northern France and Central Europe campaigns as well as the general air offensive of Europe. Holder of the European Theater Ribbon with four Battle Stars and the Air Medal with three Oak Leaf Clusters, he was honorably discharged October 13, 1945, at San Antonio, Texas.

Fire Controlman 3/c John Thurman McCool, son of Mr. and Mrs. John Luther McCool, was born at Sheridan, Arkansas, August 18, 1912. Graduating from Pine Bluff High School, he entered the Navy May 1, 1944, receiving boot training at San Diego Naval Training Center and later attending Fire Control School at San Diego, where he specialized in gun operation and maintenance. After training 11 months, he was sent to the Pacific Theater of Operations and participated in the Philippines, Okinawa, Borneo, and Japanese campaigns. He was honor man of Fire Control Class 25B-44 in October, 1944, and received three Battle Stars for the Asiatic-Pacific campaigns. Returning to the United States December 4, 1945, he received an honorable discharge at Memphis, December 14, 1945. He is now vice president and sales manager of Jno. R. Kinnie Co., Memphis. He and his wife, Hermine, are the parents of one daughter.



JOHN T. McCOOL



JOHN B. HERCHER

1st/Sgt. John B. Hercher is the son of Mr. and Mrs. Emil Hercher and the husband of Mrs. Jocelyn Hercher of Pine Bluff, where he was born June 11, 1919. He completed his education at Pine Bluff High School and Texas A. & M. at College Station, Texas, before entering the Army March 21, 1941. After completion of his basic training period at Camp Robinson, Arkansas, he was assigned to the 87th Quartermaster Battalion. Arriving in England in August, 1942, Sergeant Hercher remained overseas for 35 months, taking part in the Algeria-French Morocco, Naples-Foggia, Rome-Arno, Northern Apennines and Po Valley campaigns. Holder of the Good Conduct Medal, the European Theater Ribbon with five Battle Stars and the American Defense Service Ribbon, he was honorably discharged August 15, 1945, at Fort Sam Houston, Texas.

1st. Lt. James Lynn Lemen, Jr., is the son of James Lynn and Lena Kimmel Lemen of Pine Bluff where he was born December 5, 1916. He completed his education at Pine Bluff High School and Missouri State College and was employed as sales manager by Gamble-Skogno, Inc. before entering military service January 2, 1942. After completing his basic training at Sheppard Field, Texas, he attended flying school and was commissioned as a pilot and observer. Arriving in England in April, 1944, he remained overseas for 11 months, taking part in the Normandy, Northern France and Ardennes campaigns and in the general air offensive of Europe. Wounded by anti-aircraft fire in October, 1944, he was awarded the Purple Heart as well as the European Theater Ribbon with four Battle Stars, the Distinguished Flying Cross, the Air Medal with four Oak Leaf Clusters and the Presidential Unit Citation. Lieutenant Lemen was placed on inactive duty July 17, 1945, at Jefferson Barracks, Missouri. He is married and he and his wife, Jean Kapp, have one child, Nancy.



JAMES L. LEMEN, JR.



EDWARD J. BOGY

T/4 Edward J. Bogy, son of Mrs. Carrie Snyder Bogy, was born May 28, 1915, at New Gascony, Arkansas. He attended Cornerstone and Altheimer public schools, after which he was employed as store manager. Entering the Army Ordnance Department March 7, 1942, he received basic training at Ft. Warren, Wyoming, and by attending Quartermaster-Automobile Mechanic's School qualified for heavy truck driver. After serving over two years in the United States, he departed October 11, 1944, for France and participated in the Rhineland and Central European campaigns. He qualified as marksman with pistol, rifle, and carbine. He was awarded the Good Conduct Medal, American Campaign Ribbon, World War II Victory Ribbon, and European-African-Middle Eastern Ribbon with two Bronze Stars, and was honorably discharged at Indiantown Gap, Pennsylvania, November 6, 1945. He and his wife, Catheryn, live in Altheimer, Arkansas, with their child.

Capt. George H. Young, Jr., son of Mr. and Mrs. George H. Young, Sr., was born January 21, 1921, in Pine Bluff, Arkansas. He attended Pine Bluff High School, Columbia Military Academy, and The Citadel. Entering the Chemical Warfare Service June 26, 1942, he received training at C. W. S. Infantry School, Edgewood Arsenal, Maryland, qualifying as expert marksman with rifle, machinegun and mortar. Attached to the 2nd Chemical Mortar Battalion, he departed June 4, 1943, for Oran, North Africa, and remained overseas for two and a half years, participating in the campaigns of Sicily, Naples-Foggia, Rome-Arno, Southern France, Central Europe, and Rhineland. He was twice wounded in action and spent six months with the Army of Occupation. Captain Young was awarded the Purple Heart and Cluster and the Bronze Star with Cluster. He is still in the service, attending Command and General Staff School at Ft. Leavenworth, Kansas. His home is in Pine Bluff.



GEORGE H. YOUNG, JR.



CARL H. ADAMS

Capt. Carl H. Adams, son of Mr. and Mrs. R. C. Adams of Little Rock, was born at Paragould, Arkansas, January 30, 1918. He attended Pine Bluff High School, Arkansas A. & M. College at Monticello, and the University of Arkansas School of Medicine. Upon entering military service March 24, 1942, he became a medical unit commander and arrived in the Pacific area in March, 1943. With more than 30 months of foreign service, Captain Adams saw action during the bitter fighting in the Bismarck Archipelago, Saipan and Okinawa campaigns. Holder of the Bronze Star Medal with one Oak Leaf Cluster, Combat Medical Badge and the Asiatic-Pacific Theater Ribbon with three Battle Stars and one Arrowhead, he was placed on inactive duty February 8, 1946, at Camp Chaffee, Arkansas.

Lt. Col. Charles Richard Petticrew, son of Charles and Edna Petticrew of Pine Bluff, was born September 28, 1915, at Auburn, Nebraska, and moved with his family to Arkansas in 1921. He attended Pine Bluff High School and after graduating from Purdue University in 1937, he was employed by the Aluminum Company of America and the Lincoln National Life Insurance Company until entering military service June 1, 1941. He had previously received training as a reserve officer and after entering the service attended the Command and General Staff School at Ft. Leavenworth, Kansas. Colonel Petticrew served with the 4th Army Headquarters and also as executive to the chief of the Stock Control Division, Chief of Ordnance, Washington, D. C. He saw eight months of foreign service, taking part in the occupation of Kiska, in the Aleutian Islands and serving during the building of the Ledo Road in Burma. Holder of four letters of commendation, he was awarded his commission in the Regular Army, October, 1942. Colonel Petticrew and his wife, Sally Eunice, have two sons, Richard Winston and Dan Charles.



CHARLES R. PETTICREW



CHARLES D. CALKINS, JR.

Seaman 1/c Charles David Calkins, Jr., son of Mr. and Mrs. Charles David Calkins, Sr., was born at Pacific, Missouri, December 22, 1925, moving to Arkansas in July, 1930. He received his education by attending Eudora, Arkansas, Grammar School, and graduated from Pine Bluff High School in 1943. He was employed by the Arkansas Power and Light Company until enlisting in the Navy December 16, 1943. He received boot training at San Diego and attended Fire Control School at San Diego. Departing from the United States June 28, 1944, assigned to Third Fleet (carrier air strikes), he participated in action in the first and second battles of the Philippines and invasion of Borneo and Lingayen Gulf. For meritorious service, Seaman Calkins received the American Theater Ribbon, Asiatic-Pacific Ribbon with Four Stars, Philippine Liberation Ribbon with two Stars, and Victory Ribbon. He was honorably discharged December 21, 1946, and lives in Pine Bluff.



LAWRENCE M. JACKSON, JR.

1st Lt. Lawrence Monroe Jackson, Jr., son of Fannie T. and Lawrence M. Jackson, was born January 24, 1921, in Clarksville, Tennessee, later moving to Arkansas. He graduated from Pine Bluff High School and received B. S. degree from the University of Arkansas in 1942 and M. D. degree from Arkansas School of Medicine in 1945. Entering military service July 1, 1943, he attended Army Special Training Program Medical School and was assigned to the Medical Corps. He is still in service. His home is in Pine Bluff, Arkansas.



WILLIAM E. STEED, JR.

T/Sgt. William E. Steed, son of Mr. and Mrs. William E. Steed, Sr., of Pine Bluff, was born in that city May 21, 1922. After graduation from Pine Bluff High School he was employed as a grocery clerk until entering military service October 20, 1942. Sent to Keesler Field, Mississippi, for basic training, he later attended Radio School at Truax Field, Madison, Wisconsin, and Radar School at Boca Raton, Florida, and San Francisco, California. He became a radar technician and arrived in Australia in September, 1943. With a total of over two years overseas, Sergeant Steed served with the Fifth Air Force throughout the Bismarck Archipelago, New Guinea, Northern Solomons, Philippines, Western Pacific and Ryukyus campaigns and was awarded the Asiatic-Pacific Theater Ribbon with seven Battle Stars, the Philippine Liberation Ribbon and the Good Conduct Medal. He was honorably discharged October 25, 1945, at Ft. Bliss, Texas.

EM 1/c Thomas Steele Ingram, son of Thomas Steele and Lula Lowe Ingram of Pine Bluff, was born at Grady, Arkansas, June 4, 1912. He attended Grady High School and was employed as an electrical contractor until entering the Navy September 27, 1942. He received his basic training at Camp Allen, Norfolk, Virginia, and served as a primary military training instructor until arriving in England in April, 1944. Overseas a total of eight months, he participated in the bloody invasion of Normandy and returned to the United States. Seaman Ingram was honorably discharged September 30, 1945, at Boston, Massachusetts. He is married and he and his wife, Nell Celeste, have one child.



THOMAS S. INGRAM



ELTON M. TAYLOR

Sgt. Elton Murphy Taylor, son of Minnie Lee and Lee E. Taylor, was born April 9, 1918, at Pine Bluff, Arkansas. He attended Pine Bluff High School, afterwards being employed as switchman for the St. Louis Southwestern Railroad Company (Cotton Belt Route). Entering the Transportation Corps April 18, 1944, he received basic training at Camp Plauche, New Orleans, Louisiana, qualifying as conductor and yardmaster with Railroad Bn., and as a rifle sharpshooter. Attached to the 746th Railway Operating Battalion, he departed December 26, 1944, for Southampton, England, and remained overseas for a year and four months, participating in the campaign of Central Germany. He spent nine months with the Army of Occupation and was awarded Good Conduct Medal, European Theater of Operations Ribbon, Victory Ribbon, and Occupation Ribbon. After being honorably discharged May 22, 1946, at Ft. Bragg, N. C., he returned to his home in Pine Bluff.

T/Sgt. Howard Ruel Roden, son of Robert and Minnie Roden of Altus, Oklahoma, and husband of Effie Leona Roden of Pine Bluff, was born at Paris, Texas, on January 26, 1909. He completed his education in the Petty, Texas, schools, and was engaged in railroad work. He moved to Arkansas in March, 1941, and entered the military service September 17, 1943. After serving his basic training period at Camp Beauregard, Louisiana, Sergeant Roden was assigned to an Army railroad battalion and arrived in England in December, 1944. This gallant soldier was killed instantly in France in March, 1945, and was buried with full military honors in the military cemetery at Rouen, France.



HOWARD R. RODEN



WILLIAM C. KLEINER, JR.

T/Sgt. William Coover Kleiner, Jr., is the son of Mr. and Mrs. William Coover Kleiner and the husband of Ruth Cutrell Kleiner of Pine Bluff. Born in that city October 24, 1917, he graduated from Pine Bluff High School in 1938, and then attended Robertson Aviation School at St. Louis, Missouri. He was an instructor of mechanics for this school at the time of his entry into the military service January 28, 1941. Sent to Camp Robinson, Arkansas, for basic training, he later attended special schools at Bell Aircraft, Niagara Falls, New York, and General Motors at Indianapolis, Indiana. Sergeant Kleiner served as a flight chief and line chief throughout his almost five years of Army service. Holder of the Good Conduct Medal, American Theater Ribbon, Meritorious Service Award and the Victory Ribbon, he was honorably discharged November 17, 1945, at Lincoln Nebraska.

T/Sgt. Eddie L. Roach, son of Mr. and Mrs. S. S. Roach and husband of Marge Roach of Pine Bluff, was born at Diboll, Texas, August 19, 1915, and moved to Arkansas with his parents in 1920. After his graduation from Pine Bluff High School, he was employed as a switchman for the Missouri Pacific Railroad at Pine Bluff until entering Army service June 10, 1943. He served his basic training period at Ft. Screven, Georgia, and was assigned to the Engineers. Sergeant Roach arrived in Europe with his unit, the 1056th Engineers, in January, 1944, and remained overseas for 20 months. He was awarded the European Theater Ribbon with one Silver Battle Star and the Good Conduct Medal for his part in the Normandy, Northern France, Ardennes, Rhineland and Central Europe campaigns, and also holds the Sharpshooter's Medal for the rifle and Expert Medal for the carbine. He was honorably discharged October 28, 1945, at Camp Chaffee, Arkansas.



EDDIE L. ROACH



JOSEPH R. BRIDGES

Sgt. Joseph R. Bridges is the son of Mr. and Mrs. Rentz Bridges of Pine Bluff, where he was born September 8, 1921. After completing his education at Pine Bluff High School, he was employed as a radio mechanic until entering the Army Air Corps August 7, 1942. Sent to San Antonio, Texas, to serve his basic training period, he became a radio and radar operator. Arriving in the Pacific area in December, 1944, Sergeant Bridges served with the 20th Air Force during the air battles in India and Tinian Island, as well as the China-Burma and Southwest Pacific campaigns and the general air offensive of Japan. With a total of one year of overseas service, he was awarded the Good Conduct Medal and the Presidential Unit Citation. He was honorably discharged November 27, 1945, at Camp Chaffee, Arkansas.

S/Sgt. William H. Greenwood, husband of Esther Shields Greenwood of Pine Bluff, was born at Kingsland, Arkansas, January 20, 1906. After completing his education at Pine Bluff High School and James Business School, he was a representative for the R. J. Reynolds Tobacco Company until entering the Army June 9, 1942. He received his basic infantry training at Camp Rucker, Alabama, and arrived in the Pacific area in July, 1944, with his unit, Company D, 323rd Infantry. Overseas 17 months, he took part in the fighting in the Palau Islands, Ulithi Island and in the Philippines. Holder of the Asiatic-Pacific Theater Ribbon with two Battle Stars, Philippine Liberation Ribbon, Good Conduct Medal, American Theater Ribbon and the Victory Ribbon, he was honorably discharged December 9, 1945, at Camp Chaffee, Arkansas.



WILLIAM H. GREENWOOD



EDWARD L. DAVIDSON

S/Sgt. Edward L. Davidson, son of Barney and Linnie Davidson of Pine Bluff, was born at Munford, Tennessee, March 14, 1915, and moved with his family to Arkansas in 1922. He attended Pine Bluff High School and the Modern School of Business and was employed as a salesman by the Curtis Candy Company until entering the Air Corps July 23, 1942. Upon completion of his basic training period at Roswell, New Mexico, he became a clerk and was assigned to the 600th Engineer Service Battalion, Army Air Corps. Arriving in the European theater on the Italian front in January, 1945, he remained overseas for eight months and was awarded the American Theater Ribbon, European Theater Ribbon, Victory Ribbon and Good Conduct Medal. He also holds the Marksman Medal for rifle, pistol and carbine. Sergeant Davidson was honorably discharged December 3, 1945, at Ft. Lewis, Washington. He is married and he and his wife, Lucille Ann, have one child.

CMM Curtis Oliver Howard, son of John Milton and Jemima Milee Howard and husband of Ida Mae Howard of Pine Bluff was born there February 23, 1908. He attended Pine Bluff High School and was employed as a machinist for the St. Louis Southwestern Railway from 1929 to 1943. Entering the U. S. Navy August 24, 1943, he received his boot training at Wililamsburg, Virginia, and San Diego, California, and later received amphibious training at Port Hueneme, California. Arriving in the Marianas Islands in February, 1944, he remained in the South Pacific area for 11 months and participated in the battles of Saipan and Tinian in the Marianas. He is the holder of the Presidential Unit Citation and was honorably discharged March 30, 1945, at the United States Naval Hospital, Memphis, Tennessee.



CURTIS O. HOWARD



HARRY L. LEVINE

T/Sgt. Harry L. Levine, son of Mr. and Mrs. Morris Levine of Pine Bluff, was born April 24, 1905, at New Orleans, Louisiana. He moved with his parents to Arkansas in 1907 and completed his education at Pine Bluff High School. Entering military service April 10, 1942, he served his basic training period at Camp Robinson, Arkansas, where he was a member of the 103rd Medical Battalion. He later attended the Quartermaster Supply School at Calcutta, India, where he arrived in February, 1944. Sergeant Levine saw a total of more than 20 months of overseas service and served in that theater during the India-Burma campaign. He is the holder of the Asiatic-Pacific Theater Ribbon with one Battle Star, the European Theater Ribbon, Good Conduct Medal, Meritorious Service Award and the Victory Ribbon. He was honorably discharged July 26, 1945, at Camp Chaffee, Arkansas. His wife is the former Cornelia Elizabeth Quattlebaum.

Sgt. Clifton R. Dildy, Jr. is the son of Mr. and Mrs. Clifton R. Dildy of Pine Bluff. Born at Pine Bluff August 3, 1924, he graduated from Pine Bluff High School and entered the Army Air Forces August 11, 1943. He was sent to Amarillo, Texas, to serve his basic training and then attended the College Training Detachment at Tulsa, Oklahoma, Gunnery School at Yuma, Arizona, and Radio School at Sioux Falls, South Dakota. He became a radio operator and mechanic and is qualified as an aerial gunner. A veteran of two and one-half years with the Air Corps, he was honorably discharged at Camp Chaffee, Arkansas, March 12, 1946.



CLIFTON R. DILDY, JR.



GEORGE B. SIPE

2nd Lt. George Bateman Sipe was the son of William Everett Sipe and Rosamond Atkinson Sipe and the husband of Audrey Jackson Sipe of Pine Bluff, where he was born September 11, 1921. He graduated from Pine Bluff High School in 1939 and was employed at the Whyte Feed Mills and at the Wells Service Station at Pine Bluff before entering the service March 23, 1942. Lieutenant Sipe was assigned to the Air Forces and received his primary training at Santa Anna, California, and Merced, California. He received further training at Luke Field, Arizona, and was commissioned as a pilot in the Army Air Forces. He left this country March 27, 1943, for Dakar, Africa, and this brave young officer was lost while en route to this station. He was posthumously awarded the Purple Heart for the supreme sacrifice which he made.

2nd Lt. John H. King is the son of Ella Mae King and the late John H. King of Pine Bluff, where he was born March 10, 1924. He completed his education at Pine Bluff High School at the University of Arkansas at Fayetteville before entering the Army Air Corps March 11, 1943. Lieutenant King received his basic training at Seattle, Washington, and at Gainesville, Florida, and then attended the Hondo School of Navigation at Hondo, Texas. He was commissioned as a navigator in the Army Air Forces. A veteran of more than two and one-half years of Army service, he was placed on inactive duty December 9, 1945, at Roswell, New Mexico. His wife is the former Anna Sipe.



JOHN H. KING, JR.



KENNETH D. HAMES

Cpl. Kenneth Dennis Hames, USMC, son of Kenneth and Floy Hames of Route 1, Pine Bluff, was born at Dardanelle, Arkansas, October 2, 1920. After completing his education in the Dardanelle schools and at Little Rock High School, he was employed in an automobile parts business until entering the U. S. Marines in June, 1939. Trained at San Diego, California, he became a demolition specialist and served as an amphibian tractor crewman. He is a veteran of two tours of overseas duty in the South Pacific, serving in the Guadalcanal and Saipan campaigns. With a total of 22 months of foreign service, Corporal Hames has also seen service in Hawaii and New Zealand and is the holder of the Marine Good Conduct Medal, American Theater Ribbon, Presidential Unit Citation with one Oak Leaf Cluster and the Asiatic-Pacific Ribbon with two Battle Stars. He was honorably discharged October 3, 1945, at Camp Pendleton, Ocean-side, California.

M/Sgt. Thomas B. Dalby, Jr., son of Mr. and Mrs. Thomas B. Dalby of Pine Bluff, was born January 19, 1914 at Pine Bluff. After graduating from Pine Bluff High School, he was employed by the George Hestands Grocery and by the Union Bag & Paper Corp. of Savannah, Georgia, before entering the armed forces April 4, 1942. He received his basic training in the Air Corps at Sheppard Field, Texas, and later attended Airplane Mechanic's School there, and the B-24 Specialty School at San Diego, California. Sergeant Dalby was a member of the 94th Bombardment Group (H) during his foreign service of more than two years, and participated in the Rhineland, Ardennes, Central Europe, Normandy, Northern France, and air offensive of Europe campaigns. For his service, he holds the Good Conduct Medal, European Theater Ribbon with six Battle Stars, Bronze Star Medal, and the Distinguished Unit Badge with Oak Leaf Cluster. While overseas, Sergeant Dalby specialized in the work of B-17 ground crew chief. At Drew Field, Florida, he received his honorable discharge from the Air Corps September 22, 1945.



THOMAS B. DALBY, JR.



TRUMAN DALBY

Sgt. Truman Dalby is the son of Mr. and Mrs. T. B. Dalby, Sr. of Pine Bluff, where he was born August 15, 1916. After completing his education at Pine Bluff High School he was employed by the Arkansas Power and Light Company at Pine Bluff until entering the Army May 4, 1942. Assigned to the Combat Engineers, he received his basic training at Ft. Lewis, Washington, and arrived in Europe in April, 1944, with his unit, the 133rd Combat Engineers. Overseas 18 months, Sergeant Dalby took part in the Normandy, Northern France, Ardennes, Rhineland and Central Europe campaigns and was awarded the Bronze Star Medal, the European Theater Ribbon with five Battle Stars and the Good Conduct Medal. He was honorably discharged November 9, 1945, at Jefferson Barracks, Missouri.

T/3 Robert Dalby, son of Mrs. Betty Dalby, was born August 18, 1908, in Jefferson, Arkansas. He attended Redfield High School and James Business College, also enrolling for a course with International Correspondence School. Entering the Ordnance Department April 18, 1944, he received basic training at Camp Howze, qualifying in clerical work and as carbine marksman. Attached to the 379th Ord. M. A. M. Co., he served in the United States for 10 months and departed February 27, 1945, for Le Havre, France. Overseas more than a year, he participated in the battle of Germany and later spent six months with the Army of Occupation in Japan. He was awarded one Battle Star, World War II Victory Ribbon, Good Conduct Medal, European Theater Ribbon with one Star, Philippine Liberation Ribbon, and Asiatic-Pacific Ribbon. After being honorably discharged April 12, 1946, at Camp Chaffee, he returned to Pine Bluff, where he lives with his wife, Maurice, and their daughter.



ROBERT DALBY



LESTER A. WAYMACK

Machinist's Mate 2/c Lester A. Waymack, son of Mrs. L. L. Waymack and the late Mr. Waymack, was born June 14, 1915, at Pine Bluff, Arkansas. He received his education by attending Pine Bluff High School, after which he was employed in the Cotton Belt Railroad shops. Entering the Navy May 1, 1944, he received boot training at San Diego. After serving in the United States nine months he was sent to Guam and served in the Asiatic-Pacific theater for one year. He was honorably discharged at Memphis, Tennessee, February 4, 1946. He and his wife, Mona, live in Pine Bluff with their son.

Hospital Apprentice 1/c Freddie L. Waymack, son of Mrs. L. L. Waymack and the late Mr. Waymack, was born at Pine Bluff, Arkansas, October 7, 1916. He received his education by attending Pine Bluff High School and after graduating was salesman for Metropolitan Life Insurance Co. for nine years. Entering the Medical Corps, U. S. Navy, April 17, 1944, he received boot training at San Diego, California, and later attended Hospital Corps School at San Diego. After completing his training in the United States, he was sent to Guam where he served over one year, returning to the United States December 7, 1945. He was honorably discharged at Memphis, January 15, 1946, and lives in Pine Bluff with his wife, Elma Maxine, and their son.



FREDDIE L. WAYMACK



ROSS J. FOSTER

Capt. Ross J. Foster, son of John Noel Foster of Pine Bluff, was born February 17, 1913, at Los Angeles, California, and moved with his family to Arkansas in 1920. He was educated at Pine Bluff High School and was employed as an aerial photographer from 1935 until 1940. He served with the Army from 1931 until 1935 and entered active military service with the Wisconsin National Guard in June, 1941. Assigned to the Air Corps, he completed his basic training at Chanute Field, Illinois, and later attended the Photo School there, and the Photo Interpretation School at Harrisburg, Pennsylvania. A veteran of service in the Panama Canal Zone with the Regular Army, he was sent to India in January, 1944, and served in the India-Burma campaign, and in China. With a total of four years overseas he is the holder of the American Defense Ribbon, Bronze Star Medal, Good Conduct Medal, Asiatic-Pacific Theater Ribbon with three Battle Stars, American Theater Ribbon with one Star for the anti-submarine patrol, Distinguished Unit Citation, China Memorial Ribbon and the Victory Ribbon. Captain Foster will remain in the Regular Army.

Capt. Lawson C. Costley, son of Mr. and Mrs. Lawson C. Costley, Sr., of Pine Bluff, was born at Little Rock August 26, 1919. He attended Pine Bluff High School and received his B. S. degree from the University of Arkansas. He received his B. S. M. and M. D. degrees from the University of Arkansas School of Medicine and served his internship at the Charles S. Wilson Memorial Hospital, Johnson City, New York. Captain Costley entered the Army Medical Corps March 8, 1945, and attended the Medical Field Service School at Carlisle Barracks, Pennsylvania. He then was assigned to the 516th Medical Hospital Ship Platoon and saw service in France. Holder of the European Theater Ribbon, the American Theater Ribbon and the Victory Ribbon, he expects to be released from active service in April, 1947. His wife is the former Georgia Leach.



LAWSON C. COSTLEY, JR.



JAMES RICHARD PIERCE, JR.

Pfc. James Richard Pierce, Jr., son of Elsie Smith and James Richard Pierce, Sr., was born March 19, 1925, in Pine Bluff, Arkansas. He attended Pine Bluff High School and the University of Arkansas. Entering the Medical Department January 24, 1944, he received basic training at Ft. Leonard Wood, Missouri, and attended service schools at Fitzsimmons General Hospital and Brooke General Hospital. Attached to the 97th Cml. Mortar Bn., he served for more than a year in the United States and departed February 3, 1945, for Glasgow, Scotland. Overseas for five months, Private Pierce participated in campaigns of Central Europe and was awarded the Good Conduct Medal. After being honorably discharged April 19, 1946, at Camp Chaffee, he returned to his home in Pine Bluff.

Petty Officer 1/c Eugene Richard Simmons is the son of James Emmett and Dulcie Simmons and the husband of Martha Sue Simmons of Pine Bluff, where he was born October 14, 1920. After graduating from Pine Bluff High School he was engaged in the grocery business with his father and worked for Sanderson and Porter, civil engineers. Entering the U. S. Navy Seabees July 22, 1942, he received his boot training at Camp Peary, Virginia, and was assigned to the 73rd Seabees Construction Battalion. Arriving in New Georgia in the Pacific in May, 1943, he saw 26 months of foreign duty and took part in the New Georgia and Peleliu campaigns. Wounded in August, 1943, he is the holder of the Purple Heart and the Asiatic-Pacific Ribbon with two Battle Stars. He was honorably discharged October 5, 1945, at Memphis, Tennessee. He and his wife have one son.



EUGENE R. SIMMONS



PAUL E. SPRIGGS

Cpl. Paul E. Spriggs, son of Loma Earl Spriggs and Esther Leona Spriggs of Pine Bluff, was born January 14, 1920, at Jonesboro, Arkansas. He attended Pine Bluff High School and was employed as a construction worker until entering military service with the Arkansas National Guard December 23, 1940. After completing his basic training, he became an anti-tank gunner and was sent to Seward, Alaska, in February, 1942. Corporal Spriggs remained in that theater for more than two years, and with his unit, Anti-Tank Company, 153rd Infantry, took part in the Aleutian Islands campaign. Holder of the American Defense Service Ribbon, the Asiatic-Pacific Theater Ribbon with one Battle Star, and the Good Conduct Medal, he was honorably discharged September 27, 1945, at Camp Joseph T. Robinson, Arkansas. His wife is Emma Mell Spriggs. Corporal Spriggs is classed as expert in the use of the rifle and the 37 mm. anti-tank gun.

1st. Lt. Richard H. Martin, Jr., is the son of Mr. and Mrs. R. H. Martin of Pine Bluff, where he was born September 13, 1923. After graduating from Pine Bluff High School, he entered the Army Air Force June 16, 1942, and received his basic training at the San Antonio Aviation Cadet Center, San Antonio, Texas. Lieutenant Martin then received his basic pilot's training at Enid, Oklahoma; his primary training at Stamford, Texas; advanced training at Victoria, Texas, and combat training at Pinellas, Florida. He was commissioned as a single-engined fighter pilot and in February, 1944, arrived in the Aleutian Islands for a stay of 10 months, during which he saw action in the Aleutian campaign. Lieutenant Martin was placed on inactive duty at Camp Chaffee, Arkansas.



RICHARD H. MARTIN, JR.



HARRY P. CORRELL

1st. Lt. Harry Phillip Correll, husband of Frances Warren Correll of Pine Bluff was born at Stuttgart, Arkansas, June 6, 1913. After completing his education at Pine Bluff High School, he was employed by the Goodyear Tire and Rubber Company until entering military service May 21, 1942. Sent to Ft. Knox, Kentucky, for basic training, he later attended the Armored Force School and was commissioned as a tank platoon leader. Lieutenant Correll served with the 6th Armored Division and later with the 733rd Amphibian Tractor Battalion. Arriving in Hawaii in January, 1944, he remained in the South Pacific area for 22 months and took part in the Marshall Islands, Marianas Islands, Philippines and Okinawa campaigns. He was awarded the Navy Presidential Citation with Star, Asiatic-Pacific Theater Ribbon, Philippine Liberation Ribbon and the American Theater Ribbon. This gallant officer was placed on inactive duty January 10, 1946, at Camp Chaffee, Arkansas. He and his wife have two children.

1st. Lt. Earnest L. Hays, Jr., son of Allene and Earnest L. Hays, Sr., was born March 4, 1925, in Pine Bluff, Arkansas. He attended Pine Bluff High School. Entering the Air Corps in June, 1943, he received basic training at Miami Beach, Florida, and attended Butler University, Indianapolis, Indiana, and Selman Field School of Navigation, Monroe, Louisiana, qualifying as navigator. After serving for a year and a half with Aviation Cadets in the United States, he departed April 5, 1945, for New Guinea and remained overseas for more than a year, participating in campaigns of the Western Pacific and Northern and Southern Philippines and the air offensive over Japan. Lieutenant Hays spent seven months with the Army of Occupation and was awarded American Theater Ribbon, Asiatic-Pacific Theater Ribbon, Philippine Liberation Ribbon, Victory Ribbon, Occupation Ribbon, and four Battle Stars. After being honorably discharged June 11, 1946, at Camp Chaffee, he returned to his home in Pine Bluff.



EARNEST L. HAYS, JR.



ROBERT L. SHULTS, JR.

1st. Lt. Robert L. Shults, Jr., son of Mr. and Mrs. Luther Shults, was born October 25, 1925, in Pine Bluff, Arkansas. He graduated from Pine Bluff High School and attended Louisiana State University, afterwards being employed as salesman at Hale's Men's Shop in Pine Bluff. Enlisting in the Army Specialized Training Program August 5, 1943, he transferred to the Infantry and received basic training at Ft. Benning, Georgia, and Ft. Bragg, N. C. After serving for 14 months in the United States with the 100th Infantry Division, he departed October 6, 1944, for Germany. Lieutenant Shults received his commission on the battlefield March 28, 1945, being promoted to first lieutenant May 1, 1946. He participated in the battles of Germany, Vosges-Alsace sectors, France, Western Germany, and Heibrom and was awarded Bronze Star Medal. Having served more than 20 months overseas, Lieutenant Shults returned to the States and was honorably discharged September 10, 1946.

Capt. H. Fulton Murphy, Jr., is the son of Mr. and Mrs. H. Fulton Murphy of Pine Bluff, Arkansas. Born at Pine Bluff July 19, 1921, he attended the Pine Bluff schools and also the Columbia Military Academy, Wharton School of Finance and the University of Pennsylvania. Entering the Army Air Corps June 26, 1942, he was sent to the Army Air Force Camouflage School at March Field, California. Captain Murphy became an adjutant and was sent to England in August, 1943, with the 100th Airdrome Sqdn. Overseas more than two years, he was awarded the European Theater Ribbon, the American Theater Ribbon and the Victory Ribbon. He was returned to the United States and was released from active service at Drew Field, Florida, March 16, 1946.



H. FULTON MURPHY, JR.



BILLY PETE EVANS

Sgt. Billy Pete Evans was the son of Mr. and Mrs. Walter Evans of Pine Bluff where he was born December 23, 1924. After graduating from Pine Bluff High School in 1943, he was employed as an automobile mechanic by F. G. Smart Company until entering the Army Air Corps October 26, 1943. Sent to Sheppard Field, Texas, for basic training, he later received special training at Texas Technological College, Lubbock, Texas, and became a gunner on B-17 aircraft. Sergeant Evans arrived in England in November, 1944, and was assigned to the Eighth Air Force. This gallant soldier was killed in action over Cologne, Germany, January 10, 1945, while engaged in his eighth combat mission. He was buried with full military honors at the United States Military Cemetery at Margraten, Holland. He was the holder of the European Theater Ribbon with one Battle Star.

M/Sgt. William H. Evans is the son of Mr. and Mrs. William H. Evans of Route 1, Pine Bluff, where he was born March 29, 1917. Upon completion of his education at White Hall School, Pine Bluff High School and Monticello A. & M. College, he enlisted in the Air Corps November 14, 1939. Sent to Hamilton Field, California, for basic training, he later attended Motor Transport School at Baltimore, Maryland, and Airplane Mechanic's School at Lincoln, Nebraska. After three and one-half years in this country as a member of the 390th Bomb Squadron, he arrived in the Pacific area in April, 1943, and remained in that theater for almost 30 months. Sergeant Evans is a veteran of the Northern Solomons, Bismarck Archipelago, China, New Guinea and Southern Philippines campaigns and also served with the anti-submarine patrol. Holder of the Asiatic-Pacific Theater Ribbon with one Silver Service Star, the American Defense Service Ribbon, Good Conduct Medal, Philippine Liberation Ribbon with one Bronze Star and the American Theater Ribbon with one service Star, he was honorably discharged September 10, 1945, at Camp Chaffee, Arkansas.



WILLIAM H. EVANS



WILLIAM A. ADAMS

Flight Officer William A. Adams, son of Mr. and Mrs. Joseph Adams of Pine Bluff, was born August 21, 1919, at England, Arkansas. He attended Pine Bluff High School and Pine Bluff Commercial until enlisting in the Army Air Corps September 9, 1940. Sent to Chanute Field, Illinois, to serve his basic training period, he later attended Airplane Mechanic's School at Chanute Field, the Boeing Factory School and Flight Engineer's School at Lowry Field, Colorado. A veteran of more than five years of Army service, he served as a B-29 aircraft flight engineer and holds the American Defense Service Ribbon, Good Conduct Medal, Victory Medal, Pistol Marksman's Medal and Airplane Mechanic's Badge. Flight Officer Adams was placed on inactive duty November 9, 1945, at Maxwell Field, Alabama.

Sgt. Harold E. Velvin, son of Mrs. Virginia Ellis Morris of Garland, Texas, was born at Washington, Arkansas, December 29, 1921. He attended the Pine Bluff schools and Robert Lee Paschal High School of Fort Worth, Texas, and entered military service with the Arkansas National Guard December 23, 1940. A member of Anti-Tank Company, 153rd Infantry, he received his basic training at Camp Robinson, Arkansas, and arrived in the Aleutian Islands in February, 1942. Overseas a total of more than two years, he served throughout the Aleutian campaign and was awarded the Asiatic-Pacific Theater Ribbon with one Battle Star, the American Defense Service Ribbon and the Good Conduct Medal. Returning to this country, he served as an instructor in the 111th Infantry Training Bn. at Camp Robinson, Little Rock, until he was honorably discharged September 24, 1945, at Camp Robinson. His wife is the former Dortha Cox.



HAROLD E. VELVIN



CHARLES L. SLAUGHTER, JR.

Sgt. Charles L. Slaughter is the son of Mr. and Mrs. Charles L. Slaughter, Sr., of Pine Bluff, Arkansas, where he was born August 18, 1923. He attended Pine Bluff High School and conducted a dance orchestra before entering the military service January 15, 1943. Sergeant Slaughter served his basic training in the Anti-Aircraft Artillery at Camp Haan, California, and then was sent with his unit, Battery D of the 548th Anti-Aircraft Bn. to Scotland in September, 1944. Overseas 17 months, he served as a bandman and saw action in the Rhineland and Central Europe campaigns. Holder of the European Theater Ribbon with two Battle Stars, the Victory Ribbon, Good Conduct Medal and the American Theater Ribbon, he was honorably discharged at Jefferson Barracks, Missouri, February 25, 1946.

Sgt. James William Reynolds is the son of Mr. and Mrs. William Edgar Reynolds of Pine Bluff. Born in that city December 15, 1924, he attended the Pine Bluff High School and was employed as a yard clerk with the Cotton Belt shops until entering the military service February 22, 1943. Assigned to the Combat Engineers, he received his basic training at Camp White, Oregon, and was then sent to the Engineer's School at Fort Belvoir, Virginia, and to Radio School. He became a draftsman and radio operator and with his unit, the 300th Engineer Combat Bn., was sent to England in December, 1943. Overseas a total of 21 months, he took part in the fighting in Normandy, Northern France, the Ardennes, the Rhineland and Central Europe and was awarded the Purple Heart for wounds, the European Theater Ribbon with five Battle Stars, Presidential Unit Citation, American Theater Ribbon and the Good Conduct Medal. He was honorably discharged at William Beaumont General Hospital October 30, 1945. His wife is the former Anna Marie Benthall.



JAMES W. REYNOLDS



THOMAS F. ROWLAND, JR.

2nd Lt. Thomas Franklin Rowland, Jr., was the son of Mr. and Mrs. Thomas Franklin Rowland of Pine Bluff, where he was born August 6, 1919. He graduated from Pine Bluff High School and Northeast Junior College, Monroe, Louisiana, and was a student at Louisiana State University when he entered the military service in January, 1942. Entering the Army Air Corps as a flying cadet, he completed his basic training at Kelly Field, Texas, and received his flight training at Corsicana, Texas; Waco, Texas, and Ellington Field, Texas. This gallant young officer was killed when his plane crashed near Batson, Texas, February 15, 1943. He had spent 13 months as a member of the Air Corps at the time of his death.

1st Lt. Jesse Eugene Townsend, Jr., is the son of Jesse E. and Helen B. Townsend of Wabbaseka, Arkansas, where he was born January 30, 1922. He completed his education at Willie K. Hocker High School at Wabbaseka before entering the Army Air Corps March 25, 1941. Completing his basic training at Jefferson Barracks, Missouri, he received his flight training at Maxwell Field, Montgomery, Alabama; Augustine Field, Jackson, Mississippi; Bush Field, Augusta, Georgia, and Spence Field, Moultrie, Georgia, being commissioned as a single-engine pilot. Arriving in the China-Burma-India Theater in August, 1943, he served one year overseas and was awarded the Distinguished Flying Cross with one Oak Leaf Cluster, the Air Medal with one Oak Leaf Cluster and the Asiatic-Pacific Theater Ribbon with one Battle Star. Returning to this country in August, 1944, he also served with the 372nd Fighter Group at Alexandria, Louisiana. Lieutenant Townsend was placed on inactive status at Camp Chaffee, Arkansas, September 23, 1945.



JESSE E. TOWNSEND, JR.



STACY E. DALBY

Sgt. Stacy Edward Dalby, son of Hattie May Meeks and Thomas Benjamin Dalby, was born December 26, 1911, in Pine Bluff, Arkansas. He attended 6th Avenue Grammar School and Pine Bluff High School, afterwards being employed by Hill's Advertising Service and the Arkansas Power and Light Company. Entering the Air Corps August 11, 1943, he received basic training at Westover Field, Massachusetts, and Bradley Field, Connecticut, and attended Demolition School at Richmond, Virginia. He qualified as marksman with M-1 rifle and as sign painter. Attached to the 883rd Airborne Engineers, Sergeant Dalby departed April 2, 1944, for Chabua, Assam, India, and remained overseas for more than two years. He participated in campaigns in North Africa, China, Burma, and India. After being honorably discharged May 2, 1946, at Camp Chaffee, Arkansas, he returned to Pine Bluff, where he lives with his wife, Georgia Adell.

Aviation Radioman 2/c John Merton Duckett is the son of Mrs. Grace Duckett of Pine Bluff where he was born January 29, 1919. He was educated at Pine Bluff High School and the Judkins Commercial College and was employed as a locomotive fireman by the St. Louis and Southwestern Railway Company until he entered the United States Navy May 19, 1943. He served his boot training period at San Diego, California, and then attended the Naval Air Technical Training Station at Memphis, Tennessee. He also completed courses at the Gunnery School at Jacksonville, Florida, and received operational training at Lake City, Florida, and Beaufort, South Carolina. A veteran of three year's service as an aviation radioman and aerial gunner, he was honorably discharged March 10, 1946, at Bainbridge, Maryland.



JOHN MERTON DUCKETT



JOE M. FAUCETT, JR.

Sgt. Joe M. Faucett, Jr., is the son of Mr. and Mrs. J. M. Faucett of Pine Bluff, where he was born February 20, 1923. He attended Pine Bluff High School and the Arkansas State Teacher's College and was employed by the Cotton Belt Railroad until entering the military service January 15, 1943. Sergeant Faucett completed his basic training at Kearns, Utah, and served in this country with the 129th Base Unit at the Columbia Air Base, Columbia, South Carolina, until he was sent to Manila in the Philippine Islands in August, 1945. He served seven months overseas in the Philippines and in the Army of Occupation of Japan and earned the Asiatic-Pacific Theater Ribbon, the Good Conduct Medal, American Theater Ribbon and the Victory Ribbon. Sergeant Faucett was honorably discharged at Camp Chaffee, Arkansas February 13, 1946.

S. 1/c Jack Casper Weber is the son of Mr. and Mrs. Eugene C. Weber of Pine Bluff, where he was born June 14, 1923. He attended Pine Bluff High School until enlisting in the U. S. Maritime Service September 1, 1943. He attended the Merchant Marine School at Sheepshead Bay, New York for four months. Arriving in Southampton, England, in March, 1944, he was assigned to a ship that had the job of supplying troops and supplies to the beachheads during the early days of the invasion of France and until the beachheads were well consolidated. Overseas 11 months, he returned to this country in January, 1945, and has seven months yet to serve of his enlistment.



JACK C. WEBER



J. M. SHULTS

Pvt. J. M. Shults is the son of Mrs. Sarah A. Shults of Pine Bluff, where he was born January 22, 1924. He attended Pine Bluff High School and was employed by the Kroger Grocery and Baking Company until entering the Army May 19, 1943. After completing his basic training at Camp Wallace, Texas, and Camp Chaffee, Arkansas, he became a cook and mess sergeant. Arriving with his unit, Company D, 174th Infantry Regiment, in the European theater in August, 1944, he took part in the Northern France and Rhineland campaigns and was captured by the Germans December 15, 1944. Liberated by American forces April 12, 1945, he was awarded the European Theater Ribbon with two Battle Stars, the Purple Heart with one Oak Leaf Cluster for wounds suffered in France and Germany, the American Theater Ribbon, Victory Ribbon and the Combat Infantryman Badge. Overseas a total of nine months, he was returned to this country and was honorably discharged December 21, 1945, at the Army and Navy General Hospital at Hot Springs, Arkansas.

Sgt. Harold Sylvesta Soffar, son of the late Mr. and Mrs. Ben Soffar, was born November 29, 1918, in Harmony, Arkansas. He attended Harmony and Woodlawn schools, afterwards being employed as a grocery store operator. Entering the Medical Corps March 7, 1944, he received basic training at Camp Barkeley, Texas, and attended Cooks 'and Bakers' School, qualifying for cooking in the Medical Corps. He served with the 179th Station Hospital and departed June 5, 1945, for Adak in the Aleutian Islands, remaining overseas for nearly nine months. Sergeant Soffar was awarded Good Conduct Medal, American Theater Ribbon, Asiatic-Pacific Theater Ribbon, and Victory Ribbon. After being honorably discharged March 29, 1946, at Camp Chaffee, Arkansas, he returned to his home in Pine Bluff, where he lives with his wife, Dorothy Lorene, and their child.



HAROLD S. SOFFAR



JAMES B. RICE

PhM 2/c James B. Rice, son of James Aaron and Esther Lee Rice of Pine Bluff, was born at Humphrey, Arkansas, November 26, 1921. He is a graduate of Pine Bluff High School and was employed by the Kroger Grocery and Baking Company at Pine Bluff, until entering the Navy September 15, 1942. Upon the completion of his boot training at San Diego, California, he attended the Hospital Corps School and later served one and one-half years in this country while attached to Marine Air Group 15. In February, 1944, he was sent to the Central Pacific area and saw action in the battles for Peleliu and Iwo Jima. Overseas more than 15 months, Mate Rice holds the Asiatic-Pacific Theater Ribbon, American Theater Ribbon, and the Good Conduct Medal. He was honorably discharged September 21, 1945, at Shelton, Virginia.

Seaman 2/c Arvil Rice was the son of James Aaron and Esther Lee Rice of 1309 West 5th St., Pine Bluff. Born at Humphrey, Arkansas, August 29, 1924, he completed his education at Pine Bluff High School and was employed by the Kroger Grocery and Baking Company until entering the U. S. Navy January 19, 1943. Seaman Rice served his boot training period at the U. S. Naval Training Station, San Diego, California. This brave sailor lost his life aboard the U. S. S. Altamaha, April 30, 1943, while this ship was at sea in the Pacific area.



ARVIL RICE



LYNN E. GILBERT

Cpl. Lynn Edwynn Gilbert, son of Mr. and Mrs. Luther E. Gilbert, was born September 24, 1922, at Hope, Arkansas. Graduating from the Pine Bluff High School in 1941, he was employed as clerk for the St. Louis and Southwestern Railway until entering the U. S. Marine Corps November 4, 1942. Receiving boot training at San Diego, he served six months attached to First Marine Division and departed April 15, 1943, for Australia. He participated in operations on New Britain, New Guinea, Peleliu and Okinawa, receiving a wound in action at Peleliu. Corporal Gilbert was awarded the Purple Heart and Presidential Citation and received an honorable discharge at Great Lakes, Illinois, December 2, 1945. He lives in Pine Bluff with his wife, Edna Mae.

Pfc. Newton B. Martin, son of Mr. and Mrs. J. D. Martin of Pine Bluff, was born at Rison, Arkansas, December 24, 1921. He attended Jackson High School at Jackson, Tennessee, and was employed by the Pine Bluff Cotton Oil Mill before entering the United States Army January 25, 1944. Sent to Camp Wolters, Texas, for basic training, he became an expert rifleman and machinegunner and was sent to England July 25, 1944, with his unit. Overseas seven months, he served as a machinegunner on armored vehicles during the Normandy, Central France and Germany campaigns and was wounded in the left chest and right arm. His military decorations include the European Theater Ribbon with three Battle Stars, the Bronze Star Medal, the Order of the Purple Heart and two Expert Marksmanship Medals (rifle and machinegun). Private Martin was honorably discharged from the service April 13, 1945, at Kennedy General Hospital, Memphis, Tennessee. He is the husband of Dale Martin.



NEWTON B. MARTIN



THOMAS J. HARRELL

1st Lt. Thomas Jefferson Harrell, son of Mrs. J. A. Harrell, and the late Mr. Harrell, was born August 26, 1916 in Pine Bluff, Arkansas. He was graduated from Senior High School, Pine Bluff, and attended Louisiana State University and University of Arkansas for four years, after which he was employed by the DuPont Company in Memphis, Tennessee. Entering the Army Air Corps February 10, 1943, he attended Cadet Flying School at Maxwell Field, Alabama, and qualified as pilot (twin engine), and was attached to the 554th A. A. F. Base Unit Municipal Airport, Memphis, Tennessee. He departed January 3, 1945, for the China-Burma-India Theater of Operations and served overseas for 10 months, participating in the campaigns in China, India and Central Burma. Lieutenant Harrell was awarded the Asiatic-Pacific Theater Campaign Ribbon, American Theater Ribbon and World War II Victory Ribbon and a commendation for his outstanding skill and airmanship in transporting American ground troops. After being honorably discharged January 21, 1946, at Barksdale Field, Louisiana, he returned to Pine Bluff.

Lt. James Clifford Harrell is the son of Addie Belle and the late James Asberry Harrell of Pine Bluff where he was born January 16, 1907. He attended Pine Bluff High School, Ouachita College and was graduated from University of Missouri. He attended Officer's Reserve Training Corps and served with the Officer's Reserve Corps from 1930 until 1935. In this emergency, he entered the military service February 27, 1943, and served his basic training at Camp Roberts, California. He has also attended service schools at Ft. Leavenworth, Kansas. Assigned to a Medical Service Company, he was sent to the Pacific area in June, 1943, and saw a total of two years and three months of foreign service. Holder of the Presidential Unit Citation and the Asiatic-Pacific Theater Ribbon, he was returned to the United States and was honorably discharged at Camp Beale, California, September 25, 1945. His wife is Dorothea Lee Harrell. He is now employed by the Coca-Cola Company at Los Angeles, California.



JAMES C. HARRELL



GEORGE R. RILEY

S/Sgt. George R. Riley is the son of Mary Sue and James R. Riley of Pine Bluff, Arkansas. He was born February 23, 1919, at Little Rock and attended Portland (Arkansas) High School before entering the Air Force May 4, 1942. Sent to Camp Robinson for basic training, he later attended the Harlingen Aerial Gunnery School at Harlingen, Texas, and served with the 330th Bomb Group, 457th Bomb Squadron as an aerial gunner. Arriving in England March 25, 1944, he took part in the air offensive over Europe and the Normandy campaign. On July 21, 1944, after having successfully flown 28 combat missions, his plane was shot down over Stuttgart, Germany, and he was captured and imprisoned at Mooseburgh, Austria. He was liberated by advancing Allied forces April 29, 1945. Overseas 15 months, he was awarded the Air Medal with three Oak Leaf Clusters, the Good Conduct Medal and the European Theater Ribbon with two Battle Stars. Sergeant Riley was honorably discharged September 2, 1945, at Camp Chaffee, Arkansas. He and his wife, Eleanor, have a son.

S/Sgt. Joseph Ulyse Verret, Jr., is the son of Joseph and Hazel Verret of Pine Bluff. Born in that city July 17, 1922, he was graduated from Pine Bluff High School and was then employed by the Consolidated Aircraft Company at San Diego, California. Entering the military service December 2, 1942, he was sent to Sheppard Field, Texas, for basic training and later to Radio School at Sioux Falls, South Dakota. Arriving in the China-Burma-India theater in October, 1944, he saw more than a year of foreign service as a member of a combat cargo group. Participating in the Burma-India campaign, China campaign and the air battle of Burma, he was awarded the Distinguished Flying Cross with two Oak Leaf Clusters, the Air Medal with three Oak Leaf Clusters and the Good Conduct Medal. Sergeant Verret was honorably discharged October 23, 1945, at Camp Beale, California.



JOSEPH U. VERRET, JR.



LEONARD F. BASSETT

Lt. Comdr. Leonard Flourne Bassett is the son of Mr. and Mrs. Leonard Edward Bassett of Pine Bluff, where he was born January 13, 1917. He attended the Pine Bluff Schools, Arkansas State College, and was graduated from the United States Naval Academy at Annapolis, Maryland, in 1940. Lt. Commander Bassett was assigned to the U. S. S. Concord immediately after graduation and was later sent to the U.S.S. St. Louis. He was on this ship when she was hit during the first attack on Truk and during the seige of Leyte in the Philippines. He made the landings at Guam, Saipan, Iwo Jima, and took part in the battle for Okinawa. This gallant officer is a Regular Navy officer and will remain in the Navy. He and his wife, Catherine Garthwaite, have one child, Ann Haywood.

Lt. (j. g.) John Washington Bassett was born at Pine Bluff December 16, 1920, the son of Mr. and Mrs. Leonard Edward Bassett. He is a graduate of the University of Arkansas and the Tulane University School of Medicine. Upon completion of his medical training and internship at Philadelphia General Hospital in July, 1945, he entered a United States Marine Field Medical Unit and is now stationed in the Separation Center at the Great Lakes Training Station, Great Lakes, Illinois. Lieutenant Bassett expects to serve for two more years.



JOHN W. BASSETT



TEDDY R. CAVIN

Pfc. Teddy R. Cavin, son of Wylie and Louise Metcalf Cavin of North Little Rock, was born at Waterproof, Louisiana, November 11, 1915, and moved to Arkansas with his family in 1931. He attended Waterproof High School and was a tourist camp operator and construction worker until he entered the United States Army, April 13, 1944. Private Cavin served his basic training at North Camp Hood, Texas, and became a truck driver and supply clerk attached to Headquarters Company, 816th Tank Destroyer Bn. In February, 1945, he was sent to the European theater and remained overseas for almost 14 months. Holder of the European Theater Ribbon, the Good Conduct Medal, and the Victory Ribbon, he spent 10 months with the Army of Occupation in Germany and was honorably discharged April 5, 1946. He and his wife, Opal, are the parents of two children.



Storekeeper 1/c Richard Henry Bunn, son of Mr. and Mrs. William C. Bunn, was born January 30, 1915, in Longville, Louisiana, moving to Arkansas in 1915. He graduated from Pine Bluff, Arkansas, High School and was engaged for 10 years as cashier and office manager of Holsum Baking Company. Entering the Naval Reserve May 19, 1943, he received basic training at San Diego, California, specializing in bookkeeping. After serving at the U. S. Naval Air Station in Seattle, Washington, he departed August 28, 1943, for the Solomon Islands and the Pacific Theater of Operations. Overseas for a year and seven months, he participated in the Bougainville-Treasury campaign and was awarded Asiatic-Pacific Theater Ribbon with one Star, American Defense Ribbon, and World War II Victory Ribbon. He was honorably discharged January 6, 1946, at Bremerton, Washington, and returned to Pine Bluff, Arkansas, where he lives with his wife, Mabel. He is now employed as treasurer and assistant general manager of the Holsum Baking Company.



RICHARD H. BUNN



WILLIAM M. THARPE

Signalman 3/c William M. Tharpe, son of Mrs. Felcia M. Tharpe, was born May 10, 1927, in Pine Bluff, Arkansas. He attended Pine Bluff Elementary and High School. Entering the Navy July 31, 1943, he received boot training at San Diego, California, and attended Amphibious Training School, qualifying in communications. He departed January 13, 1944, for the South Pacific and remained overseas for a year and eight months. Signalman Tharpe participated in campaigns of the Marshall Islands, New Guinea, Palau Islands, Guam, Leyte and Luzon in the Philippines, and New Britain, and was awarded American Theater Ribbon, Asiatic-Pacific Theater Ribbon with five Battle Stars, Philippine Liberation Ribbon with two Battle Stars, and the Victory Ribbon. After being honorably discharged December 12, 1945, at Memphis, Tennessee, he returned to his home in Pine Bluff. On January 8, 1946, he entered the University of Tennessee, majoring in business administration.



PLATE 14

1.—S/Sgt. Charles W. Nichols, was the son of Mr. and Mrs. John A. Nichols of Pine Bluff, where he was born December 10, 1920. After attending Jordan High School he was employed as a clerk by Levine Brothers Dry Goods Company at Pine Bluff until entering military service May 1, 1942. He received his basic Air Corps training at Las Vegas, Nevada, and later attended service schools at Tucson and Phoenix, Arizona. Sergeant Nichols arrived overseas in April, 1943, and took part in the air strikes in Romania, Sicily, Italy and Germany. In a raid on the airdrome at Memmingen, Germany, July 18, 1944, the plane in which he was an aerial gunner, was shot down and Sergeant Nichols was reported as missing in action on that date. One year later the War Department reported and recorded him as killed in action. He had flown 58 combat missions and his family received the Purple Heart, Citation of Honor and Presidential Unit Citation which he had been awarded.

2.—Lt. (j.g.) Don Ashley Reed, son of Mrs. Rowena June Whittaker and the late Frank Ashley Reed, was born August 2, 1914, in Wichita, Kansas, moving to Arkansas in 1938. He attended Wichita High School, North Wichita University, and the University of Illinois. Entering the Navy April 27, 1943, he received boot training at Quonset Point, R. I., and attended Fighter Director School at St. Simons Island, Georgia, qualifying in fighter direction. Lieutenant Reed served in the United States with C. A. S. U. 23 and 24 and departed in February, 1944, for a year and nine months of service in Pacific waters. He participated in landings at Palau, second battle of the Philippines, landings at Leyte, escort of forces to Mindoro, landings at Luzon and Okinawa, and occupation of the Bay of Ominato, Japan, aboard the Escort Carrier (CVE-78) U.S.S. Savo Island. The operations of his ship included supplying aircraft for initial landing operations. After being honorably discharged December 18, 1945, at New Orleans, Louisiana, he returned to Pine Bluff, Arkansas, where he lives with his wife, Margaret, and their son.

3.—Pfc. Kenneth Delbert Temple, son of James Isaac and Maggie Ava Temple of Humphrey, Arkansas, was born at England, Arkansas, on March 20, 1910. He attended the Humphrey schools and was engaged in farming until entering the Army April 28, 1942. He became an anti-aircraft gun crewman and served with Battery A, 401st Coast Artillery (AA) in the European theater, arriving there in May, 1943. Overseas a total of almost 30 months, he took part in the bitter fighting in Sicily and in the Naples-Foggia, Rome-Arno, Northern Apennines and Po Valley campaigns in Italy. Private Temple was awarded the Silver Star Medal, the Good Conduct Medal and the European Theater Ribbon with five Battle Stars. He was honorably discharged October 20, 1945, at Jefferson Barracks, Missouri.

4.—S/Sgt. Edward Lloyd Gilmore, son of Mr. and Mrs. Sam Gilmore of Pine Bluff, was born June 20, 1919, at Redfield, Arkansas. After graduation from Pine Bluff High School, he entered the military service January 8, 1941. Sent to Jefferson Barracks, Missouri, for basic training, he later attended the Bell Aircraft School at Niagara Falls, New York, and became an aircraft mechanic. Arriving in Australia in January, 1942, he remained overseas almost 20 months and served with his unit, the 7th Fighter Squadron, throughout the East Indies, New Guinea and Papua campaigns. He is the holder of the Presidential Unit Citation with an Oak Leaf Cluster as well as Asiatic-Pacific Ribbon with three Battle Stars, Good Conduct Medal and Sharpshooter's Medal for the carbine. Sergeant Gilmore was honorably discharged September 10, 1945, at Camp Chaffee, Arkansas.

5.—T/Sgt. Daniel A. McDonald, son of Mr. and Mrs. Dan McDonald, was born August 26, 1918, in Pine Bluff, Arkansas. He attended Monticello A. & M.

College at Monticello, Arkansas, and Northeastern State College at Tahlequah, Oklahoma. Entering the Army Air Corps June 24, 1941, he received basic training at Camp Callan, California, and attended Weather Forecasting School at Chanute Field, Illinois, qualifying as weather forecaster and carbine sharpshooter. Sergeant McDonald served in the United States for a year and nine months and overseas for two years and seven months at Aden, Arabia, and Cairo, Egypt. He was awarded the Good Conduct Medal and was honorably discharged November 21, 1945, at Seymour Johnson Field, Goldsboro, N. C. He lives in Pine Bluff with his wife, Mary.

6.—T/Sgt. Grover Emanuel Davis, Jr., son of Grover E. and Bessie Davis of Barnhart, Missouri, was born at Gillett, Arkansas, October 2, 1918. Upon completion of his education at Gillett and at Altheimer High School, he was employed as a store manager at Altheimer until entering the Army April 10, 1942. Sent to Camp Robinson, Arkansas, for basic training, he was assigned to the medical department and received training as a technician at Fitzsimmons General Hospital. Arriving in Guam in October, 1944, Sergeant Davis remained overseas for more than a year and took part in the Pacific campaign. Holder of the Asiatic-Pacific Theater Ribbon with one Battle Star and the Good Conduct Medal, he was honorably discharged November 19, 1945, at Jefferson Barracks, Missouri. He is married and he and his wife, Miriam Lyon, have two children.

7.—Pvt. John William Ulmer, son of Mr. and Mrs. Roy Ulmer, Sr., was born at Little Rock, December 30, 1921. He received his education by attending Little Rock Grade and Junior High Schools, Bryant Senior High School, and Draughon's Business College at Little Rock. He was employed as installer by the Western Electric Company prior to enlisting in the Army Signal Corps September 9, 1942. Private Ulmer received specialized training at Primary Radio School, Little Rock; Pre-Radar School, University of Arkansas, and Radio Technician School at Philadelphia, qualifying for radio and radar technician. After serving for more than one year, he was honorably discharged at Camp Robinson, December 22, 1943, returning to Pine Bluff where he lives with his wife, Clorise.

8.—Pfc. Edward Eugene Lyon, son of Anna Rice and Harley Nelson Lyon, was born August 19, 1923, in Martel, Ohio, moving to Arkansas March 20, 1936. He attended Martel School, Altheimer High School, and Monticello A. & M. College. Entering the Infantry September 8, 1944, he received basic training at Camp Robinson, Arkansas, and attended Truck Drivers' School. Private Lyon departed January 15, 1945, for the European Theater of Operations and participated in European campaigns. He was awarded the European-African-Middle Eastern Theater Ribbon with two Battle Stars, Combat Infantryman's Badge, Good Conduct Medal, World War II Victory Ribbon and the Occupation Ribbon. Private Lyon was honorably discharged July 31, 1946, at Ft. Bragg, North Carolina.

9.—2nd Lt. James Burnell Rounder, son of Mrs. Rozell Rounder of Pine Bluff, was born at Brinkley, Arkansas, January 1, 1918. After graduating from Pine Bluff High School, he was employed as a bookkeeper and cashier for a real estate firm until entering the Air Corps December 15, 1942. After receiving his basic training at Sheppard Field, Texas, he received flight training at Blythe and Merced, California, and at Marfa, Texas, and was commissioned as a pilot June 27, 1944. Arriving in England in September, 1944 with his unit, the 394th Bomb Group, he saw 15 months of foreign service and took part in the Ardennes, Central Europe and Rhineland campaigns. Holder of the European Theater Ribbon with three Battle Stars, the Air Medal with four Oak Leaf Clusters, Ameri-

can Theater Ribbon and the Victory Ribbon, he was placed on inactive duty January 20, 1946, at Jefferson Barracks, Missouri.

10.—**Lt. John D. McDonald**, son of Mr. and Mrs. Dan McDonald, was born September 25, 1920, in Pine Bluff, Arkansas. He attended Pine Bluff High School and Northeastern State College at Tahlequah, Oklahoma. Entering the Navy in October, 1942, he attended Midshipmen's School at Chicago, Illinois. Lieutenant McDonald departed in March, 1943, for two years and eight months of overseas duty in both the Atlantic and Pacific Theaters of Operations. He participated in campaigns of New Georgia, Russel Island, Bougainville, and Green Island and the P. T. Squadron campaign off Vella LaVella Island and was awarded Asiatic-Pacific Theater Ribbon with four Stars and American Theater Ribbon. After being honorably discharged December 24, 1945, at New Orleans, Louisiana, he returned to Pine Bluff, Arkansas, where he lives with his wife, Louise.

11.—**Petty Officer Howard B. Wilson**, son of Mrs. Clara B. Wilson of Pine Bluff, Arkansas, was born January 8, 1912. He attended Pine Bluff Public Schools and was employed by Crow-Burlingame, Little Rock; Arkansas Ordnance Plant and Arkansas Music Company, Pine Bluff, Arkansas. He entered the United States Navy January, 1944. He and his wife, Ellen Whiteaker Wilson, have four children.

12.—**Cpl. Franklin Eugene Butler**, son of John T. and Ida M. Butler, was born at Lake City, Arkansas, August 17, 1913. Prior to entering the Army he was employed as a painter. Enlisting in 1942, he received basic training at Ft. Lewis, Washington, specializing as mechanic. Attached to 742nd Tank Battalion, he served 40 months and received the Mechanic's Medal. He was honorably discharged at Ft. Ord, California, October 13, 1945. He and his wife, Merlie Marie, are the parents of two children.

13.—**Pfc. Thornton Butler**, son of John and Ida Butler, was born at Wheatley, Arkansas, July 10, 1922. After attending Mississippi County High School, he was employed as a carpenter. Entering the Infantry November 13, 1942, he received basic training at Ft. Benning, Georgia, specializing as carpenter. Attached to 117th Inf. Regiment, he was sent to the European Theater of Operations February 11, 1944, and participated in the campaigns of Normandy, Rhineland, and the Ardennes. Private Butler received Sharpshooter's Medal and was awarded European Theater of Operations Ribbon with three Bronze Stars, American Theater Ribbon, World War II Ribbon, Victory Ribbon, and the Purple Heart for wounds received in action. Returning to the United States he was honorably discharged at Camp Atterbury, Indiana, December 25, 1945. He lives in Pine Bluff.

14.—**T/Sgt. Claud Rutherford**, son of Ell Rutherford of Redfield, Arkansas, was born October 8, 1921 at Sheridan, Arkansas. He attended Redfield High School and enlisted in the Air Corps May 5, 1941. Sergeant Rutherford received his basic training at Camp Robinson, Arkansas, and later became a parachute rigger. He saw action on far-flung fronts, from the Aleutian Islands to New Guinea in the South Pacific. With a total of almost 35 months of foreign service, he saw action in the Aleutian Islands, New Guinea, the Philippines and the Western Pacific and was awarded the Asiatic-Pacific Ribbon with one Silver Star, the Good Conduct Medal, the American Defense Ribbon and the Philippine Liberation Ribbon with Star. He was honorably discharged October 28, 1945, at Camp Chaffee, Arkansas.

15.—**Cpl. Thomas Henry Rutherford**, son of Ell and Ollie Rutherford of Redfield, Arkansas, was born at Sheridan, Arkansas, August 2, 1916. He attended Redfield High School and was employed as a telephone lineman until entering the military service July 9, 1941. Sent to Camp Roberts, California, for basic training, he later attended Com-

munications School and was assigned to the famous 41st Infantry Division. Arriving in the Pacific area in March, 1942, he saw 33 months of overseas duty, seeing action in Papua, New Guinea, Atapie and Wakde and Biak Islands. Wounded in June, 1944, he was awarded the Purple Heart, the Good Conduct Medal, American Defense Service Ribbon, Asiatic-Pacific Theater Ribbon and the Combat Infantryman Badge. Corporal Rutherford was honorably discharged September 19, 1945, at Camp Chaffee, Arkansas. His wife is the former Anna Laura Hendrix.

16.—**1st/Sgt. Robert Dee Garrett** is the son of Mr. and Mrs. Stephen Ivy Garrett of Altheimer, Arkansas, where he was born March 31, 1917. He attended Altheimer High School and Arkansas A. & M. College and was principal of Fountain Hill, Arkansas, before entering military service. Sergeant Garrett entered the National Guard in September, 1937, and entered active service with the 206th Coast Artillery January 6, 1941. He became a mess sergeant and later a first sergeant and was sent to Alaska in August, 1941. Sergeant Garrett served in Alaska and was returned to the United States. He was later sent to Hawaii. Overseas a total of 31 months, he saw action in the Aleutians campaign and holds the Asiatic-Pacific Theater Ribbon with one Battle Star, the American Defense Service Ribbon with foreign service clasp, Good Conduct Medal and Victory Ribbon. He was honorably discharged at Camp Chaffee, Arkansas, October 31, 1945. His wife is Johnnie Pearl Garrett.

17.—**Sgt. Martha Garrett Powers** is the daughter of Mr. and Mrs. Stephen Ivy Garrett of Altheimer, Arkansas. Born at Altheimer March 14, 1915, she was educated at Altheimer High School and the Miller-Hawkins Business School at Memphis, Tennessee. She was a bookkeeper at the Franklin Laundry and Cleaners at Memphis before entering the Women's Army Corps March 15, 1943. Sergeant Powers served her basic training at Ft. Des Moines, Iowa, and specialized in office work. Holder of the Good Conduct Medal and the Women's Auxiliary Corps Ribbon, she served almost two years of military service and was honorably discharged at the Smoky Hill Army Air Field, Salina, Kansas, January 10, 1945. She and her husband have one child.

18.—**Gunnery Sgt. Fred Clifton Cearley**, son of Fred C. and Dora Cearley of Pine Bluff was born October 8, 1914 at Sheridan, Arkansas. He attended the Pine Bluff schools and Dermott High School and was employed in railroad work until enlisting in the United States Marines April 17, 1934. Sergeant Cearley served his basic training at Parris Island, South Carolina, and served in this country until he was sent to the Southwest Pacific area in January, 1942. Overseas 18 months, he saw action at Guadalcanal and Tulagi and won the Asiatic-Pacific Theater Ribbon, Presidential Unit Citation, American Defense Service Ribbon and the American Theater Ribbon. He has held the Good Conduct Medal for eight years. Also an expert with the rifle, automatic rifle, machine gun and pistol, he is a veteran of more than 12 years in the Marine Corps. Sergeant Cearley is still in the service, stationed at Camp Pendleton, California. His current enlistment expires in April, 1947. He and his wife, Lillian Frances, have one child.

19.—**Capt. Henry Keith Cearley**, son of Mr. and Mrs. Fred C. Cearley of Pine Bluff was born at Dermott, Arkansas, June 9, 1921. Educated in the Dermott and McGehee public schools, he was employed by the Western Electric Company at Little Rock until entering the Air Corps June 29, 1942. Sent to Midland, Texas, he was trained and commissioned as a bombardier. In December, 1943, he was sent to the 8th Air Force in England and in two tours of overseas duty in the European Theater, he flew 54 combat missions with the 8th Air Force. Holder of the Distinguished Flying Cross with one Oak Leaf Cluster, Air Medal with nine Oak Leaf Clusters, Presidential Unit Citation with an Oak

Leaf Cluster and the European Theater Ribbon with five Battle Stars, he was placed on inactive duty at Pine Bluff, December 25, 1945. His wife is Frances Louise Cearley.

20.—T/Sgt. Lowell A. Cearley, son of Mr. and Mrs. Fred C. Cearley of Pine Bluff, was born at Sheridan, Arkansas, December 11, 1918. He attended Dermott High School and Monticello A. & M. before entering the Army September 20, 1939. Sent to Randolph Field, Texas, for basic training, he later

received special training at Scott Field, Illinois, and Lowry Field, Colorado. Arriving in Egypt in July, 1942, with the 83rd Bob Squadron, he saw widespread action both in the African and Italian theaters and then in the China-Burma-India theater. Overseas a total of three years, Sergeant Cearley is the holder of the Presidential Unit Citation, the Good Conduct Medal, European Theater Ribbon with one Silver Battle Star, Asiatic-Pacific Ribbon with two Battle Stars and the American Defense Service Ribbon. He was honorably discharged on July 3, 1945, at Camp Chaffee, Arkansas.

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1.—Lt. Commander Benjamin Campbell Jarvis, son of Maybell Campbell and J. Pitts Jarvis, Sr., was born August 9, 1916, in Pine Bluff, Arkansas. He attended Pine Bluff High School. Entering the Navy June, 1935, he attended the United States Naval Academy, qualifying as submarine commander. He served in the United States for five years and overseas for six years, participating in 14 sub-sweeps in the South Pacific, and was awarded the Navy Cross, Silver Star, Gold Star in lieu of second Silver Star, Bronze Star Medal, Navy Commendation Ribbon with Bronze Star, Sub-combat Insignia with two Silver and two Gold Stars, and letters of commendation from General MacArthur and the superintendent of the Naval Academy. He is still in the service and is married to the former Miss Patricia Whitley.

2.—Cpl. John Falls Bowen, son of Ruth Falls and Robert James Bowen, was born October 12, 1918, in Altheimer, Arkansas. He graduated from Altheimer High School and attended Monticello A. & M. College for three years. A member of the National Guard since 1937, he entered the Coast Guard January 6, 1941, receiving basic training at Monticello A. & M. and at Ft. Bliss, El Paso, Texas. Corporal Bowen departed August 16, 1941, for Dutch Harbor, Alaska, and remained overseas for a year and two months. He lost his life at Dutch Harbor October 19, 1942. Corporal Bowen is survived by his parents, who live in Altheimer.

3.—Aviation Ordnance Mate 2/c James William Carter is the son of Mrs. William C. Waller and the late J. W. Carter of Pine Bluff, where he was born April 22, 1923. He attended Pine Bluff High School and was employed at Levine Brothers Department Store at the time he entered the Navy on July 15, 1942. He completed his basic training at San Diego, California and then attended Aviation Gunnery School. Mate Carter served with Scouting Squadrons 12 and 47, and with Carrier Aircraft Units. In March, 1943, he was sent to Palmyra Island and remained overseas for 18 months. He is the holder of the Asiatic-Pacific Ribbon, Aviation Gunner's Wings, American Theater Ribbon, and the Good Conduct Medal. He was honorably discharged December 17, 1945, at Memphis, Tennessee.

4.—1st Lt. James A. Jarvis, son of Maybell Campbell and Jessie Pitts Jarvis, Sr., was born June 10, 1922, in Pine Bluff, Arkansas. He attended Pine Bluff High School. Entering the Army Air Force March 24, 1942, he received basic training at San Antonio, Texas, and attended Pilots' School and Airplane Mechanics' School at Rantoul, Illinois, qualifying as airplane pilot. He departed in July, 1944, for combat duty overseas and remained in the South Pacific Theater of Operations for a year and four months, spending three months with the Army of Occupation. He was awarded South Pacific Theater Ribbon, six Battle Stars, American Theater Ribbon, Air Medal with one Oak Leaf Cluster, and Victory Medal. He is still in service at Scott Field, Illinois. His home is in Pine Bluff.

5.—S/Sgt. Robert J. Bowen, Jr., son of Ruth Falls and Robert James Bowen, Sr., was born January 29, 1917, in Altheimer, Arkansas. He graduated from Altheimer High School and attended the University of Arkansas at Fayetteville for three years. Entering the Army Air Force May 15, 1942, he received basic training at A. A. F. Airplane Mechanic Training Detachment, Casey Jones School, Newark, N. J. Sergeant Bowen served overseas for two years and 10 months, participating in the air offensive over Europe, Normandy, Rhineland, Ardennes, and Central Europe and was awarded Good Conduct Medal, six Bronze Stars, Unit Citation, and European-African-Middle Eastern Theater Ribbon. He was honorably discharged September 26, 1945, at Jefferson Barracks, Missouri, and returned to his home in Altheimer.

6.—T/Sgt. Fred S. Moore, son of Mr. and Mrs. Fred Moore, was born September 9, 1918, at Heber Springs, Arkansas. He attended Pine Bluff High School and Louisiana State Teachers' College. Entering the Army Air Corps March 30, 1942, he received basic training at Kelly Field, Texas. Serving three years attached to the 622nd A. A. F. Band, he departed January 4, 1945, for Italy, where he served one year. Returning to the United States January 22, 1946, he was honorably discharged January 29, 1946, at Camp Shelby, Mississippi. He lives in Pine Bluff with his wife, Clarice.

7.—Capt. Byron Leon Wilson, son of Mr. and Mrs. H. A. Westall, was born October 1, 1917, at Monticello, Arkansas. He attended Pine Bluff High School and A. & M. College at Monticello, afterwards being employed as high school band director. Enlisting in the Army Ordnance June 6, 1941, he received basic training at Ft. George Wright, Washington, and by attending Officer Candidate School at Aberdeen, Maryland, qualified for ammunition officer. After serving over two years attached to 40th Service Group (Avn.), he departed March 3, 1944, for Italy and participated in the Rome-Arno offensive. He also served in the Asiatic-Pacific theater, arriving at Tinian August 29, 1945. In addition to Sharpshooter's Medal, Captain Wilson received the American Defense Medal and European-African-Middle Eastern Theater, Asiatic-Pacific Theater, American Theater, and Victory Ribbons. He was honorably discharged at Camp Chaffee, February 22, 1946. He and his wife, Virginia, live in Pine Bluff with their child.

8.—Maj. J. Pitts Jarvis, Jr., son of Maybell Campbell and Jesse Pitts Jarvis, Sr., was born November 15, 1918, in Pine Bluff, Arkansas. He attended Pine Bluff High School and the University of Arkansas School of Engineering. Entering the U. S. Army Ground Forces in September, 1941, he received basic training at Camp Croft, S. C., specializing as adjutant, infantry company, and receiving Marksmanship Medal and Infantry Combat Badge. Major Jarvis served for a year in the United States and departed in November, 1942, for the European Theater of Operations, remaining overseas for three years. He participated in campaigns of North Africa, Tunisia, Sicily, Italy, Normandy, Northern France, and Germany, being

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wounded in action in France in 1944, and spending six months with the Army of Occupation. He was awarded the Bronze Star Medal, Purple Heart, European Theater Ribbon with seven Battle Stars, and two Arrowheads. After being placed on terminal leave in January, 1945, at Camp Chaffee, he returned to Pine Bluff, where he lives with his wife, Marguerite.

9.—1st Lt. Orville L. Scott, son of Estelle D. and James Roy Scott, was born December 21, 1919, in Centerville, Arkansas. He attended Ola, Arkansas, High School. Entering the Air Corps September 4, 1940, he received basic training at Chanute Field, Illinois, and attended Airplane Mechanics' School at Chanute Field; Flying Cadet Schools for Pilot, Southeast Training Command; Electrical Specialists' School, Chanute Field; and Aircraft Maintenance Officers' School at Chanute Field. He qualified as single engine fighter pilot; weather observing and reporting pilot; aircraft maintenance officer, and aerial machine gun expert. Lieutenant Scott departed from the United States January 17, 1944, for the United Kingdom and remained overseas for more than nine months. He participated in the air offensive over Europe, campaigns of Normandy and Northern France, and the battle of Germany and was awarded the Distinguished Flying Cross, Air Medal with 27 Oak Leaf Clusters, and Presidential Unit Citation Badge with one Oak Leaf Cluster. He is still in the service. His wife, Amelia, and their child live in Ola, Arkansas.

10.—Ens. William H. Bowen, son of Ruth Falls and Robert James Bowen, was born May 6, 1923, in Altheimer, Arkansas. He graduated from Altheimer High School and attended Henderson State Teachers' College. Enlisting in the Naval Air Force December 2, 1942, he was called to active service August 1, 1943, and received training at Troy, N. Y.; Columbia, S. C.; Chapel Hill, N. C.; Peru, Indiana; DeLand, Florida; and Los Alamitos, California. Ensign Bowen served in the United States for two and a half years and was honorably discharged January 16, 1946, at Memphis, Tennessee. He lives in Altheimer.

11.—Cpl. George W. Gandy is the son of Mr. and Mrs. George W. Gandy of Pine Bluff, where he was born May 6, 1914. He attended Pine Bluff High School, Grand Central Art School at New York City and Washington University at St. Louis. Entering the military service February 7, 1941, he completed his basic training at Camp Robinson and was sent to the Aleutian Islands in April, 1942, for a stay of nearly 19 months. Returning to this country he served as an instructor in demolition at the Infantry School at Ft. Benning, Georgia, until he was honorably discharged October 16, 1945, at Ft. Benning, Georgia. He earned the American Defense Service Ribbon, the American Theater Ribbon and the Asiatic-Pacific Theater Ribbon with one Battle Star during his period of military service.

12.—Storekeeper Aviation 3/c Travis Wayne Scott, son of Estelle Doris and James Roy Scott, was born January 6, 1924, in Ola, Arkansas. He attended Ola High School. Entering the Navy February 25, 1944, he received boot training at Farragut, Idaho, and attended training schools at Jacksonville, Florida. He departed September 29, 1944, for the Central Pacific Theater of Operations and remained overseas for nine months. He was awarded Victory Ribbon, Asiatic-Pacific Ribbon, and American Theater Ribbon. After being honorably discharged April 6, 1946, at Memphis, Tennessee, he returned to his home in Ola, Arkansas.

13.—S. 2/c James Carl Scott, son of James Roy and Doris Estelle Hays of Little Rock, was born at Ola, Arkansas, September 27, 1925. He attended Ola High School and entered military service in the U. S. Coast Guard July 21, 1943. After completing his basic training period at Government Island, California, he was assigned to the Air-Sea Rescue branch and served with that unit throughout his Coast Guard service. A veteran

of almost two years' service, he was honorably discharged May 22, 1945, at St. Louis, Missouri.

14.—AMM. 1/c Augustus Winfield Leake, Jr., is the son of Augustus W. and Viola H. Leake of Altheimer, Arkansas, where he was born March 11, 1913. He attended Altheimer and England High Schools and Hendrix College at Conway before entering the U. S. Navy on March 27, 1942. This gallant seaman was very seriously burned and suffered a broken arm in a plane crash while performing his duties and was hospitalized for more than five months, being honorably discharged May 11, 1945, at the U. S. Naval Hospital, Pensacola, Florida. His wife is the former Edith Townsend of Wabbaseka, Arkansas.

15.—S/Sgt. Harold R. Leake, son of Augustus Winfield and Viola H. Leake of Altheimer, Arkansas, was born at England, Arkansas, March 11, 1908. He attended the Altheimer and England public schools and was a rural mail carrier until entering the military service April 10, 1942. He served his basic training period at Camp Joseph T. Robinson at Little Rock, and then served with the 9207th TSO of the Transportation Corps. A veteran of three and one-half years in the military service, he holds the American Theater Ribbon, Good Conduct Medal and the Victory Ribbon. He was honorably discharged at Barnes General Hospital, Vancouver, Washington, October 10, 1945. His wife is the former Annie Lou Bledsoe.

16.—Lt. Col. Hans S. Johnson, son of Mr. and Mrs. John B. A. Johnson, Sr., was born at Pine Bluff, September 17, 1917. He received his education by attending Louisiana State University, after which he was engaged in farming. Enlisting in the Army Air Corps September 9, 1940, he attended Flying Schools at Randolph and Kelly Fields and received pilot's rating April 26, 1941. Specializing as operations and training staff officer, Colonel Johnson spent over two years in the Canal Zone and was awarded the American Defense Ribbon and American Theater Ribbon with one Bronze Star. While on terminal leave, he was promoted to lieutenant colonel December 20, 1945. He was relieved from active duty and reverted to inactive status at expiration of terminal leave February 9, 1946.

17.—Lt. Col. John B. A. Johnson, son of Mr. and Mrs. John B. A. Johnson, Sr., of Pine Bluff, was born in that city October 17, 1910. He attended Mississippi State College and was employed as an engineer with the Arkansas Power & Light Company before entering military service December 4, 1940. Colonel Johnson had received his military training in the Mississippi State College R. O. T. C. unit and was assigned to the 94th Anti-Aircraft Bn. Arriving in Australia in February, 1942, he served as battalion commander of his unit throughout the East Indies, Papuan, New Guinea, Bismarck Archipelago and Southern Philippines campaign. Overseas 40 months, he is the holder of the Presidential Unit Citation, American Theater Ribbon, European Theater Ribbon, Asiatic-Pacific Theater Ribbon with five Battle Stars and one Arrowhead, Philippine Liberation Ribbon and the American Defense Service Ribbon. He was wounded in action in New Guinea. Colonel Johnson was placed on inactive duty at Camp Chaffee, Arkansas, September 22, 1945. He and his wife, Ethel, have a daughter.

18.—Maj. Kenneth Culver Johnson is the son of Mr. and Mrs. John B. A. Johnson of Pine Bluff, where he was born September 7, 1912. He is a graduate of Pine Bluff High School and Mississippi State College and was employed as an engineer for the Arkansas Power and Light Company until entering military service May 8, 1942. He was a member of the Chemical Warfare branch and attended the advanced course of the Chemical Warfare School. Major Johnson is a veteran of almost four years' service both in this country and in the European theater. He served as engineering and utility maintenance officer with his unit. He was placed on inactive duty January 10, 1946, at Ft. Meade, Maryland. Major Johnson and his wife, Helene, have one son, Kenneth C. Johnson, Jr.

19.—Pfc. Elzie E. Meeks, son of Mr. and Mrs. William B. Meeks, was born at Rison, Arkansas, September 11, 1913. He received his education by attending Pine Bluff High School and entered the Army Air Corps November 11, 1942. Receiving basic training at Robins Field, Georgia, he qualified for supply clerk. After serving in the United States 30 months, Private Meeks was sent to the Asiatic-Pacific theater, arriving at Okinawa July 24, 1945. He served six months overseas and was honorably discharged at San Antonio, January 21, 1946. He and his wife, Mary Ruth, live in Hot Springs with their child.

20.—S/Sgt. William Gordon Meeks, son of Mr. and Mrs. William Breckenridge Meeks, was born February 25, 1922, at Warren, Arkansas. He received his education by attending Pine Bluff High School

and Modern School of Business, after which he was employed as bookkeeper for the National Bank of Commerce. Entering the Army Air Corps October 23, 1942, he received basic training at Keesler Field, Mississippi, and later attended Truax Radio School, Madison, Wisconsin, and Boca Raton Field, Florida (radar), where he qualified for radar mechanic observer. After serving in the United States 18 months, Sergeant Meeks was sent to the European Theater of Operations, arriving in England January 29, 1943. He participated in combat missions over enemy-held territory on the continent. Among other decorations, he received the European Theater of Operations Ribbon with six Battle Stars, Presidential Citation, and Good Conduct Medal. He was honorably discharged at Barksdale Field, Louisiana, October 3, 1945, and returned to Pine Bluff where he lives with his wife, Frances Virginia.

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1.—Sgt. Gerald D. Crowder, son of Mr. and Mrs. Luther Crowder, was born October 7, 1914, in Sault, Mississippi, moving to Arkansas in 1916. He received his education by attending Pine Bluff Public Schools. Entering the Medical Corps April 9, 1942, Sergeant Crowder received basic training at Turner Field, Georgia, and served as a medic in the United States for nearly four years. After being honorably discharged January 8, 1946, at Scott Field, Illinois, he returned to Pine Bluff, where he lives with his wife, Flossie.

2.—Pfc. Billy Haynes Owen, son of Mr. and Mrs. V. O. Owen, was born May 28, 1923, in Brady, Arkansas. He attended Pine Bluff High School, Arkansas A. & M. College, and the University of Tennessee. Entering the Medical Department and Infantry June 29, 1943, he received basic training at Camp Grant, Illinois, and attended Dental Technician's School, qualifying in dental laboratory training. He also qualified as automatic rifleman and rifle sharpshooter. After serving for nearly two years in the United States with the medics, Private Owen departed March 20, 1945, for Germany, and remained overseas for more than a year, participating in the campaign of Central Germany and spending 10 months with the Army of Occupation. He was awarded European Theater Ribbon, American Theater Ribbon, Good Conduct Medal, Victory Ribbon, Occupation Ribbon, and Combat Infantryman's Badge. After being honorably discharged April 25, 1946, at Jefferson Barracks, Missouri, he returned to his home in Pine Bluff, Arkansas.

3.—Pvt. Donald Marian Farr was born at Pine Bluff, Arkansas, and is the son of Mr. and Mrs. E. M. Farr of that city. He attended the Pine Bluff schools before entering the United States Army on May 9, 1944. He received his basic infantry training at Camp Wolters, Texas, and arrived in the European Theater in January, 1945, where he served as automatic rifleman with Company K, 47th Infantry. He participated in the Central Germany campaign and took part in the historic capture of the German bridge across the Rhine at Remagen, which paved the way for the final successful drive to end the war. He received severe concussion, without surface wounds, and was later sent to Brooke Convalescent Hospital, Ft. Sam Houston, Texas, for honorable discharge, August 14, 1945. Private Farr was awarded the European Theater Ribbon with two Battle Stars, a Presidential Citation, the Good Conduct Medal and the Combat Infantryman's Badge for his meritorious service.

4.—T/5 James L. Crowder, son of Mr. and Mrs. Luther Crowder, was born at Sault, Mississippi, July 6, 1918, moving to Arkansas that same year. He received his education by attending First Ward Grammar School and Pine Bluff and Dollarway High

Schools. Entering the Signal Corps April 18, 1944, he received basic training at Camp Bowie, Texas, and later attended Service School at Ft. Monmouth, N. J., where he specialized in telephone and telegraph installation and repair. Attached to 555th Signal Depot Co., he departed February 10, 1945, for LeHavre, France, and was later sent to Manila, P. I., serving in both the European and Asiatic-Pacific theaters. He was honorably discharged at Camp Chaffee, January 9, 1946, and lives in Pine Bluff with his wife, Frieda, and their children.

5.—Seaman 1/c Maurice Owen, son of Eula M. and V. O. Owen, was born May 30, 1926, in Grady, Arkansas. He attended Pine Bluff High School and graduated from Georgia Military Academy April 29, 1944. Entering the Navy June 20, 1944, he received boot training at San Diego, California, and attended S. C. T. C. School at Terminal Island, California, qualifying as gunner. Attached to the U.S.S. Y. M. S. 428, he departed April 7, 1945, for Cole Bay, Alaska, and was later sent to Guam. Overseas for a year and two months, Seaman Owen participated in the Aleutian campaign and was awarded Asiatic-Pacific Theater Ribbon, Victory Ribbon, and American Theater Ribbon. After being honorably discharged January 6, 1946, at Memphis, Tennessee, he returned to his home in Pine Bluff, Arkansas.

6.—Boatswain 2/c Frederick Arthur Peterson, son of Mr. and Mrs. Fred Henry Peterson, was born July 19, 1922, in Pine Bluff, Arkansas. He attended Pine Bluff Grade and High Schools, afterwards being engaged as a grocer. Entering the Navy August 1, 1941, he received boot training at San Diego, California. He served for six months in the United States and departed February 4, 1942, for the Canal Zone and Japan. Overseas for more than four years, he spent eight months with the occupation forces in Japan. He is still in the service and expects to be discharged August 1, 1947. His home is in Pine Bluff.

7.—Aviation Machinist's Mate 3/c Dewey Edward Wallace, son of Mr. and Mrs. Emmette Earl Wallace, was born August 31, 1918, in Kosciusko, Mississippi, moving to Arkansas in 1920. He graduated from Pine Bluff High School in 1939, afterwards being employed for two years as salesman for the Coca-Cola Bottling Company of Southeast Arkansas, and for five years as switchman for the St. Louis Southwestern Railroad Company. Entering the Naval Air Corps November 11, 1943, he received boot training at San Diego, California, and attended Aviation Machinist's Mate School at Norman, Oklahoma; Torpedo Bomber and Fighter Aircraft School at Memphis, Tennessee, and Aerial Free Gunnery School at Corpus Christi, Texas, qualifying as aviation machinist. Mate Wallace served in the United States for two years with



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Carrier Aircraft Service Units Nos. 5 and 65 and with Fleet Airborne Electronics Training Unit in the Pacific. After being honorably discharged January 6, 1946, at Long Beach, California, he returned to Pine Bluff, Arkansas, where he lives with his wife, Anemone, and their child.

8.—Sgt. Luther Barnes Crowder is the son of Mr. and Mrs. Luther Crowder of Pine Bluff, where he was born March 10, 1924. Educated in the Pine Bluff schools, he entered the Army August 11, 1943, and received his Infantry basic training at Camp Adair, Oregon. Arriving in the Pacific area with his unit, Co. G, 321st Infantry, in July, 1944, he saw 19 months of overseas service and took part in the campaigns in the Southern Philippines and the Western Pacific. Sergeant Crowder was awarded the Asiatic-Pacific Theater Ribbon with two Battle Stars and one Arrowhead, Philippine Liberation Ribbon with one Star, Good Conduct Medal, Victory Ribbon and the Combat Infantryman Badge. After serving four months with the Army of Occupation of Japan, he was honorably discharged at Camp Chaffee, Arkansas, February 4, 1946.

9.—1st Lt. Homa B. Stillwell, son of Mr. and Mrs. S. B. Stillwell of Pine Bluff was born at Galena, Illinois, October 3, 1920, and moved with his parents to Arkansas in 1921. He graduated from Pine Bluff High School and attended Monticello A. & M. before enlisting in the Air Corps in September, 1941. Lieutenant Stillwell received his flight training at San Antonio, Uvalde, San Angelo and Mission, Texas and was commissioned as a pilot instructor at Moore Field, Mission, Texas, and as a gunnery instructor at Matagorda Island, Texas. This young officer has signed to remain in the Air Corps and will serve as an instructor at Luke Field, Arizona.

10.—Cpl. Wayne Lamar Owen, son of Mr. and Mrs. V. O. Owen, was born June 20, 1925, in Grady, Arkansas. He attended White Hall and Pine Bluff High Schools. Entering the Marine Corps August 11, 1943, he received boot training at San Diego Recruiting Depot, qualifying as rifleman and marksman. He departed December 21, 1943, for the Pacific Theater of Operations and remained overseas for two years, participating in the campaign of Okinawa and battles of Saipan and Tinian. He was wounded in action and was awarded the Purple Heart and Good Conduct Medal. Corporal Owen spent three months with the occupational forces in Japan and was honorably discharged January 10, 1946, at Great Lakes, Illinois. He lives in Pine Bluff with his wife, Barbara.

11.—Warrant Officer Lee A. LaMonica, son of Mr. and Mrs. E. Morgan of Pine Bluff, was born January 31, 1920 and attended High School at Pine Bluff prior to entering the Regular Army July 23, 1940. Assigned to the Air Corps, he completed his training at Randolph Field, Texas; Lincoln Aeronautical Institute at Lincoln, Nebraska, and Technical Inspectors School at Lowery Field, Colorado. A veteran of five and one-half years in the Army, he serves as an air inspector for the Flying Training Command and the Air Technical Service Command. Warrant Officer LaMonica is remaining in the service and is now on active duty.

12.—T/Sgt. David Abraham Cox, son of Mr. and Mrs. W. M. Cox of Route 2, Rison, Arkansas, was born at Murfreesboro, Arkansas, February 1, 1923. Educated at Rison and Watson Chapel High Schools, he was employed as a carman apprentice by the St. Louis Southwestern Railway Company at Pine Bluff until entering the U. S. Marine Corps January 8, 1943. Sent to San Diego, California, to serve his basic training, he later attended the Naval Technical School at San Diego and became an occupational technician. Sent to the Hawaiian Islands in December, 1943, he remained overseas more than 19 months, serving with the 2nd Marine Aircraft Wing and the Fleet Marine Force, Aircraft. Sergeant Cox took part in the battle for Okinawa. He was honorably discharged at San Diego, California, January 12, 1946.

13.—S. 1/c William Cox, Jr., son of Mr. and Mrs. William Cox, Sr., of Route 2, Rison, Arkansas, was born at Hot Springs. He attended the Kingsland and Holmes schools and the Watson Chapel High School before entering the U. S. Navy September 23, 1943. Seaman Cox completed his boot training at San Diego, California, and specialized in beach party work. Arriving in the Pacific in September, 1944, he remained overseas for 11 months and took part in the Philippines and Okinawa campaigns. He was awarded the Asiatic-Pacific Theater Ribbon with three Battle Stars, Philippine Liberation Ribbon and the Victory Ribbon, for his service on the U.S.S. O'Conto. He was honorably discharged November 23, 1945, at the U. S. Naval Special Hospital, Banning, California.

14.—S/Sgt. Charles E. Moore is the son of Alvin and Ruby Moore of Pine Bluff and was born October 28, 1920, at Decatur, Alabama, moving with his family to Arkansas in 1934. He attended Pine Bluff High School and was employed at the Pine Bluff Arsenal before entering the Air Corps September 16, 1942. He completed his basic training at Bowman Field, Kentucky, and was sent to Gulfport, Mississippi and to Douglas Aircraft in California for specialized training, qualifying for service as a crew chief and later as a mechanic, and was attached to the 72nd Squadron, 434th Troop Carrier Group. Among his awards for meritorious service, Sergeant Moore received the American Theater Ribbon, World War II Victory Ribbon, Good Conduct Medal and Marksmanship Medals (rifle and pistol). He was honorably discharged from the service December 4, 1945, at Barksdale Field, Louisiana. He and his wife, Harryene, are the parents of one child.

15.—Aviation Ordnanceman 3/c Buford James Koen, son of Mr. and Mrs. Harry Clyde Koen, was born November 3, 1925, in Leesville, Louisiana, later moving to Arkansas. He attended Leesville Public Schools and Pine Bluff Public Schools, afterwards being employed as railway clerk at St. Louis Southwestern Railroad Company. Entering the Navy January 3, 1944, he received boot training at San Diego, California, and attended Ordnance, Radar Operator, and Gunnery Schools, qualifying in ordnance. After serving more than a year in the United States, he departed May 30, 1945, for Hawaii and remained overseas for 10 months. He was honorably discharged April 30, 1946, at Memphis, Tennessee, and returned to his home in Pine Bluff.

16.—Pvt. Sanford Lee Varnell is the son of Mr. and Mrs. Gillie Booker Varnell and was born at Rison, Arkansas, March 25, 1909. After completing his education at the Bethel and Rison (Arkansas) schools, he was employed at the Pine Bluff Arsenal prior to entering the service April 3, 1944, at Camp Robinson. He was assigned to the Cavalry and received his training at the Cavalry Replacement Training Center, Ft. Riley, Kansas, remaining there throughout his five months in the Army. He was honorably discharged September 11, 1944, at Ft. Riley, Kansas. He and his wife, Addie Catherine, have three children.

17.—Pfc. Royce C. Carter is the son of Esther Evans of Pine Bluff. He was born at Brentham, Texas, December 8, 1918, and moved with his family to Arkansas in 1921. Completing his education in the Thornton schools, he was employed as a truck driver until entering military service March 20, 1944. He received his basic infantry training at Camp Fannin, Texas, and was assigned to Company I, 335th Regt., 84th Infantry Division. Arriving overseas in October, 1944, he saw action in the bloody Battle of the Bulge and at the Rhine River crossing. Wounded twice, he was awarded the Purple Heart with Oak Leaf Cluster and the European Theater Ribbon. He was honorably discharged September 14, 1945, at Bruns General Hospital, Santa Fe, New Mexico. He and his wife, Martha, have two children.

18.—Cpl. Charles E. Oldner, son of Mr. and Mrs. Robert C. Oldner, was born December 8, 1920, in Okolona, Arkansas. He attended Vandiver School, afterwards being employed at Hope, Arkansas, Proving Ground; Jacksonville Ordnance Plant, and Pine Bluff Arsenal. Entering the Marine Corps June 8, 1942, he received boot training at San Diego, California, receiving Sharpshooter's Medal and qualifying as expert with bayonet and pistol. He departed August 27, 1942, for Guadalcanal and served in that campaign. He contracted an illness and was transferred to New Zealand. On March 9, 1945, Corporal Oldner was sent to Aleutian Islands. He was awarded one Battle Star, Good Conduct Medal and the Presidential Unit Citation. Corporal Oldner was discharged at First Separation Company, M. C. B., San Diego, California, June 18, 1946.

19.—Sgt. James M. Evans, son of Rowland Evans of Pine Bluff was born at Thornton, Arkansas, May 14, 1924. He attended Thornton High School and was a chemical plant worker until entering the Army Air Corps August 7, 1944. He served his basic training period at Sheppard Field, Texas,

and then attended the Aviation Mechanic's School, becoming a crew chief. After one year in this country, he was sent to the European theater in November, 1945. Sergeant Evans landed in France at Le Havre and is now serving with the Army of Occupation of Germany at Frankfurt, Germany. He holds the Good Conduct Medal and the European Theater Ribbon. His wife is Joyce Evans.

20.—T/Sgt. Henry Melton Evans, son of Rowland and Esther Evans, was born May 14, 1924, at Thornton, Arkansas; attended Thornton High School and was engaged in farming until entering military service June 12, 1943. Completing his basic training at Keesler Field, Mississippi, he later attended Mechanic and Gunnery Schools, qualifying for service as an engineer-gunner. Arriving in the European theater in November, 1944, he participated in the air battle of the Balkans and the Rhineland, Po Valley and Rome-Arno campaigns. Overseas seven months, he earned the Air Medal with two Oak Leaf Clusters, the Good Conduct Medal and the European Theater Ribbon with four Battle Stars. Sergeant Evans was honorably discharged November 5, 1945, at Scott Field, Illinois.

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1.—T/5 Jesse Rushing Allen, son of Mr. and Mrs. Benjamin Wade Allen, Sr., was born August 30, 1920, at Hamburg, Arkansas. He attended Hamburg High School. Entering the Infantry April 24, 1942, he received basic training at Camp Roberts, California. After training in the United States six months he departed in October, 1942, for the Aleutian Islands and the European theater. He served in the Alaskan, Aleutian Islands, Normandy, Northern France, Luxembourg, Belgium, and Germany campaigns. Among other decorations, he was awarded the Combat Infantryman's Badge. Receiving an honorable discharge at Denver, Colorado, in December, 1945, he returned to Pine Bluff, where he lives with his wife, Betty.

2.—Pfc. Glenn A. Halstead, son of Mr. and Mrs. C. W. Halstead of 1503 East 7th Street, Pine Bluff, was born at Jonesboro, Arkansas, July 31, 1926. He attended Pine Bluff High School and the University of Arkansas at Fayetteville before entering the Army Air Corps January 18, 1943. He completed his basic training at Amarillo Army Air Field, Amarillo, Texas, and served one year in this country. In March, 1946, Private Halstead was sent to the European theater to join the Army of Occupation of Germany. He plans to remain in the military service with the Army Air Corps.

3.—Cpl. Carl Newton Oldner, Jr., son of Mary Fry and Carl N. Oldner, Sr., was born June 30, 1918, in Kingsland, Arkansas. He attended Kingsland School, afterwards being employed by S. M. Dixon, contractor, Warren, Arkansas, for five years as concrete mixer and light truck driver. Entering the Quartermaster Corps March 14, 1942, he received basic training at Ft. Warren, Wyoming, and Rapid City, S. D., qualifying as cook and truck driver. Corporal Oldner served more than a year in the United States attached to Qm. R. K. Co. No. 1923, departing July 16, 1943, for Europe. He participated in the campaigns of Normandy, Rhineland, Ardennes, Northern France and Central Europe. Overseas more than two years, his company built the first U. S. airstrip in France and was part of the "Red Ball Express" which kept the advancing army supplied with food, ammunition, and supplies. He drove light and heavy Army trucks from Normandy Beach to inland dumps and followed the front lines into Germany, hauling bombs and ammunition for the Ninth Air Force. He was awarded Marksmanship Medals for rifle and sub-machine gun, Truck Driver's Medal, Unit Citation for Ninth Air Force, Good Conduct Medal,

European-African-Middle Eastern Service Ribbon with one Silver Service Star, four Battle Stars, and Unit Service Decoration. He served with the Army of Occupation from V-E Day to September 1, 1945. After being honorably discharged September 22, 1945, at Camp Chaffee, he returned to Pine Bluff, Arkansas.

4.—Capt. Benjamin Wade Allen, Jr., son of Mr. and Mrs. Benjamin Wade Allen, Sr., was born June 24, 1916, at Hamburg, Ark. He attended Hamburg High School and Arkansas A. & M. College. Enlisting in the armed forces March 12, 1941, he received basic training at Ft. Bliss, Texas, and attended Officers Training School at Camp Davis, North Carolina, qualified for battery commander. After one year's training in the United States, he departed June 24, 1942, as anti-aircraft automatic weapons unit commander and participated in the campaigns on Papua, New Guinea, Bismarck Archipelago and the Philippines. He received shrapnel wounds in the stomach and back and was awarded the Purple Heart, Asiatic-Pacific Ribbon with four Bronze Service Stars, Philippine Liberation Ribbon with two Bronze Stars, Distinguished Unit Badge, American Theater and American Defense Ribbons and Bronze Star. Captain Allen was honorably discharged January 13, 1946 at Ft. Bliss, Texas.

5.—2nd Lt. Clint W. Halstead, Jr., son of Mr. and Mrs. C. W. Halstead, was born June 15, 1924, in Thayer, Missouri, moving to Arkansas in 1925. He attended Pine Bluff High School. Entering the Army Air Corps February 22, 1943, he received basic training at Independence Army Air Field, Independence, Kansas, and attended Service School at University of Tampa, Florida, qualifying as instructor of pilots. After serving in the United States for two and a half years, Lieutenant Halstead was placed on inactive duty in September, 1945, at Camp Chaffee, Arkansas. He is now attending the University of Arkansas. His wife, Dorothy Lee, and their child, live in Pine Bluff.

6.—SSML 3/c William Louis Dunham is the son of Lillie Mae and William Dawson Dunham of Pine Bluff, where he was born September 15, 1919. He attended Watson Chapel and Pine Bluff High Schools and was a laundry salesman until entering the Navy Seabees October 4, 1943. He completed his basic training at Camp Peary, Williamsburg, Virginia, and was assigned to the 94th Naval Construction Battalion. In December, 1943, he was sent with this unit to the Hawaiian Islands. Over-



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seas two years, he is the wearer of the Navy Unit Commendation. He was returned to the United States and was honorably discharged at Millington, Tennessee, December 2, 1945. He and his wife, Lois Carrah Dunham, are the parents of two children.

7.—Seaman 1/c John William Oldner, son of Mary Fry and Carl N. Oldner, was born January 16, 1924, in Kingsland, Arkansas. He attended Kingsland School and Vocational School at Rison, Arkansas, for a chemistry course, afterwards being employed by the Arkansas State Highway Department and as a cafe worker. Entering the Navy July 22, 1942, he received boot training at San Diego, California, and departed in January, 1943, for the Asiatic-Pacific Theater of Operations. Serving on the U.S.S. Tallulah, U.S.S. Gemini, and U.S.S. Neches, he remained overseas almost three years and participated in campaigns of the Marshall Islands, Leyte, Iwo Jima, Guadalcanal, the Philippines, and Japan, the Neches being the eleventh ship to enter Tokyo Bay at the time of the Japanese surrender. Seaman Oldner was awarded the American Defense Ribbon, Asiatic-Pacific Ribbon with three Bronze Stars, Philippine Liberation Ribbon with one Star, and World War II Victory Ribbon. He was honorably discharged December 13, 1945, in Memphis, Tennessee, and returned to his home in Pine Bluff, Arkansas.

8.—1st Lt. Charles R. Garner is the son of Mr. and Mrs. C. Doyle Garner of Pine Bluff where he was born January 21, 1924. He was educated at the University of Arkansas and was a concrete inspector until entering the Army Air Corps October 29, 1942. He had enlisted in the Reserve in June, 1942. Lieutenant Garner completed his flight training at Oxnard and Lemoore, California, and then at Luke Field, Arizona, where he was commissioned as a fighter pilot. In June, 1944, he was sent to the Southwest Pacific theater and served in the Philippine and New Guinea campaigns. Overseas almost seven months, he flew 51 combat missions in P-39, P-40 and P-51 aircraft and suffered injuries to his hearing when forced to bail out of his plane. Holder of the Air Medal, American Theater Ribbon, Asiatic-Pacific Theater Ribbon with one Battle Star, Philippine Liberation Ribbon with one Star and the Victory Ribbon, he also holds the Expert's Medal for machine gun and pistol. Lieutenant Garner was released from active service at the AAF Convalescent Hospital, Ft. Logan, Colorado, December 4, 1945. He and his wife, Margaret, have one child.

9.—SC 2/c William Eugene Thomas, son of Mr. and Mrs. Raymond Thomas of Pine Bluff, was born June 4, 1923 at Little Rock. He attended the Monticello schools and was employed as a motor dispatcher at the Pine Bluff Arsenal until entering the Navy in February, 1943. Upon the completion of his boot training at Great Lakes, Illinois, he was stationed at Corpus Christi, Texas, until arriving in the South Pacific theater in November, 1943. Overseas two years, he took part in the Philippine campaign and in landing troops and supplies for several other operations. Holder of the Asiatic-Pacific Theater Ribbon with five Battle Stars, Good Conduct Medal and the Philippine Liberation Ribbon, he was returned to this country and stationed at San Diego, California until he was honorably discharged in March, 1946.

10.—Aviation Cadet Rodney Garner, son of Mr. and Mrs. C. Doyle Garner, was born November 7, 1925, in Pine Bluff, Arkansas. He attended First Ward Grammar School and Pine Bluff High School. Entering the Army Air Force January 9, 1944, he received basic training at Sheppard Field, Texas, and attended training school at Keesler Field, Mississippi, where he received aerial engineer's wings. He is still in service. His home is in Pine Bluff, Arkansas.

11.—Watertender 2/c Alfred Benjamin Dunham, son of Mr. and Mrs. W. D. Dunham, was born September 6, 1921, in Pine Bluff, Arkansas, moving to Houston, Texas, in 1938. He attended Pine Bluff High

School. Entering the Navy February 8, 1940, he received boot training at San Diego, California, and attended Watertender's School, qualifying as top watch stander, watertender, and marksman. He departed March 4, 1940, for Pearl Harbor and remained overseas for five years, participating in campaigns of Pearl Harbor, Attu, Kiska, and Okinawa. After being honorably discharged March 1, 1946, at San Pedro, California, he returned to his home in Houston, where he lives with his wife, Dorothy Marie, and their child.

12.—S/Sgt. James B. Peterson, son of Mr. and Mrs. Henry J. Peterson, was born in Pine Bluff, Arkansas, May 8, 1917. He attended Pine Bluff High School and the University of Arkansas and was employed as a chemist for the United States Food and Drug Administration at New Orleans, Louisiana. He enlisted in the Navy V-5 program in October, 1941, and entered the Army Air Corps August 17, 1942. Receiving his basic training at Boca Raton, Florida, he was attached to the 501st Bomb Group and arrived in the South Pacific in March, 1945. Overseas nine months, he took part in the air offensive of Japan and the Eastern Mandates and was awarded the Good Conduct Medal, American Theater Ribbon, Asiatic-Pacific Ribbon with two Battle Stars, and the Victory Ribbon. He was honorably discharged December 24, 1945, at Camp Chaffee, Arkansas.

13.—Pfc. William Gordon Green, son of Mrs. Cornelius C. Green and the late Rev. Cornelius C. Green, was born December 4, 1920, at Camden, Arkansas. He received his education by attending Pine Bluff Public Schools. Entering the Corps of Engineers July 3, 1942, at Little Rock, he received basic training at Ft. Leonard Wood, Missouri, qualifying for field lineman. After training for almost six months he was sent to North Africa attached to General Patton's First Army, landing at Casablanca December 12, 1942. Private Green was in action in Algeria, French Morocco, Tunisia, Sicily, Normandy, Northern France, Central Europe, Rhineland, and the Ardennes and was wounded March 12, 1945. For meritorious service he was awarded the European-African-Middle Eastern Theater Service Ribbon with one Silver Star and three Bronze Stars, Distinguished Unit Badge, Good Conduct Medal, Presidential Citation, and the Purple Heart. Returning to the United States September 19, 1945, he was honorably discharged at Camp Chaffee, September 26, 1945.

14.—T/4 Robert W. Brown, son of Mr. and Mrs. C. A. Brown, was born April 6, 1915, at Fulton, Kentucky, moving to Arkansas in 1916. He received his education by attending Pine Bluff High School, after which he was employed as clerk for the St. Louis and Southwestern Railway Co. Entering the Transportation Corps September 27, 1943, he received basic training at New Orleans, Louisiana, specializing as traffic man, railway. After four months' training attached to 6th Traffic Reg., Gp. T. C., he departed February 11, 1944, for England and participated in the campaigns of the Ardennes and Rhineland. He was awarded the European-African-Middle Eastern Theater Ribbon, Good Conduct Medal and World War II Victory Ribbon. Returning to the United States December 24, 1945, he was honorably discharged at Camp Shelby, Mississippi, January 9, 1946. He and his wife, Mildred, live in Pine Bluff with their child.

15.—Pfc. George Edward Mitchell, son of Mrs. Elizabeth Mitchell and the late R. P. Mitchell, was born September 21, 1922, in Pine Bluff, Arkansas. He attended First Ward Grade School and graduated from Pine Bluff High School, afterwards being employed as switchman for the St. Louis Southwestern Railway Company in Pine Bluff. Entering the Marine Corps October 18, 1943, he received boot training at San Diego, California, and attended Radio School at Camp Pendleton, Oceanside, California, qualifying as radio operator and receiving Marksmanship Medal. Private Mitchell departed July 28, 1944, for the Pacific Theater of Operations.

He served in Hawaii and participated in the invasion of Iwo Jima. He was attached to the Army of Occupation in Japan several months. Private Mitchell returned to the States and was honorably discharged May 13, 1946, at San Diego, California.

16.—T/Sgt. James O. Jamerson, son of Mr. and Mrs. James Clifton Jamerson, was born at DeWitt, Arkansas, February 1, 1909. After attending grade schools he was employed as rice miller. He entered the Army Air Force December 21, 1942, and received basic training at Sheppard Field, Texas. Attending Service Schools, he qualified for airplane mechanic, flexible gunner, and flight maintenance gunner. Attached to the 15th Army Air Force, he departed from the United States April 7, 1944, for Italy, participating in the campaign over the Balkans and the Rome-Arno, Rhineland, and Central Europe campaigns. Sergeant Jamerson served overseas 14 and a half months, spending 11 months as a prisoner of war. He was awarded the European-African-Middle Eastern Theater Ribbon with four Bronze Stars, Air Medal with three Oak Leaf Clusters, and Good Conduct Medal. He received an honorable discharge at Miami Beach, October 2, 1945, and returned to Sheridan, where he lives with his wife, Cloma.

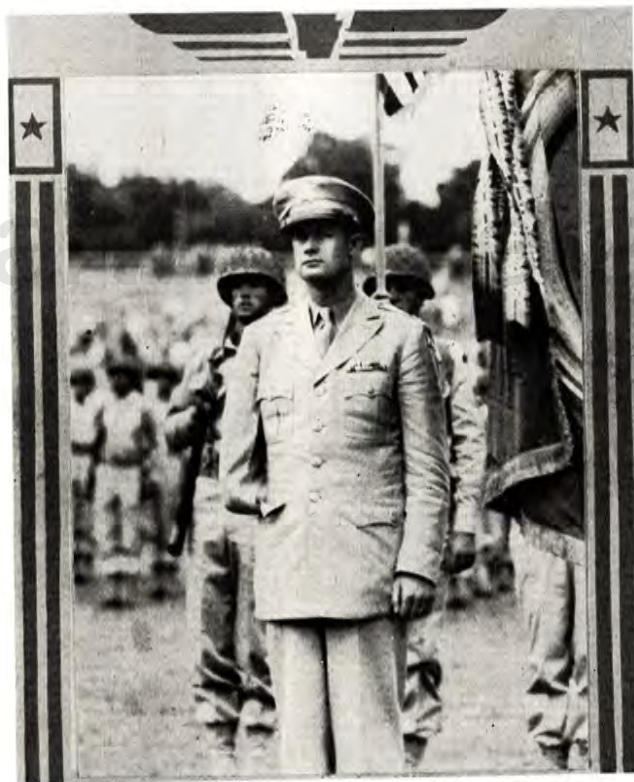
17.—S/Sgt. George D. Lawhorn, son of Myrtle Howell and James Floyd Lawhorn, was born January 26, 1923, at Decatur, Alabama, moving to Arkansas September 8, 1937. Receiving his education at Decatur Grammar School and Pine Bluff High School, he was afterwards employed as mechanic by the Pine Motor Company. Entering the Army Air Force November 4, 1942, he received basic training at Eagle Pass, Texas, and later attended Airplane Mechanics' School at Gulfport, Mississippi, qualifying for gunner-engineer. After serving in the United States two years, he was sent to the Asiatic-Pacific theater December 2, 1944, attached to 491st Bomb Squadron, 341st Bomb Group. He made 18 missions over enemy-occupied China, and he and his pilot flew a B-26 from Calcutta to Germany via Cairo, Naples, and Paris. After serving two months in the Central European theater, Sergeant Lawhorn returned to the United States, December 23, 1945. He received a diploma at Gulfport July 28, 1943, as airplane mechanic and was awarded Presidential Unit Citation and Asiatic-Pacific, European Theater of Operations, American Defense and China Operations Ribbons. He was honorably discharged at Jefferson Barracks December 30, 1945, and lives in Pine Bluff.

18.—Sgt. James Buchanan Thompson was born June 25, 1919, in Pine Bluff, Arkansas. He attended First Ward Grammar School, Pine Bluff Junior High School, Grand Prairie, Texas, Junior High School, and Pine Bluff Senior High School. Entering the 126th Armored Ordnance Bn., 4th Armored Division, October 9, 1944, he received basic training at Camp Robinson, Arkansas, qualifying in armored ordnance maintenance and as rifle sharpshooter. Attached to Infantry Replacement, Sergeant Thompson departed March 1, 1945, for Le-

Havre, France, and Germany and remained overseas more than a year. He participated in battles of Rhineland and Central Germany, spending a year with the Army of Occupation, and was awarded Distinguished Unit Badge, European-African-Middle Eastern Theater Ribbon with one Bronze Star, World War II Victory Ribbon, Good Conduct Medal, and two overseas bars. He was honorably discharged April 28, 1946, at Jefferson Barracks, Missouri, and returned to Pine Bluff, Arkansas, where he lives with his wife, Ruth, and their children.

19.—Chief Machinist's Mate Ralph Morris Albright, son of Mr. and Mrs. Oscar A. Albright, was born at Cave City, Arkansas, June 15, 1918. Receiving his education at East Side Junior High School (Little Rock) and England High School, he was employed as a mechanic's helper, service station attendant and farmer prior to his entrance into the Navy August 14, 1936. Following boot training at San Diego, California, he served continuously at sea, being attached successively on the U.S.S. Memphis, the U.S.S. Tippecanoe and the U.S.S. Breton, serving on the Tippecanoe during the war. Among his engagements were the Battle of the Coral Sea, the Aleutian campaigns and the Solomons campaign, and included among his decorations are the Pre-Pearl Harbor Ribbon with Star, the American Theater Ribbon, the Asiatic-Pacific Theater Ribbon with three stars, the Good Conduct Medal with Star, the World War II Victory Ribbon and an award for service in Japan. He was honorably discharged August 16, 1946, at San Diego. He and his wife, Mable Frances Albright, are the parents of a son, Jeffery Morris.

20.—T/Sgt. Charles Wilbourne Albright, son of Mr. and Mrs. Oscar A. Albright of England, Arkansas, was born at Batesville, Arkansas, December 9, 1915. After attending the Little Rock and England schools, he was employed as a salesman. He first saw military service with the National Guard in 1933 and 1934, and entered the Army Air Corps in November, 1940. He received his basic training at March Field, California, later attending specialist schools at Chanute Field, Illinois, and Las Vegas, Nevada. Arriving overseas with his unit, the 30th Bomber Group, in September, 1942, Sergeant Albright participated in the Papuan, New Guinea, Bismarck Archipelago, Northern Solomons, Guadalcanal campaigns and in the anti-sub patrol. He was awarded the Distinguished Flying Cross, the Air Medal with two Oak Leaf Clusters, the Asiatic-Pacific Theater Ribbon with six Battle Stars, the Good Conduct Medal and the American Defense Service Ribbon. Overseas one year, he returned to this country and was assigned to the 3704th Army Air Force Base Unit. A veteran of almost five years' Army service and holder of marksman's rating in the use of the pistol and sub-machine gun and a Sharpshooter's Medal for proficiency with the carbine, he was honorably discharged May 26, 1945, at Camp Chaffee, Arkansas. His wife is the former Alene Warren. They are the parents of a son.



MAURICE LEE BRITT

Capt. Maurice Lee Britt, son of Mr. and Mrs. Lee Britt of Lonoke, Arkansas, was born June 29, 1919, at Carlisle, Arkansas. He received his education in Lonoke High School and at the University of Arkansas, where he received his first military training in the R. O. T. C. unit of that school. Entering the Army on December 5, 1941, he was sent to Fort Benning, Georgia, for further training and became a company commander in the famous 30th Infantry. Captain Britt arrived in North Africa with his unit in October, 1942, and during his eighteen months overseas, he saw action in the bloody battles in North Africa, Sicily and Italy. This brave young officer was wounded in action four times and is one of our nation's best known soldiers. He was awarded the highest military award that a serviceman can receive, the coveted Congressional Medal of Honor, for gallantry above and beyond the call of duty. He is the holder also of three other famous awards for bravery, the Distinguished Service Cross, which ranks second only to the Congressional Medal, the Silver Star and the Bronze Star. He was also awarded a high British government decoration for gallantry, the British Military Cross, as well as the Purple Heart with three Oak Leaf Clusters, the Distinguished Unit Badge and the Combat Infantryman Badge. Captain Britt also holds the Expert's Medal for rifle, machine gun, bayonet, mortar and pistol. He was placed on inactive status on December 27, 1944, at O'Reilly General Hospital, Springfield, Missouri. He and his wife, Nancy, have one child.



HARLAN W. BAILEY

Capt. Harlan W. Bailey, son of Lalah M. and the late George C. Bailey, was born June 7, 1918, in Lonoke, Arkansas. He attended Ward, Arkansas, Primary School; Bokhoma, Oklahoma, Grade School; Haworth, Oklahoma, High School; Lonoke, Arkansas, High School; and University of Arkansas for one year, afterwards being engaged in the lumber business. Entering the Army Ordnance May 31, 1942, he received basic training at Camp Sut-North Carolina, and attended Ordnance, Automotive Maintenance, and Military Law Schools, qualifying in ordnance (depot and supply) and as dock officer. He also qualified as expert marksman with rifle, machine gun, and pistol. After serving a year and a half in the United States with the 302nd Ordnance Regiment and 820th Ordnance Depot Company, he departed October 6, 1943, for England and remained overseas nearly two years. After being honorably discharged November 1, 1945, at Camp Grant, Illinois, he returned to Lonoke, where he lives with his wife, Nalore.



CORDY A. RAMER, JR.

1st Lt. Cordy A. Ramer, Jr., son of Susan F. and Cordy A. Ramer, Sr., was born March 1, 1920, in Hattiesville, Arkansas. He attended England High School and Arkansas Polytechnic College, afterwards being engaged as aircraft mechanic. Entering the Army Air Corps September 3, 1942, he received basic training at Santa Ana, California, and attended Bombardier Training School, qualifying as bombardier. Lieutenant Ramer departed March 10, 1944, for England and remained overseas more than a year, participating in the air offensive over Europe and air combat over Northern France. He was awarded the Air Medal with two Oak Leaf Clusters and the European-African-Middle Eastern Campaign Ribbon with three Bronze Stars. After being honorably discharged December 31, 1945, at Scott Field, Illinois, he returned to Plumerville, Arkansas, where he lives with his wife, Evelyn, and their child.



Storekeeper 2/c Terry P. Axley, son of Mr. and Mrs. O. O. Axley, was born at Warren, Arkansas, on September 5, 1914. After attending Warren High School, College of the Ozarks (Clarksville) and the University of Arkansas, he entered the United States Navy Seabees in December, 1942, was sent to Norfolk, Virginia, for basic training and afterwards was assigned the duty of handling supplies. He arrived in the South Pacific Area in April, 1943, and participated in the South and Central Pacific campaigns, and in the fighting around the Fiji Islands, Palau and Peleliu. After more than twenty-seven months of foreign service he was returned to this country in July, 1945, and honorably discharged September 15, 1945, at New Orleans. He is the husband of Mrs. Bertha Margaret Axley.



TERRY P. AXLEY



GARLAND W. WOMACK

T/Sgt. Garland W. Womack, son of Harve H. and Grace Ridout Womack, was born at Des Arc, Arkansas, on October 28, 1919. Graduating from Cabot High School in 1937, he attended Beebe Agricultural Junior College, Draughon's School of Business, and Texas School of Aviation. Entering the Army Air Corps on December 27, 1940, and the Infantry on October 22, 1941, he received basic training at Camp Wolters, Texas, specializing as instructor (IRTC) and platoon sergeant. After serving almost three years in the United States, he departed May 12, 1944, with the 134th Infantry, 35th Division, for England. Sergeant Womack participated in the Invasion of Normandy, Northern France, Central Europe, and Rhineland, being wounded in action on July 29, 1944. After serving almost six months with the Army of Occupation, he returned to the United States on November 13, 1945. For meritorious service he was awarded the Purple Heart, Good Conduct Medal, and European Theater of Operations Ribbon with four Bronze Battle Stars. He was honorably discharged at Jefferson Barracks, November 20, 1945, and lives in Little Rock with his wife, Betty, and their child.



HENRY HARVE WOMACK

Petty Officer 3/c Henry Harve Womack, son of James B. and Helen Womack of Stuttgart, Arkansas, was born at Sparta, Tennessee, on June 28, 1898. He completed his education at Des Arc, Arkansas, after moving to Arkansas with his family in 1910. He entered the United States Navy on October 21, 1942, and served his boot training at Great Lakes, Illinois. Officer Womack became a shore patrol specialist and served two years and eight months with the shore patrol at Naval Air Technical Training Centers. He was honorably discharged at the Naval Air Training Center at Memphis, Tennessee, on July 6, 1945. He and his wife, the former Grace Ridout, are the parents of two children.

Flight Officer Harve Eldon Womack, son of Harve and Grace Womack of Cabot, Arkansas, was born at Des Arc, Arkansas, on September 21, 1921. He attended Cabot High School, Beebe Agricultural College, and Arkansas State College at Jonesboro before entering the Army Air Corps in September, 1942. Officer Womack completed his basic training at Sheppard Field, Texas, and then was selected to attend Glider Pilot's School. He was commissioned as a glider pilot and became a glider instructor at Bergstrom Field, Austin, Texas. He served the remainder of his three years in the military service at Bergstrom Field. Officer Womack was released from active duty in September, 1945, at Ft. Sam Houston, Texas. He and his wife, the former Clara Mae Haynie, have one child.



HARVE ELDON WOMACK



BERNARD BERMAN

Lt. Bernard Berman, son of Mr. and Mrs. I. Berman of the Bronx, New York, was born July 3, 1920, in New York City. He graduated from New York City High School and attended Fordham University one year. Lieutenant Berman entered the United States Army Paratroops in May, 1941, and received his basic training at Camp Upton, New York, and later at Ft. Benning, Georgia. His wife is Dorothy Berman of Lonoke, Arkansas. No further details regarding the service record of Lieutenant Berman were furnished.

Radioman 3/c George Allen Woods, son of Mrs. Mary Elizabeth Massie, was born February 11, 1926, in Pine Bluff, Arkansas. He attended Pine Bluff and Carlisle High Schools. Entering the Navy June 2, 1943, he received boot training at San Diego, California, and attended A. & M. College at Bryan, Texas, qualifying as radioman. He served for more than two years in the United States and departed October 4, 1945, for Tientsin, China, remaining overseas for more than six months. After being honorably discharged April 27, 1946, at Memphis, Tennessee, he returned to his home in Carlisle, Arkansas.



GEORGE A. WOODS



JAMES T. ROSS

1st Lt. James Thomas Ross, son of Mr. and Mrs. Thomas L. Ross, was born at England, Arkansas, on January 17, 1923. He received his education by attending England High School and Arkansas State Teachers' College. Entering the Army Air Corps on June 3, 1942, he received basic training at Sheppard Field, Texas, and, by attending Cadet's Service School, qualified for pilot B-26. Attached to 323rd Bomb. Group, Lieutenant Ross departed from the United States on November 21, 1944, for the European Theater of Operations, participating in the air offensive over the Ardennes, Central Europe, and Rhineland. He received the American Theater Ribbon, European Theater of Operations Ribbon with three Stars, Victory Medal, and Air Medal with three Clusters. He was honorably discharged at Jefferson Barracks, December 30, 1945, returning to England, Arkansas, where he resides with his wife, Marie.

Water Tender 2/c Patrick Henry Wheat III is the son of Patrick Henry and Emma Mae Wheat of Lonoke, Arkansas, where he was born November 17, 1918. He attended the Lonoke High School and Arkansas A. & M. College at Monticello before enlisting in the regular Navy on April 9, 1937. After training at San Diego, California, he served in this country until he was sent to the Philippine Islands in October, 1940. Watertender Wheat took part in the heavy fighting at the Cavite Navy Yard in the Philippines and on Bataan and Corregidor and was captured by the Japanese. Wounded at Cavite, he spent three and one-half years in Japanese prison camps in the Philippine Islands on Luzon and then on the Island of Honshu, Japan. Holder of the Army Distinguished Service Medal with two Oak Leaves, Presidential Unit Citation, Good Conduct Medal, American Defense Service Ribbon, American Theater Ribbon, Philippine Defense Ribbon, and the Asiatic-Pacific Theater Ribbon, he has spent more than five years overseas. He was honorably discharged at Memphis, Tennessee, on February 22, 1946. His wife is the former Hazel Elizabeth LeMay.



PATRICK H. WHEAT, III



JOHN C. BRADFORD, JR.

1st Lt. John C. Bradford, Jr., son of Mrs. John C. Bradford and the late Mr. Bradford, was born May 23, 1916, in Lonoke, Arkansas. He attended Lonoke High School and Arkansas State Teachers College, afterwards being employed by the United States Housing Authority and the Lonoke Real Estate and Abstract Company. Entering the Parachute Field Artillery March 2, 1942, he received basic training at Camp Roberts, California, and attended Officer Candidate School, Survey School, and Officers' Special Basic Course at Ft. Sill, Oklahoma; the Parachute School at Ft. Benning; and Adjutant General School at Ft. Oglethorpe, Georgia. Attached to the 266th Field Artillery Battalion and the 466th Parachute Field Artillery Bn., as reconnaissance officer he departed August 15, 1944, for the European Theater of Operations. He participated in campaigns of Ardenes, Rhineland, and Central Germany; was wounded in action November 2, 1945, near Hosingen, Luxembourg, and spent six weeks with the Army of Occupation. He was awarded the Purple Heart and is still in service at Ft. Bragg, North Carolina.

Flight Officer Sam A. Southall is the son of Dr. and Mrs. S. A. Southall of Lonoke, Arkansas, where he was born August 6, 1910. After attending the Lonoke schools and the University of Arkansas, he entered the Army Air Corps on July 2, 1942, at Randolph Field, Texas. After completing his basic training at Randolph Field, he received primary flight training at Grand Forks, North Dakota; "dead stick" flying training at Hamilton, Texas; basic glider training at Vinita, Oklahoma; advanced glider training at Lubbock, Texas, and combat glider training at Louisville, Kentucky. Assigned to the 436th Troop Carrier Group, he arrived in the European Theater in January, 1944, and took part in the invasion of Normandy, and the invasion of Holland. Overseas twenty-three months, he was awarded the Order of the Purple Heart for wounds received in Holland, the Air Medal with Oak Leaf Cluster, Distinguished Unit Citation and the European-African-Middle Eastern Theater Ribbon with seven Battle Stars. He reverted to inactive status on November 30, 1945, at Ft. Sam Houston, Texas. He is married to the former Sibyl Phillips.



SAM A. SOUTHALL



ROY HULL SMITH

1st Lt. Roy Hull Smith, son of Mr. and Mrs. Roy Smith of Keo, Arkansas, was born in that city on December 13, 1917. After attending England (Arkansas) High School and the University of Arkansas, he was employed as a bookkeeper by the Arkansas Power and Light Company at Pine Bluff, Arkansas. Entering the Army on June 16, 1941, he completed his basic training at Ft. Leonard Wood, Missouri, and was then sent to the Infantry Officer Candidate School at Ft. Benning, Georgia, where he was commissioned. Assigned to Company A, 315th Infantry, 79th Division, he arrived with his unit in the European Theater in April, 1944, and participated in the Normandy, Rhineland, and Central Europe campaigns. Overseas twenty months, he holds the Purple Heart for shrapnel wounds in the leg, Combat Infantryman's Badge, American Defense Service Ribbon, European Theater Ribbon with three Battle Stars, American Theater Ribbon and the Victory Ribbon. Lieutenant Smith spent seven months with the Army of Occupation in Germany and was placed on inactive status March 4, 1946, at Jefferson Barracks, Missouri.

Pfc. Olin Krisell, Jr., U. S. M. C., son of Mr. and Mrs. Olin Krisell, was born at England, Arkansas, May 24, 1924. He attended England High School and also the C. M. T. C. at Camp Robinson in 1940. Entering the United States Marine Corps on October 13, 1941, he received his boot training at San Diego, California, and was assigned to the famous 6th Marines, 2nd Division. Arriving on Guadalcanal in October, 1942, he participated in this bitter fight until he suffered severe shrapnel wounds in the leg. Returned to the United States, he recovered and in February, 1945, was sent to the Panama Canal Zone. Overseas a total of twenty months, he is classified as a rifle marksman, pistol sharpshooter and automatic rifleman, and also is the holder of the Purple Heart, Presidential Unit Citation, Good Conduct Medal, American Defense Service Ribbon, American Theater Ribbon, and the Pacific Theater Ribbon with Battle Stars denoting his engagements. He was honorably discharged on November 30, 1945, at Camp Lejeune, North Carolina. His wife is Ollie Krisell.



OLIN KRISELL, JR.



JOSEPH D. PIJOT

2nd Lt. Joseph D. Pijot, son of Mr. and Mrs. Joseph Julian Pijot of England, Arkansas, was born April 25, 1924. He graduated from England High School and attended Arkansas State Teachers College before enlisting in the United States Army Air Corps on December 11, 1942. Sent to Sheppard Field, Wichita Falls, Texas, for basic training, he received aviation cadet training and was commissioned as a pilot on a B-29 bomber. He holds the Sharpshooter's Medal (.45 caliber pistol) and is a veteran of more than three years in the Army. He was released from active duty on December 12, 1945, at Barksdale Field, Louisiana.

Shipfitter 1/c Verla Ray Cardwell, son of the late Mr. and Mrs. Verla Ray Cardwell, was born at England, Arkansas, on September 27, 1920. Educated in the Keo, Arkansas, High School, he entered the United States Navy Seabees on October 19, 1943. Sent to Camp Peary, Virginia, for boot training, he later attended Anti-Aircraft Gun School. After five months' training in the United States, he arrived in the Russell Islands in March, 1944, for a stay of nearly twenty months, during which he served as a motor mechanic with the 143rd Naval Construction Battalion. Honorably discharged on December 11, 1945, at Memphis, Tennessee, he now makes his home with his wife, Mary Margaret, and their child in Little Rock.



VERLA R. CARDWELL



WORRELL M. MILLS, JR.

Cpl. Worrell Monroe Mills, Jr., son of Mrs. Fern Taber, was born at Humphrey, Arkansas, on May 24, 1925. He received his education by attending England High School, after which he was employed as salesman. He entered the Army Engineers Corps July 19, 1943, and received basic training at Camp Claiborne, Louisiana. Attending service school at Camp Pickett, Virginia, he qualified for mechanical engineer. Corporal Mills departed from the United States July 24, 1944, participating in Northern France, Ardennes, Rhineland, and Central European campaigns and in the campaign on Luzon Island in the Asiatic-Pacific Theater. For meritorious service he received World War II Victory Ribbon, Good Conduct Medal, European-African-Middle Eastern Theater Ribbon with four Bronze Service Stars, Philippine Liberation Ribbon, and Asiatic-Pacific Theater Ribbon. He also received Sharpshooter's Medal for use of the rifle and qualified as machine gunner. Returning to the United States December 17, 1945, he was honorably discharged January 1, 1946, at Camp Chaffee. He and his wife, Lavelle, and child, live in England.

MOM 3/3 Franklin Elmer Buzbee, son of Tom Buzbee of Nuavoo, Alabama, was born there on February 18, 1914, and moved to Arkansas in 1927. He was employed as an automobile mechanic until entering the U. S. Navy on April 12, 1944. After receiving his boot training in Virginia, he was assigned to the U.S.S. Kasaan Bay and served as a fireman aboard this ship. At sea for a period of seven months, he took part in three battles and was hurt while receiving advanced training in San Bruno, California, suffering severe injuries to one foot. Taken to the Oakland Naval Hospital at Oakland, California, he was hospitalized there for six months and was honorably discharged September 18, 1945, at Oakland. He and his wife, the former Evie Lois Tull, have three children.



FRANKLIN E. BUZBEE



RUDOLPH A. BRYANT

Fireman 1/c Rudolph Alexander Bryant is the son of Mrs. Jennie Bryant of Keo, Arkansas. Born at Keo on August 27, 1926, he attended Keo and Benton High Schools and was a grocery clerk until entering the Navy on January 11, 1945. Fireman Bryant received his boot training at Great Lakes, Illinois, and specialized in Diesel and electrical work. In April, 1945, he was sent to the New Hebrides Islands and remained in the Pacific area for ten months. He was returned to the United States and was honorably discharged on April 3, 1946, at Memphis, Tennessee.

Sgt. William Gerald Hilliard, son of William Ollis and Annie Bell Hilliard of Keo, Arkansas, was born at Keo on February 15, 1920. After completing his education in the Keo public schools, he entered the United States Army on September 4, 1942, and after basic training at Ft. Bragg, North Carolina, he was assigned to the 692nd Tank Destroyer Battalion and with this unit arrived in the European Theater in September, 1944. Overseas one year, Sergeant Hilliard took part in the fighting in the Ardennes, Rhineland, and Central European campaigns and was awarded the Bronze Star Medal, the European Theater Ribbon with three Battle Stars, the American Defense Ribbon, the Good Conduct Medal and a Marksmanship Medal. He was honorably discharged from the service October 25, 1945, at Camp Chaffee, Arkansas. He and his wife, Pauline, are the parents of one child.



WILLIAM G. HILLIARD



HAROLD R. SHADLE

2nd Lt. Harold Rolan Shadle, son of Edgar Alexander and Martha Ann Shadle of England, Arkansas, was born in Little Rock on October 1, 1924. Upon completing his education at England High School, he was employed as a production clerk for the Chemical Warfare Service until entering the Army Air Corps on August 4, 1943. Upon finishing his basic training at Amarillo, Texas, he attended the Air Corps School of Flexible Gunnery at Harlingen, Texas, and Bombardiers School at Childress, Texas. Commissioned as an Air Corps bombardier, Lieutenant Shadle served more than two years with the Army Air Corps. He was placed on inactive status November 9, 1945, at Sheppard Field, Texas.

Chief Storekeeper Lawrence Epperson Ellis, son of the late Isaac and Elector Ellis, was born at Shellman, Georgia, on March 13, 1901. He moved with his family to Arkansas in 1914, and attended Little Rock High School, the University of Arkansas at Fayetteville, and LaSalle Extension University of Chicago, Illinois. Entering the United States Navy Seabees on October 21, 1943, he received his training at Camp Peary, Virginia, and became the chief petty officer in charge of ship's service. After sixteen months at the United States Naval Frontier Base, Galveston, Texas, Chief Ellis arrived in the South Pacific in February, 1945, and served with the 144th Battalion on Guam and the Marianas Islands. Overseas seven months, he received a letter of commendation for performance of duty from his commanding officer. He received his honorable discharge from the Seabees on October 7, 1945, at Millington, Tennessee. He and his wife, Elizabeth, are the parents of five children.



LAWRENCE E. ELLIS



WILLIAM M. BURKS, JR.

1st/Sgt. William M. Burks, Jr., son of the late Sallie J. and William M. Burks, Sr., was born June 23, 1917, in Wilmar, Arkansas. He attended Cabot High School. Entering the Infantry January 31, 1937, he received basic training at Ft. Crook, Nebraska, and qualified as expert machine gunner. Sergeant Burks served in the United States for seven years with the 17th Infantry, 7th Division, and 393rd Infantry, 99th Division, and departed in October, 1944, for Europe. He participated in the Battle of the Bulge and was wounded in action at Stargarde, Germany. He was awarded the Combat Infantry Badge and the Purple Heart. Reported missing in action December 17, 1944, he died January 28, 1945, in a German prison camp.

S/Sgt. Charles Bernard Burks, son of the late Mr. and Mrs. William Burks, was born at Wilmar, Arkansas, on July 6, 1922. After attending Cabot High School, he enlisted in the Army Air Corps in October, 1940. Sent to Jefferson Barracks, Missouri, for basic training, he later attended Aircraft Armorer's School at Lowry Field, Colorado, and received the Aircraft Armorer's Badge there. After two years in the United States, Sergeant Burks arrived with his unit, the 2nd Bomb Group, in the North African Theater in January, 1943, and participated in the North African and Tunisian campaigns. He was then returned to this country in December, 1943, and on July 29, 1944, he was sent to Saipan in the Western Pacific area. A veteran of five years of military service and with a total of twenty-five months of foreign duty, he has been awarded the Presidential Unit Citation, the Good Conduct Medal with Clasp, the American Defense Service Ribbon, the European Theater Ribbon, the Asiatic-Pacific Theater Ribbon and the American Theater Ribbon. He was honorably discharged on October 14, 1945, at Camp Chaffee, Arkansas.



CHARLES B. BURKS



WILLIAM W. HAYS

Sgt. William Wesley Hays, son of Mr. and Mrs. Charles W. Hays, was born at Austin, Arkansas, March 28, 1920. He received his education by attending West Side Junior and Little Rock Senior High Schools. Entering the Army Air Corps on January 1, 1942, he received basic training at Sheppard Field, Texas, afterwards attending R.A.F. Radio School, Cairo, Egypt, and qualifying for A.A.F. Radio Mechanic. After serving over six months in the United States, he departed July 16, 1942, attached to 57th Fighter Group, 65th Fighter Squadron, for the Middle East, participating in air combat over the Balkans and North Apennines, Po Valley, Egypt, Lybia, Tunisian, Naples-Foggia, Rome-Arno and Southern France campaigns. Sergeant Hays received, among other decorations, eight Bronze Stars, Good Conduct Medal, and Unit Citation with two Oak Leaf Clusters. He was honorably discharged at Jefferson Barracks, September 11, 1945, and lives in Cabot, Arkansas.

Seaman 1/c Jake Patton Lowman, son of Mr. and Mrs. Jake W. Lowman, was born November 3, 1925, in Cabot, Arkansas. He attended Cabot public schools and Arkansas State Teachers College. Entering the Navy February 19, 1944, he received boot training at Farragut, Idaho, and attended V-12 School at the University of Colorado, qualifying as Navy mail clerk. Seaman Lowman spent a year at the Adv. Base Depot, San Bruno, California, and departed March 14, 1945, for Guam. He remained overseas for a year and three months and was awarded American Theater Ribbon, Asiatic-Pacific Theater Ribbon, Victory Medal, and Unit Commendation. After being honorably discharged May 25, 1946, at Millington, Tennessee, he returned to his home in Cabot, Arkansas.



JAKE P. LOWMAN



ARLENE SEE

Capt. Arlene See, daughter of Mrs. Jack F. See, was born July 17, 1908, at Cabot, Arkansas. She attended Centenary College at Shreveport, Louisiana, afterwards being employed as secretary, Army and Navy General Hospital, Hot Springs. Enlisting in the Women's Army (Auxiliary) Corps August 1, 1942, she received basic training at Ft. Des Moines, Iowa. Captain See served as company commander, Hq. Eighth Service Command, Dallas, Texas, and at Harmon General Hospital, Longview, Texas, as public relations officer. She was honorably discharged January 10, 1946, at Ft. Sam Houston, Texas, returning to a civil service position at Army and Navy General Hospital, Hot Springs.

Sgt. Edward F. McNew, son of Mrs. Pearl Griffin, of Wattensaw, Arkansas, was born at Lonoke, Arkansas, on May 31, 1921. He was engaged in farming until entering the military service on August 5, 1942. He received basic training at Camp Haan, California, and with his unit, the 535th Coast Artillery (Anti-Aircraft), arrived in the Pacific area in the spring of 1943. Overseas a total of more than thirty months, he saw action in the bitter campaigns of the Bismarck Archipelago, Northern Solomons, New Guinea, Luzon, Southern Philippines, and Western Pacific. Awarded the Asiatic-Pacific Theater Ribbon with one Silver Star and one Bronze Star, denoting six major battles, the Philippine Liberation Ribbon with one Battle Star and the Good Conduct Medal, he was honorably discharged on October 28, 1945, at Camp Chaffee, Arkansas.



EDWARD F. McNEW



DANIEL W. McNEW

Pfc. Daniel W. McNew, son of Houston and Tennie E. McNew, was born at Lonoke, Arkansas, October 3, 1920. After completing his education in the Lonoke schools, he was employed as a highway construction machine operator for Lonoke County. Entering the military service on June 12, 1943, he received his basic training at Jefferson Barracks, Missouri, and later attended Air Force Technical School at Chanute Field, Illinois, becoming expert in the use of heavy equipment. Arriving with his unit, the 61st T-C Group, in England in December, 1943, he saw action in the invasion of France and in Belgium. Overseas a total of twenty-two months, Private McNew was awarded the European Theater Ribbon, the Good Conduct Medal, Victory Medal and holds a Sharpshooter's rating with the rifle. He was honorably discharged from the service on December 4, 1945, at the Air Force Separation Base, Barksdale Field, Louisiana.

Capt. William T. Hunt, son of Mrs. Henry H. Hunt of 501 North Palm Street, Little Rock, was born at Atlanta, Georgia, on January 10, 1909, and moved with his parents to Arkansas in 1923. After graduating from Little Rock High School in 1927, Arkansas College in 1931, and the Louisville Presbyterian Seminary in 1934, he was Presbyterian pastor at Dardanelle, Arkansas, from 1934 until 1937, and at Lonoke until entering military service on May 19, 1942. Assigned to the Corps of Chaplains, Captain Hunt received his military training at the Chaplain School, Harvard University, and after one and one-half years at Daniel Field, Augusta, Georgia, Captain Hunt arrived in England for a stay of twenty-five months. A veteran of three and one-half years of Army service, he was released from active duty on February 10, 1946, at Camp Chaffee, Arkansas. His wife is the former Marjorie Witherspoon of Mena, Arkansas. They have three children.



WILLIAM T. HUNT



HUGH B. GOLDSBY

Capt. Hugh B. Goldsby, son of Mr. and Mrs. M. D. Goldsby of Little Rock, Arkansas, was born August 3, 1923, at England, Arkansas. After receiving his education at Ouachita College, Arkadelphia, he entered the service June 7, 1943, and received his basic training at Camp Wolters, Texas. He attended O. C. S. at Ft. Knox, Kentucky, and was assigned as a tank unit commander. He reported for the E. T. O. January 3, 1945, and saw service at Ardennes, Rhineland, and Central Europe. Captain Goldsby received the Silver Star Medal, Purple Heart, EAME Campaign Ribbon with three Bronze Stars, Victory Ribbon and Army of Occupation Ribbon. He was placed in inactive duty September 7, 1946, at Ft. Sam Houston, Texas.

Carpenter's Mate 1/c Miles D. Goldsby, Jr., son of Reba Bentley and Miles Donelson Goldsby, Sr., was born January 30, 1921, in Little Rock, Arkansas. He attended England, Arkansas, grade and high schools, afterwards being employed as a rodman and carpenter. Entering the U. S. Coast Guard September 21, 1942, he received basic training at Government Island, Alameda, California, and attended Fire Fighting School. He qualified as carpenter and was attached to Construction Detachment. Mate Goldsby served for a year in the United States before departing October 24, 1943, for the Aleutian, Marshall, and Gilbert Islands, and remained overseas for a year and ten months. After being honorably discharged October 5, 1945, at St. Louis, Missouri, he returned to Little Rock, where he lives with his wife, Betty.



MILES D. GOLDSBY, JR.



JOE DAVID ADAMS

T/4 Joe David Adams, son of Mr. and Mrs. William Ernest Adams, was born January 9, 1926, in England, Arkansas. He attended England High School and Ouachita College. Entering the Infantry (Armored) April 19, 1944, he received basic training at Camp Robinson, Arkansas, and attended I. R. T. C. Clerical School, qualifying as clerk-typist and sharpshooter. He served with the 20th Armored Division and departed February 6, 1945, for the European Theater of Operations, remaining overseas for six months and participating in the campaign of Central Europe. He was awarded the European Theater Ribbon with one Battle Star, Combat Infantry Badge, and Good Conduct Medal. After being honorably discharged April 20, 1946, at Camp Chaffee, Arkansas, he returned to his home in England.

Cpl. William E. Adams, Jr., son of Mr. and Mrs. William Ernest Adams, was born November 16, 1920, in England, Arkansas. He attended England High School and Ouachita College, afterwards being engaged as cotton weaver for Federal Compress. Entering the Military Police August 17, 1942, he received basic training at Ft. Custer, Michigan, and attended Military Police School. Corporal Adams served with an M. P. Detachment in the United States and departed March 2, 1943, for Africa and Italy. Overseas for a year and a half, he participated in the campaign of Africa and was awarded one Battle Star and the Good Conduct Medal. After being honorably discharged February 12, 1946, at Camp Chaffee, he returned to his home in England.



WILLIAM E. ADAMS, JR.



FRANCIS E. UTLEY, JR.

Maj. Francis E. Utley, Jr., son of Dr. and Mrs. Francis E. Utley, was born at Lonoke, Arkansas, September 18, 1915. After attending Cabot High School and Hendrix College, he was graduated from the University of Arkansas School of Medicine, Little Rock, in June, 1939, and was an interne at St. Vincent's Infirmary from 1939 to 1940. He was then an associate surgeon at the Walls Hospital, Blytheville, until entering military service on May 14, 1941. After receiving his Army training at the Medical Field Service School, Carlisle Barracks, Pennsylvania, Major Utley served with the 4th Cavalry Squadron, the 6th Surgical Hospital, and the 3rd Infantry Regiment as a surgeon. Arriving in Newfoundland in July, 1942, he saw thirty-nine months of foreign service and acted as commanding officer of the 308th and 309th Station Hospitals and as surgeon for the Newfoundland Base Command. Returning to this country, he reverted to inactive status on September 29, 1945, at Camp Chaffee, Arkansas. His wife is the former Myrtle Rowland. They have one daughter.

2nd Lt. Walker T. Tedford, son of Mr. and Mrs. Luther E. Tedford, of Lonoke, was born May 2, 1919, near Wattensaw, Arkansas. He began his schooling at the Bethlehem School, attended one year of high school at Oakdale, two years at Conway, and graduated from North Little Rock High School in 1938. He was a student at Arkansas State Teachers College for one year. He was employed at the Missouri-Pacific Railway Shops before entering the service with the Infantry in June, 1941. After receiving his basic training at Camp Roberts, California, he was sent to Alaska, where he served as a squad leader. He later transferred to the Air Corps and was sent to California, where he received pilot's training at Baker Field and Menton Field. He was commissioned and received his wings at Roswell, New Mexico, and then was sent to Greenville, South Carolina, where he was killed in a plane crash on October 5, 1943. His body was brought to Old Salem Cemetery for burial. At the time he entered service, he was six feet, one inch in height and weighed 210 pounds. He was a star basketball and football player.



WALKER T. TEDFORD



OTHO C. KINLEY

S/Sgt. Otho Cecil Kinley is the son of Mr. and Mrs. John Kinley of Cabot, Arkansas, where he was born on June 6, 1910. He attended Midway High School and Arkansas A. & M. College at Monticello and was a teacher until entering the military service on August 12, 1942. Sergeant Kinley completed his basic training at Camp White, Oregon, and became a supply sergeant with Battery B, 241st Field Artillery. Arriving in Scotland in July, 1944, he remained overseas over fifteen months and served in the Northern France, Rhineland, and Central Europe campaigns. Holder of the European Theater Ribbon and the Good Conduct Medal, he has also won the Sharpshooter's Medal for the carbine and pistol. He spent four months with the Army of Occupation of Germany and was honorably discharged at Jefferson Barracks, Missouri, on October 18, 1945. His wife is the former Annie Lee Rice.

Electrician's Mate 1/c Linus L. Lee, Jr., son of Ruby B. and Linus L. Lee, Sr., was born March 19, 1925, in England, Arkansas. He attended England High School. Entering the Navy, Submarine Division, November 4, 1942, he received boot training at Great Lakes, Illinois, and attended the University of Minnesota and Submarine School at New London, Connecticut, qualifying as electrician. He departed in September, 1943, for duty with the Pacific submarine fleet and remained overseas for two and a half years. Mate Lee participated in campaigns of Okinawa and Iwo Jima and was awarded Submarine Combat Pin with two Stars, Asiatic-Pacific Ribbon with two Stars, American Theater Ribbon, Good Conduct Medal, and Victory Medal. After being honorably discharged March 24, 1946, at Memphis, Tennessee, he returned to his home in England, Arkansas.



LINUS L. LEE, JR.



CYRESS S. MAXWELL

Pfc. Cyress Sylvester Maxwell, son of Artie Isbel Maxwell of Perryville, Arkansas, was born at Houston, Arkansas, on June 2, 1918. After completing his education he entered the Army on May 1, 1942, and was sent to Camp Bowie, Texas, for his basic training. After one year in this country he arrived with his unit, the 955th Field Artillery Battalion, in England in October, 1943, and served a total of more than two years in foreign service. Participating in the Normandy, Northern France, Ardennes, Rhineland, and Central Europe campaigns, he was wounded and awarded the Purple Heart. He holds as well the Bronze Star Medal, the Good Conduct Medal and the European Theater Ribbon with five Battle Stars. Private Maxwell was honorably discharged at Jefferson Barracks, Missouri, on October 10, 1945. He and his wife, Vivian Ann, have one child.

Seaman 1/c James William Rose, son of Edna Mae and Jim A. Rose, was born January 30, 1925, in Carlisle, Arkansas. He attended Carlisle High School, afterwards being employed in a service station. Entering the Navy August 3, 1943, he received boot training at San Diego, California. Seaman Rose departed January 4, 1944, for the Marshall Islands and remained overseas for a year and eight months. He participated in campaigns in the Marshalls, Guam, Saipan, and Tinian. After being honorably discharged March 15, 1946, at Camp Wallace, Texas, he returned to his home in Carlisle, Arkansas.



JAMES W. ROSE



CHARLES J. HARRINGTON

Capt. Charles Jackson Harrington, son of Mr. and Mrs. E. M. Harrington, was born November 5, 1918, in Cabot, Arkansas. He graduated from Cabot High School and Ouachita College (A.B. Degree 1940), afterwards being engaged in the grocery business with his father. Entering the Ordnance Department August 4, 1941, he received basic training at Hawaiian Ordnance Depot, Honolulu, T. H., and attended Ordnance Officer Candidate School, Aberdeen Proving Grounds, Maryland. He qualified in Ordnance Supply and as Sharpshooter with rifle and pistol and Expert with carbine. Captain Harrington served with the 1087th Ordnance Company, A. B., and departed August, 1943, for Africa and Italy. Overseas more than three years, he participated in the battle of Oahu during the Japanese attack and the campaigns of Naples-Foggia, Rome-Arno, Northern Appennines, and Po Valley. He was awarded the American Defense Ribbon with Foreign Service Clasp and the Victory Ribbon with Star. After being honorably discharged January 13, 1946, at Ft. Bliss, Texas, he returned to Cabot, where he lives with his wife, Jane.

Aviation Machinist's Mate 1/c Joseph Charles Watson, son of Robert Lee Watson and Mrs. Exa Faver Matthews, was born January 8, 1912, at England, Arkansas, and received his education at England High School, Arkansas Tech (Russellville) and A. & M. College at Monticello. Entering the United States Navy as an apprentice seaman at Little Rock on October 25, 1932, he received boot training at the United States Naval Training Station, Hampton Roads, Norfolk, Virginia, and transferred to the United States Fleet Air Base, Pearl Harbor, Territory of Hawaii, on October 30, 1933. Honorably discharged on November 21, 1939, as an Aviation Machinist's Mate 2/c, he immediately re-enlisted and was promoted to Aviation Machinist's Mate 1/c on August 16, 1940. Among his extensive engagements, this valiant American participated in the terrific battle of Midway, and on August 9, 1942, while attached to a plane crew in Torpedo Squadron Six, was reported missing when his plane was lost in the Hawaiian area. This gallant sailor who gave his life, is survived by his parents and his wife, Mrs. Willie Frances Bush Watson.



JOSEPH C. WATSON

1.—S/Sgt. Russell C. Amaden, son of Mrs. Drucie Amaden of Lonoke, Arkansas, was born April 19, 1922, at Lonoke. He attended the Lonoke Schools and enlisted in the Army July 9, 1940. His basic training was received at Presidio-Monterey, California, and his military occupational specialty is that of a company clerk. Serving with the 31st and 35th Field Artillery Units, he remained in the United States over a year and was then sent to Iceland, arriving there in September, 1941. His foreign service totals over four years, and he saw action in Iceland and in Europe in the Normandy, St. Lo and St. Malo battles. Sergeant Amaden holds the Pre-Pearl Harbor Ribbon with one Battle Star, the European Theater Ribbon with three Battle Stars, the Good Conduct Medal, and the Asiatic-Pacific Ribbon. He received his discharge at Camp Chaffee, Arkansas, May 24, 1945.

2.—1st Lt. John H. O'Keefe, son of Mrs. Essie J. O'Keefe of Lonoke, Arkansas, was born at Thornton, Arkansas, March 6, 1917. Educated at Lonoke High School and Arkansas State Teacher's College at Conway, he entered the military service on October 6, 1941, and completed his basic training at Jefferson Barracks, Missouri. He later went to the Air Corps Technical School and was then selected to attend the Signal Corps Officer's Candidate School. Lieutenant O'Keefe served as a field intelligence officer and was sent to the European theater in January, 1944. Overseas 16 months, he served in Egypt, Italy and the Balkans, taking part in the Rome-Arno campaign in Italy and the ground combat in the Balkans. He was placed on inactive duty at Ft. George G. Meade, Maryland, December 20, 1945.

3.—T/Sgt. Robert L. Wesson, husband of Dorothy Carroll Wesson, was born July 28, 1913, at England, Arkansas. He received his education in the Carlisle Schools, and upon finishing his education, he was employed as assistant manager of a department store. Entering the Army April 30, 1943, he received his basic training at Ft. Knox, Kentucky, and subsequently received training in Baking School and Mess Sergeant's School. Leaving the United States in December, 1943, he arrived in Honolulu, and served overseas almost two years with units on Saipan, Tinian, Okinawa, and the Philippines. Sergeant Wesson was awarded the Sharpshooter's Medal for carbine, and holds the Good Conduct Medal, American Theater Ribbon, Asiatic-Pacific Ribbon, with three Battle Stars, the Philippine Liberation Ribbon with one Battle Star, the Victory Ribbon, and the Presidential Unit Citation Ribbon. He was discharged at Camp Chaffee, Arkansas, December 20, 1945.

4.—1st Lt. Ella Prude Carroll Case, daughter of Mr. and Mrs. Troy Carroll, was born September 23, 1912, in Cabot, Arkansas. She attended England, Arkansas, High School. Enlisting February 6, 1943, in the WAAC, she was called to active duty March 5, 1943, and received basic training at Daytona Beach, Florida. She was promoted from grade of private to technician, third grade, in May, 1943, and sworn into the Women's Army Corps August 6, 1943. She attended Officer Candidate School at Ft. Oglethorpe, Georgia, and was commissioned second lieutenant. After serving in personnel work at Huntsville Arsenal, Huntsville, Alabama, she was transferred to Army Air Forces, Western Flying Command, Santa Ana, California, and was later assigned by W. F. T. C. as recruiting officer with headquarters in Phoenix, Arizona. She was transferred to Hollywood, California, August 15, 1944, and served as recruiting officer. She escorted a special troop movement from Los Angeles to Des Moines, Iowa, September, 1944, and returned to Phoenix October 15, 1944. She was assigned to the Flexible Gunnery School, Las Vegas Army Air Field, Nevada, and was sent to A. A. F. Personal Affairs School in New York City for special training. She was promoted to first lieutenant July 18,

1945, and sent to the War Department Personnel Center, Ft. Sam Houston, Texas, for special work in the discharge of A. A. F. personnel. Lieutenant Case was awarded the W. A. A. C., American Defense, and Victory Ribbons and was honorably discharged December 1, 1945, being placed on terminal leave to January 9, 1946. She lives in Lonoke, Arkansas, with her husband, Capt. O. L. Case.

5.—S/Sgt. Robert E. Patton, son of Robert R. and Rosie Patton, was born at Carlisle, Arkansas, March 9, 1919. Upon completion of his education at Carlisle High School, he was employed as a grocery and drug clerk at Little Rock, and later as an insurance salesman at Little Rock and a postal clerk at Carlisle. Entering the military service June 21, 1941, he was assigned to the Air Corps and sent to Jefferson Barracks, Missouri, for basic training and later to a special training school at Chanute Field, Illinois, where he became a specialist in administrative work. He arrived in Scotland in May, 1942, as a member of the 5th Depot Repair Squadron, and remained in the European theater for almost 29 months. Awarded the American Defense Service Ribbon, the European Theater Ribbon and the Good Conduct Medal, Sergeant Patton was honorably discharged October 25, 1945, at Greensboro, North Carolina.

6.—Cpl. Jack B. Jackson, son of Jack and Nellie Jackson of Route 1, Gould, Arkansas, was born at Humnoke, Arkansas, October 29, 1920. He attended Humnoke High School and Arkansas State Teachers' College before entering the Marine Corps November 5, 1941. He served his boot training at Parris Island, South Carolina, and later attended the Water Supply School, the Engineer Heavy Equipment School and the Royal Australian Engineer School. In April, 1942, he was sent with his unit, Company B, First Engineer Battalion, First Marine Division, to the South Pacific. Corporal Jackson has served two tours of foreign service and has seen action at Guadalcanal, New Guinea, Cape Gloucester, and Okinawa. Overseas three years, he holds the Asiatic-Pacific Theater Ribbon and the Presidential Unit Citation. He was honorably discharged November 7, 1945, at Great Lakes, Illinois. His wife is Sallye Jo Jackson.

7.—T/3 Joe B. Goacher, son of Mr. and Mrs. Bob Goacher of Carlisle, Arkansas, was born December 1, 1921. After attending Hamilton and Carlisle High Schools and the Capital City Business College, he was employed by the Wrape Stave Company of Little Rock before entering the Army September 2, 1942. Completing his training at Camp Perry, Ohio, and later attending the Savannah Ordnance School, he qualified for administrative N.C.O. duty and was attached to the 505th Ordnance Heavy Maintenance Tank Company, and with this unit took part in the Normandy, Northern France, Rhineland, Ardennes and Central Europe campaigns. Overseas 22 months, he was awarded the European Theater Ribbon with five Battle Stars and the Good Conduct Medal, and was honorably discharged November 6, 1945, at Jefferson Barracks, Missouri. He is married and he and his wife, Evelyn, have one child.

8.—Pvt. Leonard Herschel Crowder, son of the late William Henry and Exie Lee Crowder, was born at Knoxville, Arkansas, April 12, 1901. He received his education by attending Hazen High School, after which he was employed as farmer, carpenter, and aircraft mechanic. He entered the U. S. Marine Corps November 14, 1942, receiving boot training at Parris Island, South Carolina. Private Crowder qualified as rifle marksman March 9, 1943, at Marine Base, Parris, Island, and after serving almost one year, was honorably discharged at Marine Base, Naval Ammunition Depot, New Orleans, August 24, 1943. He and his wife, Geneva, resident at Carlisle, Arkansas, with their children.



PLATE 18

9.—Pfc. Rollie Wayne Crowder, son of Leonard H. and Geneva S. Crowder, was born at Carlisle, Arkansas, December 18, 1923. He received his education by attending Carlisle High School, and enlisted in the Marine Corps July 9, 1941, receiving boot training at San Diego, California. He attended 2nd Marines School and completed Scout Snipers Course January 24, 1942, specializing with machine gun. Private Crowder departed from the United States July 1, 1942, for the Pacific theater and saw service on Florida Island, Guam, and Tulagi Islands and was killed in action August 7, 1942. He was awarded the Purple Heart, posthumously, American Defense Service Ribbon, Asiatic-Pacific Theater Ribbon, and Presidential Citation. He is survived by his parents, who live in Carlisle.

10.—Sgt. Raymond Leon Crowder, son of Leonard H. and Geneva S. Crowder, was born at Hazen, Arkansas, November 8, 1918. He received his education by attending Carlisle and Lonoke High Schools, after which he was employed as farm laborer, carpenter, and cook. Entering the Army Air Corps April 30, 1942, he received basic training at Jefferson Barracks and attended Dehydration Service School. Sergeant Crowder departed from the United States July 1, 1942, for Newfoundland, and April 12, 1944, for England. He participated in the air offensive over Northern France, Normandy, and Rhineland. Qualified as an expert with the carbine, he also received for meritorious service European Theater of Operations Ribbon with four Bronze Stars and the Good Conduct Medal. Returning to the United States December 13, 1944, he was honorably discharged at Jefferson Barracks, September 2, 1945. He and his wife, Mary Louise, live in Carlisle, Arkansas, with their child.

11.—Chief Motor Machinist Lincoln Henry Pitcher is the son of Mr. and Mrs. Leonard Henry Pitcher of Carlisle, Arkansas, where he was born September 30, 1917. After attending Carlisle High School, he was employed as an automobile mechanic prior to entering the United States Navy Seabees March 24, 1942. After receiving his basic training at Norfolk, Virginia, he completed additional training at Davisville, Rhode Island. During the 29 months he was overseas, he served in many parts of the world, from British West Africa to the Hawaiian Islands. He was honorably discharged on September 24, 1945, at New Orleans. He and his wife, Hattie, are the parents of two children.

12.—S/Sgt. Charles A. Reep is the son of Mrs. Jennie E. Reep of Lonoke, Arkansas, where he was born November 10, 1912. After graduating from Lonoke High School and the Robinson School of Business in Little Rock, he was employed by the Agricultural Adjustment Administration for six years, was state representative from Lonoke County for two years, and was Lonoke County tax collector at the time he entered the service May 20, 1942. Completing his basic training at Camp Grant, Illinois, he was assigned as a medical non-com with the 35th Signal Corps and sent to England in the spring of 1943. Overseas 22 months, he participated in the Central Europe, Northern France, Rhineland, Ardennes and Normandy campaigns and was awarded the European Theater Ribbon with Silver Star and the Good Conduct Medal. He was honorably discharged at Camp Chaffee, Arkansas, September 19, 1945.

13.—Capt. William D. Bishop is the son of Robert D. and Dorothy E. Bishop of Lonoke, Arkansas, where he was born December 31, 1917. After graduating from Lonoke High School in 1935, he played professional baseball and was employed by the Kraft Corporation. Enlisting in the Army March 3, 1942, he served his basic training at Camp Roberts, California, and attended the Field Artillery Officer's Candidate School at Ft. Sill, Oklahoma. In November, 1943, he was sent with his unit, the 168th Field Artillery Battalion, to the Pacific area. Overseas 25 months, he saw action in New Guinea and the Philippines and won the Asiatic-Pacific Theater Ribbon with three Battle Stars, the Philippine Liberation Ribbon with two

Stars, the American Theater Ribbon, and the Victory Ribbon. Captain Bishop will remain in the service until June, 1947.

14.—Boatswain's Mate 2/c Henry Robert Dunn, son of Mrs. Tennie Dunn, was born in Carlisle, Arkansas. He entered the Navy December 17, 1942, and received boot training at Norfolk, Virginia. Attached to the Navy Seabees, he departed March 19, 1943, for New Hebrides and Okinawa and remained overseas for three years. He was honorably discharged January 19, 1946, at Memphis, Tennessee, and returned to his home in Lonoke, Arkansas.

15.—Coxswain Samuel Newton Dunn, son of Mrs. Tennie M. Dunn, was born July 9, 1925, in Carlisle, Arkansas. He attended Lonoke High School, afterwards being employed by D. F. Jones Construction Company. Entering the Navy Seabees November 30, 1942, he received boot training at Camp Perry, Williamsburg, Virginia, and attended 20 mm. Anti-Aircraft School. He departed in August, 1943, for Okinawa and remained overseas for two years, participating in battles of the Philippine Sea, Palau, and Okinawa. After being honorably discharged December 14, 1945, at Memphis, Tennessee, he returned to his home in Lonoke.

16.—Flight Officer Lem W. Boone is the son of Ledora Couch Boone of Lonoke, Arkansas, where he was born September 22, 1918. He was educated at the University of Arkansas at Fayetteville and entered the Army Air Forces December 31, 1941. After completing his training at Ft. Warren, Wyoming, he served one and one-half years in this country and then was sent to North Africa in May, 1943. Overseas more than two years, he saw action in eight campaigns of the European theater and won the European Theater Ribbon with eight Battle Stars, the Air Medal, Presidential Unit Citation with one Oak Leaf Cluster and the American Theater Ribbon. He was returned to this country and was released from active duty at Camp Chaffee, Arkansas, September 25, 1945.

17.—Lt. (j.g.) William Rachleff Boone, son of Mrs. Ledora Couch Boone, was born August 7, 1922, in Lonoke, Arkansas. He attended Lonoke High School, afterwards being engaged as a merchant and in the U. S. Merchant Marines. Entering the Naval Reserve April 16, 1942, he received boot training at New Orleans, Louisiana, and attended Merchant Marine and Navy Service Schools. Departing June 20, 1942, for duty in the North Atlantic, Lieutenant Boone served overseas for almost three years and also participated in the invasions of the Marshall Islands, Saipan, Tinian, Okinawa, and Iwo Jima, being with the first forces in Tokyo and serving with the Army of Occupation. He was honorably discharged March 31, 1946, at Lonoke, Arkansas.

18.—1st Lt. Julian Jack Gates, son of Mrs. David Gates, was born November 3, 1914, in Lonoke, Arkansas. He attended Lonoke High School and Memphis State College. Entering the Army Air Force September 9, 1940, he received basic training at Randolph and Kelly Fields, where he also attended Service Schools and qualified as single engine fighter pilot, June, 1941. He departed June 6, 1941, for Manila, and qualified in October, 1941, as expert pistol marksman. Overseas more than four years, Lieutenant Gates participated in the Bataan campaign and was taken prisoner by the Japanese. He was held in O'Donnell and Cabanatuan prison camps before being taken to Japan November, 1942 to camps in Oka, Japan, on the Island of Shioku, and in the mountains on western Honshu. He was rescued by American troops September 9, 1945, after three years and five months of imprisonment, and was awarded Presidential Citation, two Clusters, Philippine Defense Ribbon with one Battle Star, and Asiatic-Pacific Ribbon with one Battle Star. After being honorably discharged March 22, 1946, at Ft. Sam Houston, he returned to Lonoke, where he lives with his wife, Eula Mai.

19.—1st Lt. Jere W. Gates, son of Mrs. David Gates of Forrest City, was born at Lonoke, Arkansas, July 6, 1910. He attended Lonoke High School and the Georgia School of Technology and was employed as the manager of the East Arkansas and Gates Brothers Lumber Company before entering the United States Army (Field Artillery), August 14, 1942. He had previously served in the Arkansas National Guard in 1927. Assigned to the Field Artillery, he received artillery training at Camp Roberts, California, and Ft. Sill, Oklahoma, and became firing executive and battalion motor officer of the 733rd Field Artillery Battalion. After 21 months' training in the United States, he arrived in Germany in April, 1944, and participated in the fighting throughout the European campaign, serving under General Hodges and General Patton, until March 27, 1945, when this brave officer was killed in action. Among his decorations for meritorious service are the European Theater Ribbon with Battle Stars denoting his battle participations, the Medal of Verdun, the Bronze Star Medal, a Marksmanship Medal and the Order of the Purple

Heart. He is survived by his wife, Mrs. Delores Weber Gates, and his daughter, Jere Janet.

20.—Yeoman 1/c Lemuel L. Gates, son of Mrs. David Gates of Forrest City, was born at Lonoke, Arkansas, January 26, 1908. After attending Lonoke High School and Miss Wylie's Office Training School at Memphis, Tennessee, he was employed as a drug and grocery clerk and as a bookkeeper in the lumber business. He entered the Navy August 5, 1942. After receiving his boot training at Norfolk, Virginia, he was assigned to the destroyer U.S.S. Quick and spent two years of sea duty, convoying troopships across the Atlantic. Overseas two years, he participated in the invasion of Sicily and in other action in the European and American theaters. Yeoman Gates was awarded the American and European-African-Middle Eastern Theater Ribbons with Battle Stars denoting his engagements, and the Good Conduct Medal. He was honorably discharged from the service August 30, 1945, at Pensacola, Florida.

PLATE 19

1.—Lt. (j.g.) Bobbie Wayne Dawson, son of Mrs. W. T. Dawson of Lonoke, Arkansas, was born in that city November 3, 1920. He attended the Lonoke High School and was a rancher and frozen food locker plant operator until entering the Navy September 22, 1942. He entered the Naval Aviation and completed his flight training at Athens, Georgia, and Amarillo College at Amarillo, Texas, and was commissioned as a pilot and navigator. Arriving in the Southwest Pacific theater in May, 1944, he remained overseas a total of 10 months and took part in the Guam, Saipan, Palau, Leyte and Luzon campaigns. Holder of the Air Medal, he was returned to this country and was released from active duty November 27, 1945, at Charleston, South Carolina.

2.—Ens. John Forrest Dawson is the son of Mrs. W. T. Dawson of Lonoke. Born in that city December 8, 1919, he was educated at Lonoke High School and was employed as a chemist until entering the Naval Air Corps October 15, 1942. After receiving his boot training at Del Monte, California, he attended special schools at West Texas State College and East Central State College at Ada, Oklahoma, and was commissioned as a naval fighter pilot, after receiving his flight training at Norman, Oklahoma, Corpus Christi, Texas, Melbourne, Florida, and Chicago Illinois. Arriving in the Pacific area in October, 1944, he remained overseas for almost six months and took part in the fighting in the Philippines, China and Iwo Jima as well as the air offensive against Japan. Holder of the Asiatic-Pacific Theater Ribbon with four Battle Stars, Philippine Liberation Ribbon with two Stars, American Defense Ribbon and the Air Medal, he was released from active duty October 14, 1945, at San Diego, California. His wife is the former Alice Morton.

3.—Sgt. Harold K. Buckley, son of Mr. and Mrs. J. E. Buckley, was born January 4, 1914, in Carlisle, Arkansas. After completing his education, he was engaged as a rural mail carrier. Entering the Infantry July 26, 1943, he received basic training at Camp Roberts, California, where he received Expert Marksmanship Medal. He served for a year and a half in the United States attached to I.R.T.C., Camp Roberts, departing January 26, 1945, for Europe. Overseas more than a year, he participated in the campaigns of the Rhineland and Central Europe, spending 11 months with the Army of Occupation. He was awarded American Theater Ribbon, European Theater of Operations Ribbon with three Bronze Stars, Victory Medal, Good Conduct Medal, Combat Infantryman's Badge, Silver Star Medal, and two overseas bars. After being honorably discharged April 11, 1946, at Jefferson

Barracks, Missouri, he returned to Carlisle, where he lives with his wife, Florence.

4.—Ship's Cook 2/c William Carl Dawson is the son of Mrs. W. T. Dawson and the late W. T. Dawson of Lonoke, where he was born February 6, 1910. Educated at Lonoke High School and the University of Arkansas, he was employed as a car trimmer and mail clerk until entering the Navy May 25, 1944. After receiving his boot training at Camp Wallace, Texas, he became a cook and arrived in the South Pacific area in December, 1944. During his 14 months of overseas duty, he saw action at Iwo Jima, Okinawa and in the Philippines and also served on Guam, Eniwetok, New Guinea and in China and Japan. His ship was one of the mercy ships that released Allied prisoners from Japanese prison camps. He was honorably discharged January 5, 1946, at St. Louis, Missouri. He is married and he and his wife, Regina Elva have two children.

5.—Seaman 1/c William Thomas Dawson is the son of Mrs. W. T. Dawson of Lonoke, Arkansas, where he was born April 25, 1918. Completing his education at Lonoke High School, he was engaged in the transfer business until entering the United States Navy December 17, 1943. After serving his boot training period at Farragut, Idaho, he specialized in the work of a naval beach party and was sent to the Southwest Pacific area in April, 1945. Seaman Dawson saw more than eight months of active service in the Pacific theater and was returned to the United States in December, 1945. He was honorably discharged at Norman, Oklahoma, January 8, 1946. He is married and he and his wife, Dorothe Elizabeth Dawson, are the parents of two children.

6.—Sgt. Frank T. Otero, son of Lucia and Juan Otero of Tucumcari, New Mexico, was born at Tucumcari November 16, 1911, and moved to Arkansas in 1938. He was educated at Tucumcari High School and New Mexico Normal University and was employed by the United States Engineers until he entered the military service in December, 1943. Sergeant Otero was assigned to the Engineers and completed his basic training at Camp Abbott, Oregon, and later attended Administration School and the Engineer Officer's Candidate School. He specialized in construction and finance and on October 15, 1944, was sent to the Aleutian Islands. Overseas 15 months, he holds the Unit Citation, Asiatic-Pacific Theater Ribbon and the Expert's Medal for the rifle and machine gun. He was returned to the United States and was honorably discharged at Camp Chaffee, Arkansas, January 17, 1946. He and his wife, Ruth Elenora, have two children.



PLATE 19

7.—Seaman 1/c Leo Hamberg Munnerlyn, son of Mr. and Mrs. W. S. Munnerlyn of Lonoke, Arkansas, was born July 27, 1906. He was educated in the Brownville, Arkansas, schools and was an iron worker until entering the Navy April 20, 1944. Seaman Munnerlyn completed his boot training at San Diego, California, and then attended Gunnery School. In November, 1944, he was sent to the Southwest Pacific theater and saw service at Pearl Harbor, Eniwetok, Ulithi, the Philippines, Okinawa, and China. He took part in the invasion of the Philippines and Okinawa and holds the Asiatic-Pacific Theater Ribbon with two Battle Stars, the Philippine Liberation Ribbon, and the American Theater Ribbon. He was honorably discharged December 14, 1945, at Memphis, Tennessee. He and his wife, Maybelle, have two children.

8.—Cpl. John Lewis Temple, the son of Mr. and Mrs. John Hartwell Temple of England, Arkansas, was born April 14, 1926 and after graduating from England High School he entered the Air Corps January 6, 1944. After receiving his basic training at Amarillo, Texas, he attended the B-17 Mechanics School at Hobbs, New Mexico, and the Drill Instructor's School at Sheppard Field, Texas. He was also stationed at Ft. Bliss, Texas and Lubbock, Texas, during his training period, which was ended by the close of the war. He was honorably discharged at Sheppard Field November 1, 1945, after 22 months of Army service.

9.—Pfc. Fay Wilbourn Hartwick, son of James Harmon and Effie Hartwick, was born at Guy, Arkansas, August 10, 1914. After attending the England and Keo (Arkansas) schools, he was employed as a bus driver, clerk and truck dispatcher prior to entering the Army October 10, 1942, having previously served with the National Guard since 1933. Sent overseas almost immediately after his induction, he received his basic training at Schofield Barracks, Hawaii, and became a military barber. Overseas a total of 33 months, he was awarded the Asiatic-Pacific Theater Ribbon and the Good Conduct Medal. He was honorably discharged November 10, 1945, at Ft. Meade, Maryland.

10.—Pfc. Bruce Eugene Gray, Jr., son of Mr. and Mrs. Bruce Eugene Gray, Sr., was born at Lonoke, Arkansas, August 29, 1923. He received his education by attending Lonoke Schools and entered the Army Engineers Corps February 22, 1943, receiving basic training at Camp McCain, Mississippi. Leaving the United States November 4, 1944, with the 312th Engineers, for Liverpool, England, he participated in the campaigns of the Rhineland, Ardennes, and Central Europe. Private Gray received Marksmanship and Sharpshooter's Medals for his proficiency in the use of the sub-machine gun, pistol and hand grenade, the Good Conduct Medal, World War II Victory Medal, American Campaign Ribbon, and European-African-Middle Eastern Theater Ribbon. After serving two months with the Army of Occupation, he returned to the United States and was honorably discharged at Camp Beale, California, January 6, 1946. He and his wife, Bessie May, reside at Lonoke.

11.—Ship's Cook 2/c Argel Cook, son of Mr. and Mrs. John Edward Cook, was born at Little Rock, Arkansas, March 12, 1923. He received his education by attending Scott High School, afterwards being engaged in farming. Entering the Navy June 19, 1943, he received boot training at San Diego, California. After serving two months in the United States attached to Carrier Aircraft Service Unit, he was sent to the Gilbert Islands August 27, 1943. He was in the South Pacific over 26 months, and participated in the battles of Guam and Saipan. For meritorious service he was awarded Presidential and Admiral's Citations and two Battle Stars. Returning to the United States November 24, 1945, returning to Lonoke, where he lives with his wife, Genie Mae.

12.—Pfc. Charlie Albert Marsh, son of Mr. and Mrs. Thomas Marlin Marsh, was born November 5, 1918, in Butlerville, Arkansas. He attended Lonoke High School, afterwards being employed as a truck driver. Entering the Army April 16, 1941, he received basic training at Camp Roberts, California, qualifying as truck driver. Private Marsh served in the United States with the 3rd Division, 30th Regiment, and during his two years and nine months overseas participated in campaigns of Algeria-French Morocco, Tunisia, Sicily, Naples-Foggia, Rome-Arno, Southern France, Rhineland, and Central Europe. He was awarded American Defense Service Ribbon, European-African-Middle Eastern Theater Campaign Ribbon with Bronze Arrowhead, and five overseas bars. On January 15, 1946, he was awarded Soldier's Medal for heroism in saving a comrade from drowning in Salzburg, Austria. After being honorably discharged August 20, 1945, at Jefferson Barracks, Missouri, he returned to Lonoke, Arkansas, where he lives with his wife, Woodie Dean.

13.—T/Sgt. Fred A. Murray, Jr., is the son of Mrs. Fred A. Murray, Sr., of England, Arkansas. Born at England January 23, 1923, he graduated from England High School and was employed as an office clerk by the Arkansas Louisiana Gas Company at England and Hope, Arkansas. He entered the Army Air Corps February 3, 1943, and was sent to Keesler Field, Mississippi, for his basic training. He then attended the Radio School at Scott Field, Illinois, and Gunnery School at Laredo, Texas. Sergeant Murray served with the 377th Bomb Squadron at Columbia, South Carolina, and was sent to the Asiatic theater in February, 1944. Overseas 21 months, he served on Oahu, Makin Island, Engebi Island and Okinawa and saw action in the air offensive against Japan. Holder of the Distinguished Flying Cross, Air Medal with one Oak Leaf Cluster and the Asiatic-Pacific Theater Ribbon with one Battle Star, he was honorably discharged at Camp Chaffee, Arkansas, December 5, 1945.

14.—Watertender 1/c Thomas Junior Haley is the son of Mr. and Mrs. Thomas Allen Haley of England, Arkansas. Born at Scott, Arkansas, July 30, 1924, he attended Morris High School at England and enlisted in the Navy December 26, 1941. Sent to Great Lakes, Illinois, for his boot training, he became expert in steam engineering and was sent to the Solomon Islands in June, 1942. Overseas a total of almost 40 months, he took part in the battles of Cape Esperance and Surigo Straits and the New Guinea, Philippine and Borneo campaigns in the Pacific and has also seen action in the European theater in the invasions of Sicily and Italy. This veteran sailor was returned to this country and was honorably discharged at Lido Beach, Long Island, New York, December 8, 1945.

15.—Storekeeper 1/c Elmer Elden Haley, son of Mr. and Mrs. Thomas Allen Haley of England, Arkansas, was born at Scott, Arkansas, February 21, 1922. He completed his education at Morris High School at England and entered the Navy September 25, 1942. Trained at San Diego, California, he became a general storekeeper and in December, 1942, was sent to the Hawaiian Islands. Storekeeper Haley remained in the South Pacific theater for a total of more than 31 months and was returned to the United States. He was honorably discharged at Memphis, Tennessee, March 5, 1946.

16.—Darwin W. Miller, son of Mrs. Maggie Lucy Miller, was born September 16, 1920, in Dardanelle, Arkansas. He attended Dardanelle, Delaware, Union Hill, and England, Arkansas, schools, afterwards being employed as carpenter, painter, and farmer, and serving in the C. C. C. in 1940-41. He was a construction worker on Wake Island for the Morrison-Knudsen Construction Company, engaged in building air bases at the time of the attack. He participated in the battle of Wake Island in December, 1941, with the Marine forces and was taken prisoner of war by the Japanese, being held in a

prison camp in Shanghai, China, until the end of the war. He returned to the United States October 10, 1945, after having spent 44 months overseas. His home is in England, Arkansas.

17.—Sgt. James A. Miller, son of Mrs. Maggie Lucy Miller, was born May 23, 1917, in Dardanelle, Arkansas. He attended schools at Dardanelle and Delaware, Arkansas, and Newelton, Louisiana, afterwards being engaged as tractor driver for the United States government at Tucker, Arkansas. Entering the Army October 23, 1936, he received basic training at Ft. Riley, Kansas, and served in Honolulu, Hawaii, and at Ft. Warden, Washington. He was sent to the Aleutian Islands May 23, 1942, and remained for two years, later being sent to Camp Hood, Texas, and to Parachute School. He also attended Machine Gun School and Radio School, qualifying as expert gunner in Field Artillery and Coast Artillery, pistol sharpshooter, and expert with rifle and bayonet. He served with the Field Artillery, Coast Artillery, Infantry, and 17th Airborne Infantry and departed April 5, 1945, for Europe. Sergeant Miller participated in the campaigns of Germany and the Rhineland and served with the Army of Occupation from May 8, 1945, to September 10, 1945. He was awarded Asiatic-Pacific Theater Ribbon with one Bronze Star, American Defense Ribbon, Good Conduct Ribbon, European-African-Middle Eastern Theater Ribbon with one Bronze Star, Occupation Ribbon, American Theater Ribbon, and nine overseas bars. After being honorably discharged September 20, 1945, at Jefferson Barracks, he returned to England, Arkansas, where he lives with his wife, Anna Mae.

18.—Cpl. Francis Vaughn Wade, son of Mr. and Mrs. Samuel P. Wade, was born June 16, 1915, in Keo, Arkansas. He attended Little Rock High School and Capitol City Business College in Little Rock, afterwards being engaged in farming and livestock business. Entering the Infantry March 22, 1944, he received basic training at Camp Robinson, Arkansas, and attended Motor Vehicle Oper-

ators' School, qualifying as heavy equipment operator and rifle sharpshooter. Corporal Wade served in the United States for more than two years with the Infantry and Air Corps and was awarded World War II Victory Ribbon, Good Conduct Medal, and American Theater Ribbon. After being honorably discharged April 13, 1946, at Camp Chaffee, he returned to Keo, where he lives with his wife, Evelyn, and their child.

19.—Signalman 1/c Aloysius Burton Buffalo, son of Mrs. R. L. Buffalo, was born at England, Arkansas, May 19, 1924. Upon completion of his education at England High School, he entered the United States Navy January 29, 1943. Having completed his boot training at San Diego, California, he was sent to Signal School at the University of Illinois, for further instruction in sending and receiving signals and recognizing the flags of all principal maritime nations. Arriving in the South Pacific area in January, 1943, he remained there for 23 months, taking part in the Northern Solomons, Admiralties, Philippines and Iwo Jima campaigns. He was awarded the Philippine Liberation Ribbon with one Battle Star, the Asiatic-Pacific Theater Ribbon with four Battle Stars, the American Theater Ribbon and the Victory Ribbon. Signalman Buffalo was honorably discharged November 15, 1945, at Memphis, Tennessee.

20.—Chief Boatswain's Mate Vann Manning Buffalo, son of Mrs. Robert Lee Buffalo, was born May 19, 1924, at England, Arkansas. He attended Morris High School at England and entered the Navy May 17, 1942. Receiving boot training at San Diego, he later attended Signal School, Urbana, Illinois, and Mine Warfare School at Yorktown, Virginia. After serving two years, he departed February 10, 1945, for the Southwest Pacific where he participated in operations off Okinawa. He served almost two years in the Pacific theater, including four months with the Army of Occupation, and was honorably discharged February 17, 1946, at Millington, Tennessee.

PLATE 20

1.—S/Sgt. Lewis Latane Cobb, son of Annie L. and Carlee C. Cobb, was born August 16, 1925, in Keo, Arkansas. He attended Keo High School and Beebe Agricultural College, afterwards being engaged in the construction of the Pine Bluff Arsenal. Entering the Army April 20, 1944, he received basic training at Ft. Leonard Wood, Missouri, and attended Ordnance Heavy Artillery Schools at Toledo, Ohio, and Ft. Benning, Georgia, qualifying in heavy artillery parts and supply. He departed January 1, 1945, for France and participated in Central Germany and Rhineland campaigns. Sergeant Cobb was awarded two Battle Stars and Meritorious Unit Plaque. He served with the 2nd Army, 15th Army, 9th Army, 7th Army, and 3rd Army and with the Army of Occupation in Kassell, Germany. He was honorably discharged May 30, 1946, at Jefferson Barracks, Missouri, and has entered the University of Arkansas.

2.—Capt. James D. Cobb, son of Ruth C. and Samuel C. Cobb of Keo, Arkansas, was born at Keo May 11, 1911, graduated from England (Arkansas) High School and Ouachita College and later studied for two years in the Graduate School, University of Texas. Entering the United States Army January 26, 1942, he was later sent to Officer Candidate School, Ft. Benning, Georgia, and qualified for service as a unit commander with BIRTC and AGFRD units. Following four years of meritorious service, Captain Cobb was relieved from active duty at Ft. Meade, Maryland, January 8, 1946, and placed on the retired list. He and his wife, Katherine, are the parents of two children.

3.—T/5 Russell C. Wade, son of Mary Ella and Samuel P. Wade, was born September 13, 1922, in Keo, Arkansas. He attended Centennial Grammar School in Little Rock, Keo High School, and Ouachita Baptist College at Arkadelphia, afterwards being employed as a Post Exchange clerk at Camp Robinson, Arkansas. Entering the 251st Port Company March 17, 1943, he received basic training at Seattle, Washington. Corporal Wade served for six months in the United States and departed September 23, 1943, for India and Africa, remaining overseas for two years and seven months. After being honorably discharged March 6, 1946, at Camp Chaffee, Arkansas, he returned to Little Rock, where he lives with his wife, Maysel.

4.—Seaman 2/c William Clifford Fielder, son of W. T. and Nealey Fielder, was born at Perryville, Arkansas, March 24, 1913. He received his education by attending Ola High School, after which he was employed as heavy equipment operator. Entering the Navy April 20, 1944, he received training at San Diego and San Pedro, California, and at Portland, Oregon. Serving 20 months in the Navy, including two months on the minesweeper U.S.S. Dunlin, he was honorably discharged at Memphis, Tennessee, December 23, 1945. He and his wife, Irene, live in England, Arkansas, with their children.

5.—Pharmacist's Mate 2/c James Clifford Nichols, son of Mr. and Mrs. W. F. Nichols, was born at England, Arkansas, November 10, 1918. He received his education by attending England High School, after which he was employed as drug clerk



PLATE 20

in Walgreen's Drug Store, Little Rock, and Kennedy Drug Store, England. Entering the Marine Corps (Aviation) November 23, 1943, he received boot training at San Diego, California, and later attended Service School at San Diego Training Station, Hospital Corps School at San Diego, and Field Medical School at Camp Pendleton, Oceanside, California. Departing from the United States September 25, 1944, he spent 12 months in the Marshall Islands with the 4th Marine Air Wing, participating in evacuation of patients by air from Iwo Jima, Guam, and Kwajalein, and also served three months on Pelelieu at Marine Air Base. Mate Nichols was awarded the Asiatic-Pacific Ribbon, American Campaign Ribbon, and Victory Ribbon. He received an honorable discharge at Memphis, January 7, 1946, returning to England, Arkansas, where he lives with his wife, Eldene, and their daughter.

6.—Pfc. Seth V. Hartwick, son of Mr. and Mrs. J. H. Hartwick, was born March 21, 1920, in Guy, Arkansas. He attended Laster School, afterwards being engaged as owner and operator of a service station at Pine Bluff, Arkansas. Entering the Army October 18, 1944, he received basic training at Camp Robinson, qualifying as automotive mechanic and rifle sharpshooter. After serving for nine months in the United States with the Engineers, he departed March 31, 1945, for the South Pacific. Overseas for eight months, he participated in the Luzon campaign and was awarded World War II Victory Ribbon, Asiatic-Pacific Theater Ribbon with one Bronze Service Star, and Philippine Liberation Ribbon. He was honorably discharged April 12, 1946, at Camp Chaffee and returned to England, Arkansas, where he lives with his wife, Pauline, and their children.

7.—Coxswain Orville Duane Langrell, son of Mamie Alice and Orville William Langrell, was born May 17, 1926, in England, Arkansas. He attended England Grammar School and Morris High School at England. Entering the Naval Reserve May 25, 1944, he received boot training at Camp Wallace, Texas, and served in the United States for five months before departing October 10, 1944, for Guam. Coxswain Langrell remained overseas for a year and five months. He is still in the service and expects to be discharged in July, 1946.

8.—Cpl. Elmer Lee Norris, son of Mrs. Oveline Burnette and the late Henry O. Norris, was born at England, Arkansas, March 25, 1926. Graduating from England High School, he entered the Marine Corps July 19, 1943, receiving boot training at Marine Corps Base, San Diego. He qualified for use of the bayonet September 30, 1943, received Rifleman's Sharpshooter Medal March 9, 1945, and qualified for fire team leader. After 21 months' service in the United States, he was sent to the South Pacific area attached to Amphibious Forces, Pacific Fleet. On April 12, 1945, Corporal Norris was in action with L Co., 3rd Bn., 22nd Marines, against the enemy at Okinawa and Ryukyus Island, afterwards serving with the Army of Occupation in Tsingtao, China, October 11 to December 14, 1945. Returning to the United States December 31, 1945, he was honorably discharged at Great Lakes, Illinois, January 20, 1946. He lives in England, Arkansas.

9.—T/5 Jack Hawkins Case, son of Margaret Jane and Henry Dow Case of England, Arkansas, was born August 24, 1911, at England. After completing his education at England High School and Little Rock College, he engaged in farming prior to entering the service June 17, 1942. Completing his basic training at Camp Robinson, Arkansas, he attended the Automotive Trade Institute at Bloomington, Delaware, and was later assigned to the 7th Armored Division as a driver, arriving in the European theater in June, 1944, for a stay of 15 months. He took part in the fighting in the Northern France, Ardennes, Rhineland and Central European campaigns and was awarded the European

Theater Ribbon with four Battle Stars, the Unit Citation and the Good Conduct Medal. Corporal Case was honorably discharged October 24, 1945, at Camp Chaffee, Arkansas.

10.—S/Sgt. Sam J. Hendrix, son of the late Mr. and Mrs. S. C. Hendrix, was born at England, Arkansas, September 10, 1911. He attended England High School, then was engaged in the transfer business until entering military service March 10, 1942. After completion of his basic training at Camp Claiborne, Louisiana, he was assigned to the Glider Field Artillery and served as a mess sergeant with the famous 82nd Airborne Division. Overseas almost 29 months, he participated in the Sicily, Naples-Foggia, Normandy, Ardennes, Rhineland and Central European campaigns. Wounded in France, he was awarded the Purple Heart, Distinguished Unit Badge, European-African-Middle Eastern Theater Ribbon with two Battle Stars, European Theater Ribbon with four Battle Stars, the Good Conduct Medal, and the Glider and Marksmanship Badges. He was honorably discharged September 19, 1945, at Jefferson Barracks, Missouri.

11.—Seaman 1/c William Boyd Cardwell, son of the late Verlie Ray and Willie Boyd Cardwell, was born February 12, 1927, in England, Arkansas. He attended England Public School and graduated from Keo, Arkansas, High School, afterwards being employed in a drug store for two years. Entering the Navy, he received boot training at San Diego, California, qualifying as electrician. He served in the United States for three years and in the Pacific Theater of Operations for a year and eight months, participating in the Bougainville invasion. Seaman Cardwell is still in the service.

12.—Seaman 1/c G. W. Haley, Jr., son of Mr. and Mrs. G. W. Haley of 5102 Asher Avenue, Little Rock, was born in Saline County, Arkansas, November 12, 1915. He attended England High School and was employed by the Magnolia Petroleum Company at England and the North American Aviation Company at Inglewood, California, until entering the United States Coast Guard, August 5, 1942. Seaman Haley served his boot training period at Government Island, Alameda, California, and was assigned to the Supply Depot at San Francisco, California. He served there for the remainder of his three years and seven months of Coast Guard service. Seaman Haley was honorably discharged at St. Louis, Missouri, March 14, 1946. He holds the Coast Guard Good Conduct Medal.

13.—Motor Machinist's Mate 3/c Wallace Lee Wiley, son of George M. and Oca Wiley, was born at Bauxite, Arkansas, March 28, 1918. He received his education by attending Scott High School, after which he was engaged in farming and as a mechanic. Entering the U. S. Navy (Reserve) April 14, 1944, he received boot training at San Diego, California, and attended Diesel Landing Craft Service School. After serving nine months, he was sent to the Asiatic-Pacific area where he participated in the battle of Okinawa. Returning to the United States January 9, 1946, he received an honorable discharge at Memphis, January 18, 1946. He and his wife, Reba Mae, live in Keo, Arkansas, with their children.

14.—Cpl. Charles W. Clifton, son of Mr. and Mrs. Thomas W. Clifton, was born December 14, 1924, in El Dorado, Arkansas. He attended McCrory, Arkansas, High School. Entering the Marine Corps December 16, 1941, he received boot training at San Diego, California, and attended Scout Sniper's School. Corporal Clifton qualified as marksman and mail clerk and was attached to the First Division. Departing June 1, 1942, for the Southwest Pacific Theater of Operations, he remained overseas for six months, participating in the campaign of Guadalcanal and being wounded in action by a sniper's bullet November 11, 1942. He was awarded the Purple Heart, Presidential Unit Citation, Amer-

ican Theater Ribbon, Asiatic-Pacific Theater Ribbon, and Victory Ribbon. After being honorably discharged November 17, 1945, at Bainbridge, Maryland, he returned to Little Rock, Arkansas, where he lives with his wife, Carolyn, and their child.

15.—Cpl. Thomas Houston Clifton, son of Mr. and Mrs. Thomas W. Clifton, was born October 16, 1925, in Little Rock, Arkansas. He attended McCrory and Cabot High Schools. Entering the Marine Corps December 4, 1943, he received boot training at San Diego, California, qualifying as marksman. After serving at Hunter's Point on guard duty, he departed January 13, 1945, for the Southwest Pacific, spending several months on Guam, and transferred to the First Marine Division in the Army of Occupation, serving in North China. Corporal Clifton received his honorable discharge August 20, 1946, at San Diego, California.

Cpl. Faber C. Griffin, son of Mr. and Mrs. John W. Griffin, was born at Vilonia, Arkansas, July 30, 1920. After attending the Cabot schools, he was employed at the Arkansas Ordnance Plant until entering military service August 12, 1942. After receiving training at Keesler Field, Mississippi; Armor School, Buckley Field, Denver, Colorado, and Welding School, New Orleans, Louisiana, he was sent to the European Theater November 23, 1943, where he remained for 20 months, participating in the general air offensive of Europe and the Normandy, Northern France, Ardennes, Rhineland and Central Europe campaigns. He is classified as an expert with the carbine and marksman with the rifle and holds the Good Conduct Medal and the European-African-Middle Eastern Ribbon. Corporal Griffin was honorably discharged October 2, 1945, at the Army Air Field Separation Station, Drew Field, Florida.

17.—Pfc. Olen Lee Wright, son of Mr. and Mrs. Edgar Lee Wright, was born at Selmer, Tennessee, October 12, 1921, moving to Arkansas in 1936. He received his education by attending Selmer High School, after which he engaged in farming. Entering the United States Army September 29, 1942, he received basic training at Camp Hulen, Texas, and after serving one year in the United States, departed for New Guinea November 24, 1943, and with his unit, Battery D, 202nd AAA (AW) Bn., he participated in the New Guinea and Southern Philippines campaigns during the 25 months he

spent overseas. He was awarded the American Theater Ribbon, the Asiatic-Pacific Theater Ribbon with two Battle Stars, the Philippine Liberation Ribbon with one Battle Star, the World War II Victory Ribbon, the Good Conduct Medal, the Bronze Arrowhead and a Marksman's Medal (rifle). Private Wright was honorably discharged from the service January 16, 1946, at Camp Chaffee, Arkansas.

18.—Aviation Mechanist's Mate 3/c Mary Esther Lasiter, daughter of Mrs. Sam B. Lasiter was born at Cabot, Arkansas, September 5, 1921. After graduating from Midwan High School at Cabot, she attended Monticello A. & M. College for two years and then the University of Arkansas until entering the United States Navy Waves January 4, 1943. Finishing her boot training at Hunter College, Bronx, New York, she later attended the Naval Air Technical Training Center at Memphis, Tennessee, and specialized in aviation mechanics and office work. A veteran of 34 months of Navy service, she was honorably discharged November 16, 1945, at Memphis, Tennessee.

19.—Pfc. Eugene Harold Harkins was the son of J. D. and Katie I. Harkins of Ward, Arkansas. Born at Ward, September 13, 1922, he completed his education at Ward High School before entering the military service with the United States Army March 17, 1943. Private Harkins served his Infantry basic training at Ft. Leonard Wood, Missouri, and then served one year in this country before he was sent to the European theater in May, 1944. This gallant soldier participated in the hard fighting in France, Belgium and Germany and served faithfully until he was killed in action in Germany, October 13, 1944.

20.—Pfc. Oscar Arvin Burnett is the son of Lee and Ada Burnett of Ward, Arkansas. Born at Ward, July 27, 1922, he attended Ward High School and entered the military service in September, 1942. Private Burnett was assigned to the Cavalry and received his basic training at Ft. Riley, Kansas. After two years in this country, he was sent to the European area in September, 1944, and fought with Cavalry units until the end of the war in Europe. Overseas 14 months, he won the Bronze Star Medal and the European Theater Ribbon. He was honorably discharged at Jefferson Barracks, Missouri, November 12, 1945. His wife is the former Frances C. Harkins.



HARTMAN REIGLER

Maj. Hartman Reigler, son of Mrs. Mary H. Reigler, was born at Little Rock, May 22, 1907. He received his education by attending University of Arkansas and Oklahoma A. & M. College, after which he was employed as mechanical and electrical engineer. Enlisting in the Corps of Engineers February 3, 1941, he attended Armored Force School and Engineer School, qualifying for staff officer. After serving in the United States, he was sent to the Southwest Pacific area on February 12, 1942, participating in China offensive and defensive campaigns. After serving more than three years in the Asiatic-Pacific Theater, Major Reigler returned to the United States December 7, 1945. He is still on active duty.



CHARLES A. COOK

2nd Lt. Charles A. Cook, son of Mr. and Mrs. Otho A. Cook, was born February 20, 1919, in Little Rock, Arkansas. He attended Little Rock Senior High School and New Mexico Military Institute at Roswell, afterwards being engaged in the Cook Automobile Company. Entering the Army Air Force May 20, 1941, he received basic training at Keesler Field, Mississippi, and attended Army Flight Training Schools, qualifying as four-engine pilot. Lieutenant Cook served for three years in the United States as B-17 pilot and flying instructor. After being honorably discharged September 28, 1945, at Camp Chaffee, he returned to his home in Little Rock, where he lives with his wife, Mabel Keller, and their child.



ROBERT E. BEVIS

1st Lt. Robert E. Bevis, son of George Edward and Lulu Todhunter Bevis, was born at Little Rock, Arkansas, on January 7, 1915. He received his education by attending Little Rock Grammar School, Little Rock High School, Georgia Military Academy (three years), and Kemper Military School (three years). Enlisting in the service July 4, 1941, from R.O.T.C., he was inducted into the Infantry at Ft. Snelling, Minnesota. After eight months' training in the United States, he was sent to Greenland in March, 1942, returning to the United States in August, 1943, and departing for the European Theater of Operations in May, 1944. Lieutenant Bevis participated in the landing on Utah Beach, Normandy, in the third wave on D-Day, June 6, with the 1st Army. He was wounded in action on August 4, 1944, at St. Lo. Returning to action as reconnaissance officer for the 297th Engineers, he was wounded for the second time at the Meuse River in Belgium. Reassigned to the Infantry, 9th Division, he was severely wounded October 8, 1944, in the Battle of Aachen, Germany. Lieutenant Bevis received the Presidential Citation, Purple Heart with two Clusters, Silver Star for bravery in action at Cherbourg, Expert Combat Infantryman's Badge, Pre-War Ribbon, North Atlantic Theater Ribbon, and European Theater of Operations Ribbon with four Battle Stars. After being honorably retired from service November 19, 1945, at Camp Chaffee, he returned to Scott, Arkansas, where he lives with his wife, Betty.



RAY A. ROBINSON, JR.

Maj. Ray A. Robinson, son of Mr. and Mrs. Ray A. Robinson, Sr., was born at Little Rock, June 30, 1921. He received his education by attending Little Rock Senior High School and Arkansas Polytechnic College, Russellville, after which he was employed by the U. S. Engineers at Nimrod Dam. Entering the Army Air Corps November 8, 1941, he received primary training at Cimarron Field, Oklahoma City; basic training at Goodfellow Field, San Angelo, Texas; and advance training at Moore Field, Mission, Texas, qualifying for fighter pilot June 26, 1942. Serving one month with 69th Fighter Squadron and eight months with 53rd Fighter Squadron in the United States, he was sent to the Canal Zone in August, 1942, and to the European Theater of Operations in February, 1944. Major Robinson saw service in Air Offensive, Europe; Western Europe; Ardennes; Rhineland; Central Europe; and Germany campaigns, and spent two months attached to 36th Fighter Group with Army of Occupation in Germany. For meritorious service he received the European Theater of Operations Ribbon with six Stars, American Theater Ribbon, American Defense Ribbon, Distinguished Flying Cross with one Oak Leaf Cluster, Air Medal with 16 Oak Leaf Clusters, French Croix de Guerre, the Belgian Fourragere, and the Presidential Unit Citation with Oak Leaf Cluster. He was honorably discharged at Seymour-Johnson Field, North Carolina, February 6, 1946. He lives in Little Rock with his wife, Doris.



JOHN R. SHELL

Lt. John R. Shell was born December 17, 1919, in Arkansas. He attended Jonesboro schools and also Arkansas State College at Jonesboro, Arkansas. Lieutenant Shell entered the Army Field Artillery in June, 1941. He was killed in action. His wife was Floride Shell. No further details regarding the service record of Lieutenant Shell were furnished.



FORREST E. LOWRY, JR.

Cpl. Forrest Eugene Lowry, Jr., son of Mr. and Mrs. Forrest Eugene Lowry, Sr., was born January 15, 1926, in Pulaski County, Arkansas. He attended Parham Grammar School, East Side Junior High School, and Little Rock High School, afterwards being engaged as a grocery clerk. Entering the Marine Corps March 29, 1944, he received boot training at San Diego, California, and attended Service School at Camp Pendleton, Oceanside, California, qualifying as Rifleman and Infantryman. He departed November 12, 1944, for Guam, and during his year and four months overseas participated in the assault and capture of Iwo Jima and Volcano Islands and the landing and occupation at Tsing Tao, Chantung Province, China. Corporal Lowry spent four months with the Army of Occupation and received Presidential Unit Citation. After being honorably discharged April 12, 1946, at Memphis, Tennessee, he returned to his home in Little Rock, where he lives with his wife, Mary Eva, and their child.



OLIVER C. HARVEY

Col. Oliver C. Harvey, son of Mr. and Mrs. Fred M. Pannell, was born at Little Rock, July 17, 1909. He received his education by attending Little Rock High School and University of Arkansas, after which he was employed by Arkansas State Highway Department and the Civilian Conservation Corps. He was commissioned 2nd lieutenant March 23, 1933, and was on C.C.C. duty from March 15, 1935, until going on active duty February 3, 1941. Colonel Harvey received basic training at University of Arkansas and at Ft. Knox, Kentucky, and by attending Command and General Staff School specialized in supply and evacuation. He qualified as Marksman with rifle and pistol in 1931 and as Sharpshooter with rifle, pistol, and submachine gun in 1941. After serving twenty-three months in the United States attached to 1st Armored Division and I Armored Corps, he departed for North Africa on November 1, 1942, and participated in French Morocco, Tunisia, Sicily, Rome-Arno, Southern France, and Germany campaigns. Decorations received include six Bronze Battle Stars; Bronze Arrowhead for amphibious landing in Southern France; American Defense, American Theater, European Theater, Bronze Star, and Distinguished Service Medals; Croix de Guerre de Armee; and Legion of Merit Medal. Colonel Harvey was with the Army of Occupation from end of campaign until October 12, 1945, returning to the United States on October 27, 1945. His wife is Mildred Harvey.



WILLIAM H. LYON, JR.

Lt. (s. g.) William Howard Lyon, Jr., son of Mr. and Mrs. William Howard Lyon, Sr., of 500 Rose Street, Little Rock, was born in Little Rock on October 6, 1919. He attended Little Rock High School, Hendrix College at Conway, and completed his education at the University of Arkansas at Fayetteville. Lieutenant Lyon entered the U. S. Navy on December 29, 1941, and completed his primary training at the Naval Air Station, Jacksonville, Florida. He then attended special schools in ordnance at the Naval Ordnance Test Station at Inyokern, California. He became an expert in Aviation Ordnance Maintenance and was sent to North Africa in March, 1943. He remained in that area until April, 1944, when he was returned to the United States. In April, 1945, he was sent to the Central Pacific Theater and remained there until returning in November, 1945. Veteran of more than two years of foreign service, he was placed on inactive duty and has returned to Little Rock. His wife is the former Dorothy Jane Holtman.



CHARLES E. CAPLE, JR.

Lt. Col. Chas. E. Caple, Jr., son of Mr. and Mrs. Charles E. Caple, Sr., was born October 3, 1916, in Little Rock, Arkansas. He attended Little Rock High School and graduated from the University of Arkansas in 1938, afterwards being employed by the Bureau of Animal Industries and W. B. Worthen Insurance Company. Entering the Army Air Corps in August, 1939, he received basic training in Tulsa, Oklahoma, and attended service schools at Randolph Field and Kelly Field and Command and General Staff School at Leavenworth, Kansas. He qualified as flight pilot, senior pilot, aerial observer, and expert aerial gunner. Attached to the 3rd Fighter Command, he departed for Hawaii in 1940 and was later sent to Italy. Overseas for three and a half years, he participated in one battle of the Pacific and seven battles of the Mediterranean Theater of Operations and spent two months with the Army of Occupation. He was awarded Distinguished Flying Cross, Air Medal with two Clusters, Asiatic-Pacific Campaign Ribbon with two Battle Stars, and European Theater Ribbon with three Battle Stars. Colonel Caple is now in the diplomatic service as air attache to India.



JAMES E. HESTER

Quartermaster 3/c James Embie Hester, son of Lois Lucille and Embie Benson Hester, was born February 16, 1925, in Little Rock, Arkansas. He attended Little Rock Grammar and High Schools and Monticello A. & M. College, afterwards being employed by the U. S. Engineers. Entering the Navy February 12, 1943, he received boot training at Great Lakes, Illinois, and attended Quartermaster School. Departing November 2, 1944, for the South Pacific Theater of Operations, he remained overseas for more than a year, participating in the Okinawa campaign, and was awarded American Theater Ribbon, Asiatic-Pacific Theater Ribbon, Philippine Ribbon, and Victory Bar. He was honorably discharged April 22, 1946, at Memphis, Tennessee, and returned to his home in Little Rock.



HORACE A. KING

Sgt. Horace Alfred King, son of Mr. and Mrs. John Roy King, was born at Little Rock, November 9, 1917. He received his education by attending Little Rock Senior High School, after which he was employed by the Arkansas Power and Light Company. A member of the National Guard since October, 1936, he entered the regular Army in January, 1941, and received basic training at Ft. Bliss, Texas. Attached to 206th Coast Artillery, he was sent to the Aleutian Islands in August, 1943, and to the European Theater of Operations in February, 1945. Attached to 95th Gun Battalion (101st Airborne), Sergeant King was in action in the battle of the Bulge, and the Rhineland and Ardennes campaigns. He was wounded in action and received the Purple Heart, Silver Star, Good Conduct Medal, Pre-Pearl Harbor Ribbon, Asiatic-Pacific Ribbon with Campaign Star, and European Theater of Operations Ribbon with three Battle Stars. He was honorably discharged at Jefferson Barracks, July 24, 1945. Sergeant King and his wife, Sarah Frances, live in Little Rock with their two children.



CORYDON M. WASSELL

Capt. Corydon McAlmont Wassell, son of Leona Helen McAlmont and Albert Wassell, was born July 4, 1884, in Little Rock, Arkansas. He attended public and private schools, University of Arkansas Medical School, Johns Hopkins in Baltimore, Maryland, and Peking Union Medical College, Peking, China. Entering service in August, 1924 as Lt. (j. g.), Medical Corps, U. S. Naval Reserve, Hankow, China, he reported August, 1940, at Key West, Florida. He attended service schools for Navy regulations, courts and boards, and medical and dental training. Departing December 7, 1941, for Soerabia, Java, he also served at Perth, West Australia, and participated in the campaign of Java. Captain Wassell was awarded Chinese National Red Cross, U. S. Navy Cross, and Officer's Cross with Crossed Swords for Dutch-Canadian Service. He is still on active duty at Clearwater, Florida, but expects to retire soon. His first wife was the late Mary Irene Yarnell, and he is now married to the former Miss Madeline Day and has three children.



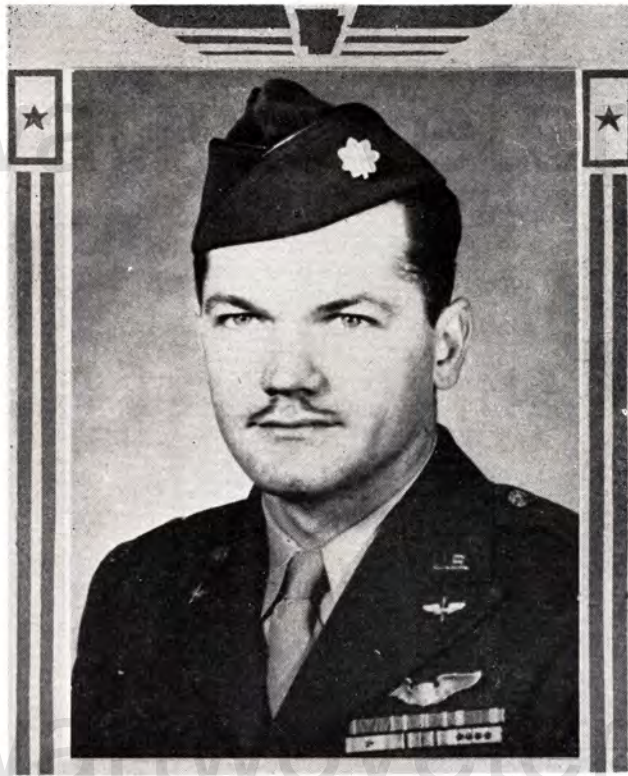
WILLIAM E. DAVIS

Lt. William Emmett Davis, son of Dr. and Mrs. Emmett Nichols Davis, was born at Little Rock, October 14, 1918. He was graduated from Little Rock High School and Little Rock Junior College and attended University of Arkansas. Entering the Naval Reserve February 12, 1942, he received boot training at Pensacola, Florida, qualifying as Naval aviator and receiving wings on November 4, 1942. He served at sixteen Naval Air Stations in the United States and on seven C.V.E. carriers. He spent two years as anti-submarine pilot in the battle of the Atlantic and one year as anti-submarine pilot in the Pacific, participating in air support to ground operations during the Okinawa invasion and strafing and destruction of Japanese airfields, gun emplacements, and suicide boats. Lieutenant Davis performed 104 carrier combat missions, shot down four Japanese planes, destroyed two Japanese planes on the ground, sailed approximately 140,000 nautical miles, and experienced three forced landings, including one at sea and one at night. He was awarded the Distinguished Flying Cross, the Air Medal, American Theater Ribbon, European-African-Middle Eastern Ribbon with one Star, Asiatic-Pacific Ribbon with two Stars, and Philippine Liberation Ribbon. Returning to the United States September 1945, he was honorably discharged at Memphis, December 7, 1945. He lives in Little Rock.



CLYDE B. GRAY, JR.

Pfc. Clyde Bently Gray, Jr., son of Mrs. W. V. Sanders, was born April 19, 1926, in Little Rock, Arkansas. He attended Pulaski Heights Grammar and Junior High School, Little Rock High School, and Yale University at New Haven, Connecticut. Entering the Marine Corps July 20, 1944, he received boot training at Parris Island, South Carolina, qualifying as Browning Automatic Rifleman, M-1 Rifle Marksman, and in the use of the bayonet. Private Gray departed December 23, 1944, for Saipan and remained overseas for more than a year. He participated in campaigns of Okinawa and Ibeya Jima, spending six months with the occupational forces in Japan, and was awarded Asiatic-Pacific Theater Ribbon with one Star, American Campaign Ribbon, Presidential Unit Citation, Occupation Ribbon, and Victory Medal. After being honorably discharged June 15, 1946, at Bainbridge, Maryland, he returned to his home in Little Rock.



IRA M. SUSSKY

Maj. Ira Mauzey Sussky, son of Mr. and Mrs. Ira C. Sussky, was born May 24, 1919, at Little Rock. He received his education by attending Little Rock High School, Little Rock Junior College, and Arkansas Polytechnic College. He entered the Army Air Corps October 14, 1940, at Little Rock, receiving basic training at Randolph Field, Texas, where he specialized as fighter pilot and received pilot's rating March 14, 1941. Attached to the 442nd Fighter Group, he was sent to Puerto Rico March 24, 1941, and to the China-Burma-India Theater of Operations August 15, 1942, where he participated in Burma, Burma-India, Central Burma, and Southern Burma campaigns. Major Sussky spent over three years in foreign service and was awarded the Distinguished Service Cross, Distinguished Flying Cross, Air Medal, Asiatic-Pacific Theater Ribbon with four Bronze Stars, American Theater Ribbon, and American Defense Ribbon. He received Certificate of Service November 15, 1945, at Jefferson Barracks, being placed in reserve status. He lives in Little Rock with his wife, Katherine Fay, and their two children.



WALTER J. BENNETT

Pvt. Walter Joseph Bennett is the son of John Mark Bennett and Ava Riddle Bennett of 2102 West Eighteenth Street, Little Rock, Arkansas. He was born at Booneville, Arkansas, on May 24, 1924, and was educated in the Little Rock public schools and attended Little Rock Junior College. He later attended Texas A. & M. College at College Station, Texas, and the University of Arkansas at Fayetteville. Private Bennett entered the military service on March 12, 1942, and was sent to Ft. Lawton, at Seattle, Washington, to serve his basic training period. He served at Ft. Lawton until he was honorably discharged on June 30, 1942, because of a heart condition. Walter Bennett is now attending the University of Arkansas, Fayetteville, Arkansas.

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Capt. John Mark Bennett, son of John Mark and Ava Riddle Bennett of 2102 West Eighteenth St., Little Rock, was born at Booneville, Arkansas, on August 4, 1919. He attended the Booneville schools, Little Rock High School and Little Rock Junior College before he enlisted in the English Royal Air Force on August 25, 1941. He was commissioned as a flying officer in the Royal Air Force and after eighteen months of service with this unit, transferred to the American Army Air Corps on February 23, 1943. He attended the General Reconnaissance School at Blackpool, England, and became an operations officer. Captain Bennett was sent overseas upon joining the Royal Air Force and remained on duty in England and France with the Army Air Corps after his transfer. Overseas a total of forty-two months, he took part in the air war against Germany, invasion of France, Northern France campaign and the Ardennes campaign. He is the holder of the Distinguished Flying Cross with an Oak Leaf Cluster, the Air Medal with ten Oak Leaf Clusters, the Group Distinguished Unit Citation, and the European Theater Ribbon with five Battle Stars. Captain Bennett will remain in the regular Army Air Corps. His wife is the former Mary LeGrand.



JOHN M. BENNETT

Lt. Comdr. William Bailey Smith, Jr., son of William Bailey Smith, Sr., and Alice Wilson Smith, was born September 4, 1914, at Little Rock. He received his education by attending Little Rock High School and Washington University, St. Louis, Missouri, graduating in June, 1933, with the degree of B.S. in architectural engineering. Entering the U. S. Navy September 1, 1942, he attended Navy Communications School, Noroton Heights, Connecticut, qualifying for Naval Communications Officer, Sea Duty. After six months' training, he was on sea duty in the Atlantic and Mediterranean from November, 1942, through May, 1945, as Communications Officer for Convoy Commodores, and during the last 18 months having additional duty as aide to Rear Adm. Henry D. Cooke, U.S.N. Lieutenant Commander Smith received the American Theater Ribbon, and European-African-Middle Eastern Campaign Ribbon. He was honorably discharged at New Orleans, October 1, 1945, with rank of Lt. Commander, U.S.N.R.



WILLIAM B. SMITH, JR.



SHIRLEY SMITH

Miss Shirley Smith, daughter of Alice Wilson and William Bailey Smith, was born July 5, 1918, at Little Rock. She received her education by attending Little Rock High School and Madison College, Harrisonburg, Virginia. Enlisting in the American Red Cross (Service to Armed Forces) December 9, 1943, she received basic training at American University, Washington, D. C. After completing basic training, she was attached to 334th Station Hospital at Camp Ellis, Illinois, for final instructions and training preparatory to going overseas. Departing from the United States January 26, 1944, for Australia, she remained for five months before being sent to Ora Bay, New Guinea; Finchhafen; and Hollandia. Before the hospital was set up in Hollandia, Miss Smith was with the 59th Service Group as secretary to the field director. She was later assigned to the 51st General Hospital when it began operations, remaining there until returning to the United States in June, 1945. After serving eighteen months overseas, Miss Smith was honorably discharged at Washington, D. C., July 18, 1945.



HARRY B. WINN

Sgt. Harry Benton Winn, son of Mr. and Mrs. W. R. Winn, was born May 8, 1922, in Little Rock, Arkansas. He attended Little Rock public schools, Little Rock Junior College, Arkansas Polytechnic College, and Columbia, Tennessee, Military Academy. Entering the Air Corps September 19, 1942, at Camp Robinson, Arkansas, he received basic training at Hammer Field, Fresno, California, qualifying in the use of the M-1 rifle, Enfield rifle, Thompson submachine gun, .45 automatic pistol, and carbine. Attached to the 548th Night Fighter Squadron, he served in the United States for two years and departed September 9, 1944, for Hawaii and Iwo Jima. Overseas for eight months, he participated in the air offensive of Japan and the campaign of Iwo Jima and was awarded Asiatic-Pacific Ribbon, American Theater Ribbon, Good Conduct Ribbon, Victory Ribbon, two Battle Stars, and one Arrowhead. After being honorably discharged December 4, 1945, at Ft. Wayne, Indiana, he returned to his home in Little Rock.



Ens. William R. Winn, Jr., son of Mr. and Mrs. W. R. Winn, was born March 23, 1918, in Pine Bluff, Arkansas. He attended Little Rock Junior College and the University of Arkansas and graduated from Georgia Military Academy. Entering the Navy March 11, 1942, he received boot training at New Orleans, Louisiana, and Pensacola, Miami, and Ft. Lauderdale, Florida, and attended Carrier Qualification Training School at San Diego, California, qualifying as Naval Aviator (heavier than air torpedo bomber). He departed March 30, 1943, for Guadalcanal and the Pacific Theater of Operations, remaining overseas for nearly four months. Ensign Winn participated in the Battle of Munda; first torpedo bomber attack on Kahilli Harbor, Bougainville Island; and the Battle of Vella Gulf. He was officially reported missing in action July 20, 1943, when the plane in which he was flying, a unit of Torpedo Squadron 21 based on Guadalcanal, failed to return from an attack on enemy surface craft at Vella Gulf, during which it was credited with a direct hit on a Japanese destroyer. He was awarded Asiatic-Pacific Area Campaign Ribbon with one Bronze Star, World War II Victory Medal, Air Medal, and Purple Heart, posthumously. He is survived by his parents and by his wife, Mrs. Harriet Kilene Davies Winn, who lives in Little Rock, Arkansas.



WILLIAM R. WINN, JR.



JOHN W. DUNN

S/Sgt. John Warren Dunn, son of Mrs. Alberta B. Dunn, was born at Little Rock, June 15, 1922. He received his education by attending Rightsell Grammar and East Side Junior High Schools. He entered the Army Air Corps on September 26, 1942, receiving basic training at Keesler Field, Mississippi, later attending Gun-nery School, Las Vegas, Nevada, and Radio School, Scott Field, Illinois, where he specialized as tail gunner. After training in the United States for fifteen months, he was sent to Italy in January, 1944, with the 15th Air Force. Sergeant Dunn served in the air offensive over enemy territory in the European-African-Middle Eastern Theater. On his 22nd combat mission, he participated in the daylight raid over Ploesti, Rumania, and was shot down over Yugoslavia, receiving wounds which resulted in his death three days later. He was posthumously awarded the Purple Heart, Air Medal with Oak Leaf Cluster, and Distinguished Flying Cross. He is survived by his mother, who lives in Little Rock.

Sgt. James Arthur Dunn, son of Mrs. Alberta B. Dunn of 310 West 23rd Street, Little Rock, was born on June 6, 1915, at Kitchner, Ontario, Canada. He moved with his family to Arkansas in 1925 and later graduated from Little Rock High School. Sergeant Dunn was employed as a butcher at the Black and White Stores and as a switchman by the Missouri Pacific Railroad until entering the Army Air Corps on January 12, 1943. Upon the completion of his basic training at Sheppard Field, Texas, he was sent to radio schools at Chicago, Illinois, Truax Field, Wisconsin, and Selfridge Field, Michigan. He was assigned to the Army Airways Communications System and served in this country until he was sent to China in February, 1944. Overseas more than thirteen months, he saw action in both the China offensive and the China defensive campaigns. Holder of the Asiatic-Pacific Theater Ribbon with two Battle Stars, American Theater Ribbon, Good Conduct Medal, and the Victory Ribbon, he was returned to the United States and was honorably discharged on March 23, 1946, at Camp Chaffee, Arkansas. His wife is Frances C. Dunn.



JAMES A. DUNN



JOE B. TRUEMPER

1st Lt. Joe B. Truemper, son of Mr. and Mrs. John J. Truemper of 218 South Martin Street, Little Rock, was born at Selma, Alabama, on July 12, 1918. He moved to Arkansas with his family in 1919 and attended the Little Rock High School, Little Rock Junior College, and the University of Arkansas, graduating in 1942. Lieutenant Truemper entered the Army Air Corps on May 18, 1942, and was sent to Camp Robinson, Arkansas, to serve his basic training. He later attended the Harlingen Air Force Gunnery School at Harlingen, Texas, and the Hondo Navigation School at Hondo, Texas. Lieutenant Truemper became an aerial observer and navigator and served with the 449th Bomb Group in this country. He was sent to Italy in November, 1943, and there served with the 719th Bomb Squadron, 449th Bomb Group. He took part in the air offensives against Europe and the Balkans and the Rome-Arno and Naples-Foggia campaigns. Shot down by the Germans and captured at Weiner-Neudsadt, Austria, he spent eleven months as a prisoner of war in Germany. Overseas nineteen months, he was awarded the Purple Heart for wounds which he suffered when he was shot down, the Air Medal with four Oak Leaf Clusters, European Theater Ribbon with four Battle Stars, American Theater Ribbon and the Victory Ribbon. He was released from active service on November 10, 1945, at San Antonio, Texas.

Flight Officer John J. Truemper, Jr., son of Mr. and Mrs. John J. Truemper, Sr., of 218 South Martin Street, Little Rock, was born at Helena, Arkansas, on June 18, 1924. He attended Little Rock High School and completed his education at the University of Arkansas. He entered the Army Air Corps on July 21, 1943, and completed his basic training at the Amarillo Army Air Field, Amarillo, Texas. He later completed courses at the Aerial Gunnery School, Kingman, Arizona, and the Aerial Navigation School, Ellington Field, Texas. After receiving combat training he was sent to England in March, 1945. Overseas two months, he served as an aerial observer and navigator with the 508th Bomb Squadron, 351st Bomb Group, 8th Air Force. He saw action in the Central Europe campaign and was awarded the European Theater Ribbon with one Battle Star, the American Theater Ribbon and the Victory Ribbon. He was returned to the United States and was released from active service at Randolph Field, Texas, on January 23, 1946.



JOHN J. TRUEMPER, JR.



CLEMENT D. BURROUGHS

Comdr. Clement D. Burroughs, son of Mr. and Mrs. James Ira Burroughs, was born October 13, 1912, at North Little Rock. He received his education by attending Little Rock High School, Little Rock Junior College, and University of Arkansas Medical School, and served his internship in San Francisco, New York, and Seattle. Enlisting in the Navy August 5, 1938, he served two years in the United States attached to the Medical Corps. Departing from the States in October, 1940, Commander Burroughs served aboard the U.S.S. Houston and participated in the battles of Java Sea and Sunda Strait, the ship being sunk in the latter engagement. He was held prisoner of war by the Japanese for three and one-half years and was awarded the Presidential Unit Citation with one Bronze Star, Asiatic-Pacific Ribbon with two Bronze Stars, Philippine Defense Ribbon with one Bronze Star, and American Defense Ribbon (Pre-Pearl Harbor) with one Bronze Star. He remains in the service of the regular Navy as commander (Medical Corps). His wife is Mrs. D. Eugenia Burroughs.



Aviation Ordnanceman 1/c Robert Arthur Currie, Jr., son of Mr. and Mrs. Neils C. Peterson, was born December 16, 1918, in St. Louis, Missouri, moving to Arkansas in 1928. He attended Rightsell, Parham, East Side Junior High, Catholic High, and Little Rock Senior High Schools, afterwards being employed by E. I. DuPont Company. Entering the Navy August 27, 1942, he received boot training at Great Lakes, Illinois, and attended Lighter-than-air School, Bombs and Fuses School, and Synthetic Devices School, qualifying in ordnance and bomb and fuse repair. He also qualified as air crew member (lighter-than-air), Moffett Field, California, September 15, 1943. After serving more than three years in Pacific coastal area defense in the Blimp Unit he was awarded the Good Conduct Medal and American Area Ribbon and was honorably discharged October 17, 1945, at Camp Shoemaker, California. He lives in Little Rock with his wife, Vivian, and their children.



ROBERT A. CURRIE, JR.



JAMES P. FAULKNER

Lt. James Paul Faulkner, son of Rev. and Mrs. E. W. Faulkner, was born at Marshall, Arkansas, February 21, 1911. He received his education by attending Hendrix College, Arkansas State College, and Southern Methodist University, after which he was engaged in the wholesale distributing business in Camden, Arkansas. Entering the Navy on September 25, 1942, he received boot training at Norfolk, Virginia, afterwards attending Recruiting Training School and Armed Guard Gunnery School at Norfolk, qualifying for Commanding Officer USN Armed Guard Gun Crews. After serving fifteen months as Assistant Officer in Charge, Navy Recruiting Station, Philadelphia, Pennsylvania, he saw two years' sea duty on the Atlantic, Caribbean, Indian, and Pacific Oceans as commanding officer of armed gun crews on tankers and cargo ships. Lieutenant Faulkner was separated from the Navy at Memphis on December 10, 1945, returning to inactive duty January 14, 1946, as Lt., U. S. Naval Reserve. He is married to the former Addie Dee Tankersley.

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S/Sgt. James William Broderick is the son of Mrs. Willie Maye Stecher of Little Rock. Born at Little Rock on August 24, 1924, he attended Little Rock High School, Texas A. & M. College, and Arkansas A. & M. College and was employed as an airplane mechanic and machinist until entering the Army Air Corps on November 24, 1942. He completed his basic training at Sheppard Field, Texas, and attended Pre-Flight School at Texas A. & M. and Aerial Gunnery School. In March, 1944, he was sent to Italy and assigned to "The Pathfinders," 484th Bomb Group of the 825th Bomb Squadron. Overseas seven months, he saw action in the Rome-Arno, Rhineland, North Apennines campaigns and in the air combat in the Balkans, Europe, and Southern France. Sergeant Broderick flew fifty combat missions and won the European Theater Ribbon with six Battle Stars, one Silver Star and one Bronze Service Star, the Distinguished Unit Badge, the Air Medal with three Oak Leaf Clusters, and the Good Conduct Medal. He was honorably discharged on September 8, 1945, at Camp Chaffee, Arkansas.



JAMES W. BRODERICK



VERNON C. NASH

1st/Sgt. Vernon C. Nash was born November 24, 1911, at Piedmont, Missouri, later moving to Arkansas. He received his education by attending Parham Grade School, East Side Junior High School, and Little Rock Senior High School, graduating in 1931. He operated the Nash Printing Company from 1932 to 1941. A member of the National Guard since 1929, he was inducted into the regular Army at Camp Robinson, attached to 206th Coast Artillery January 6, 1941. He was sent to Ft. Mears, Dutch Harbor, Alaska, August 11, 1941, and saw action in the Aleutian Islands campaign. Sergeant Nash was awarded the Asiatic-Pacific Service Ribbon with one Star, American Defense Ribbon and one Bronze Star, and the Good Conduct Medal. He was honorably discharged at Camp Chaffee, October 19, 1945. He and his wife, Mary Etta, live in Little Rock with their daughter.

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Lt. (j. g.) Boyce A. Drummond, Jr., is the son of Mrs. Boyce A. Drummond of 316 West 21st Street, Little Rock. Born at Little Rock on September 21, 1921, he attended Little Rock High School, graduating in 1939, Baylor University at Waco, Texas, where he graduated in 1943, and the University of Southern California. He enlisted in the Navy V-7 program in December, 1941, and was called to active duty on April 5, 1943. Lieutenant Drummond then attended the U. S. Naval Reserve Midshipmen's School at New York City and special schools at Camp Bradford, Virginia, and Ocracoke, North Carolina. He became a line officer and has served two tours of foreign service. Overseas twenty months, he saw service in Tunisia, North Africa, in many islands of the Pacific and in the Occupation Forces in Japan. He served aboard the U.S.S. Deft (AM216) in Tokyo Bay and off Kyushu, Japan. He was returned to the United States and was released from active duty at Memphis, Tennessee, on April 5, 1946. He and his wife, the former Gene Thornton, have one son, Boyce A. Drummond III.



BOYCE A. DRUMMOND, JR.



RUSSELL R. HADEN

Sgt. Russell Ross Haden, son of Mignon and Russell Haden of 1305 Kavanaugh, Little Rock, was born at Cairo, Illinois, on September 28, 1922, and moved with his family to Arkansas in 1930. He attended Little Rock High School and entered the National Guard in September, 1940. He entered active service with the 206th Coast Artillery on January 6, 1941, and was sent to Ft. Bliss, Texas, for his basic training period. He became a gun crewman and was sent with his unit to the Aleutian Islands in December, 1941. Sergeant Haden saw action in the Aleutian campaign and was returned to this country after more than two years in the Aleutians. He was sent to the European Theater in October, 1944, where he served with the Infantry throughout the Rhineland and Central Europe campaigns. Overseas a total of three years and two months, he is the holder of the Asiatic-Pacific Theater Ribbon with one Battle Star, the European Theater Ribbon with two Battle Stars, the Expert Infantry Badge, Combat Infantryman Badge, Good Conduct Medal and the Expert Rifleman Badge. He was returned to this country and was honorably discharged at Jefferson Barracks, Missouri, on September 27, 1945.

Cpl. Harold Louis Pevia, son of Mr. and Mrs. Fred Pevia of 703 East 17th Street, Little Rock, Arkansas, was born August 16, 1925. He attended Little Rock public schools and entered the United States Marine Corps March 20, 1944. Corporal Pevia received his boot training at San Diego, California. He shipped out from Camp Pendleton. No further details regarding the service record of Corporal Pevia were furnished.



HAROLD L. PEVIA



FRANCIS R. THOMAS

Capt. Francis R. Thomas, son of Mr. and Mrs. Henry M. Thomas of Little Rock, was born at Fordyce, Arkansas, on February 12, 1912. He was educated at Arkansas A. & M. and the University of Wisconsin and was manager of the Sherwin-Williams Paint Company at Cape Girardeau, Missouri, before entering the service. He had served with Battery B of the 206th Coast Artillery, Arkansas National Guard, from 1933 to 1936 and in this emergency, entered the military service on March 4, 1942. He completed his basic military training at Camp Wallace, Texas, and then attended Officer's Candidate School at Camp Davis, North Carolina, and later the Provost Marshal School at Ft. Custer, Michigan, the Military Government School at the University of Wisconsin and the Military Government School in England. After more than one and one-half years in this country he was sent to England in February, 1944, as a military government officer and remained overseas for two years. He saw action in the Normandy, Northern France, Rhineland, Ardennes and Central Europe campaigns and later served six months with the Army of Occupation of Germany. Captain Thomas was returned to the United States and was released from active duty at Jefferson Barracks, Missouri, on May 12, 1946. His wife is Harriet Anne Thomas.



2nd Lt. Charles Vestal was the son of Charles Howell and Margaret Greer Vestal of 1701 Broadway, Little Rock. He was born in North Little Rock on June 10, 1923, and attended Little Rock High School. He completed his education at the Massachusetts Institute of Technology at Boston, Massachusetts. Lieutenant Vestal entered the Army Air Corps on February 12, 1943, and received his flight training at Santa Ana, California, and Hondo, Texas. He received his wings and commission at Hondo, Texas, after special training at Champaign, Illinois. After two years in the United States as a member of the 2nd Photo Charting Squadron, he was sent to Dutch New Guinea in the South Pacific in February, 1945. This gallant flyer served faithfully until he was killed in action over Dutch New Guinea on March 23, 1945.



CHARLES VESTAL



CLARENCE M. DIFFENBAUGH, JR.

Ens. Clarence M. Diffenbaugh, Jr., son of Mr. and Mrs. Clarence Martin Diffenbaugh, Sr., was born at Memphis, Tennessee, July 1, 1921, moving to Arkansas January 1, 1923. He received his education by attending Little Rock public schools, after which he was employed by the Missouri Pacific Railroad as teletype operator. Enlisting in the Naval Air Corps on October 1, 1942, Ensign Diffenbaugh received primary training at Hensley Field, Dallas, Texas; advanced flight training at U. S. Naval Air Base, Pensacola, Florida; and operational training at U. S. Naval Air Base, Jacksonville, Florida. Assigned to active fleet duty with the "Fighting Twenties" at San Diego, California, he was killed in an airplane crash at sea off base at San Diego, January 27, 1944. He is survived by his parents, who live in Little Rock.

1st Lt. Robert Dan Reynolds, son of Mr. and Mrs. Edward Taylor Reynolds of 1422 Battery Street, Little Rock, was born at Camden, Arkansas, on September 4, 1912. After graduating from high school, he was a college student for two and one-half years and attended business college for one year. Lieutenant Reynolds was employed by the United States Engineers until entering the military service on August 4, 1942. He served his Engineer basic training at Ft. Belvoir, Virginia, and then attended the Engineer Officer's Candidate School. He served in this country with the 925th Engineer Regiment and was then sent to England. Lieutenant Reynolds attended the Mine and Booby Trap School at Yorkshire, England, and became an engineer attached to the 9th Air Force Aviation Engineers. He landed in France with his unit, the 816th Engineers, on June 7, 1944, one day after the invasion of Normandy began. This unit built the first air landing strip in France on June 8, 1944, and later built the first American air field in Germany. Overseas thirty months, he saw action in the Normandy, Northern France, Ardennes, Rhineland, and Central Europe campaigns and spent six months with the occupation troops in Germany. He was released from active service at Camp Chaffee, Arkansas, on April 23, 1946.



ROBERT D. REYNOLDS



FRANK E. COFFIELD

S/Sgt. Frank E. Coffield, son of India L. and Frank Coffield, was born at Little Rock, February 22, 1923. He received his education by attending Little Rock High School and University of Wichita. Entering the Army Air Corps October 27, 1942, he received basic training at Sheppard Field, Texas, and later attended Gunnery, Combat Crew, and Instructor Schools where he qualified as gunnery instructor. He received Combat Air Crew Member's Wings in October, 1943. After training in the United States he landed with the 8th Air Force in England on April 23, 1944, and participated in the air offensive over Europe, Western Europe, and Northern France. Decorations received include the Air Medal with three Oak Leaf Clusters, Distinguished Flying Cross, and Unit Citation with Oak Leaf Cluster. He was honorably discharged at Laredo Army Air Field, Laredo, Texas, October 17, 1945, returning to Little Rock, where he lives with his wife, Martha.

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Lt. (j.g.) Guy William Beard, son of Mr. and Mrs. Beverly Guy Beard, was born April 14, 1923, in Little Rock, Arkansas. He attended Hendrix College, entering in February, 1940, and graduating in June, 1946. Entering the Naval Reserve July 1, 1943, he attended V-12 School at Tulane University; Midshipmen's School at Notre Dame University; Harvard University Communications School; and Air Liaison School at Coronado, California, qualifying as air liaison officer and net control officer. Lieutenant Beard departed October 23, 1944, for Pearl Harbor and remained overseas for a year and three months, participating in the Okinawa campaign. After being honorably discharged February 12, 1946, at Memphis, Tennessee, he returned to Little Rock, where he lives with his wife, Virginia, and their child.



GUY W. BEARD



BYRON Z. BINNS

Lt. Col. Byron Z. Binns, son of John M. Binns and the late Mrs. Binns of Monticello, Arkansas, was born at Monticello on February 1, 1913. He attended Arkansas A. & M. College at Monticello, Arkansas, and the University of Texas. Colonel Binns completed his medical education at the University of Arkansas School of Medicine. Entering active military service on November 9, 1940, he was assigned to the Medical Corps and attended the Field Service School at Carlisle Barracks, Pennsylvania, as well as the School of Aviation Medicine. Colonel Binns served in this country with the famous 2nd Armored Division and then became a flight surgeon with the Army Air Corps. In July, 1943, he was sent to Hickam Field, Hawaii, and remained overseas for a total of twenty-eight months. He saw action in the Eastern Mandates, Central Pacific and Ryukus campaigns and earned the Asiatic-Pacific Theater Ribbon with three Battle Stars, the American Defense Service Ribbon and the American Theater Ribbon. He was returned to the United States and was released from active duty March 4, 1946, at Camp Chaffee, Arkansas. He and his wife, Virginia Pauline, now make their home at Eudora, Arkansas. They have one daughter.



Capt. Charles Stephens Christian, Jr., son of Mr. and Mrs. Charles Stephens Christian, Sr., was born at Texarkana, June 23, 1914. He received his education by attending Little Rock High School, Little Rock Junior College two years, and Western Military Academy, Alton, Illinois. Enlisting in the Corps of Engineers March 18, 1941, he received basic training at Camp Robinson and later attended Officer Candidate School at Ft. Belvoir, Virginia. After serving nineteen months in the United States, he was sent to the Southwest Pacific on October 19, 1942, and participated in Northern Solomons, Netherlands East Indies, Battle of Luzon, and Philippine Liberation campaigns. Captain Christian served three years overseas, returning to the United States on October 20, 1945. He received an honorable discharge at Camp Chaffee, February 28, 1946, and lives in Little Rock with his wife, Marie.



CHARLES S. CHRISTIAN, JR.



LAUREN E. LINNEMAN

1st/Sgt. Lauren Edward Linneman, son of Marie and Herbert Linneman, was born at Little Rock, March 22, 1922. He received his education by attending Annunciation Academy and Pine Bluff Senior High School. Entering the Infantry on January 18, 1943, he received basic training at San Luis Obispo, California, and at Camp Rucker, Alabama. After training in the United States, Sergeant Linneman departed for England on May 12, 1944, with the 320th Infantry, 35th Division, landing on May 27, 1944. After some six weeks in the United Kingdom, the division was moved across the channel to the Normandy beachhead July 6 (D-plus 30) after which Sergeant Linneman participated in Normandy, Northern France, Ardennes, Rhineland, and Central European campaigns, receiving promotion to 1st Sgt. on the field at Reichcourt, France. He qualified as expert with the M-1 rifle in February, 1943; .03 rifle, April, 1943; pistol, July, 1943; carbine, February, 1944, and 1/c machine gunner, August, 1943, and also received Combat Infantryman's Badge in August, 1944. After serving three months with the Army of Occupation, he was awarded the Good Conduct Medal and European Theater of Operations Ribbon with five Battle Stars. After being honorably discharged at Camp Chaffee, September 17, 1945, he returned to Little Rock where he lives with his wife, Gladys, and their child.

Specialist 3/c John B. Hutchins, son of Mr. and Mrs. Robert F. Hutchins of 200 Arch Street, Little Rock, was born at Monette, Arkansas, on March 11, 1920. He graduated from Jacksonville High School and entered the United States Coast Guard on October 11, 1942. Specialist Hutchins received his basic training at Curtis Bay, Maryland, and later attended special schools at Front Royal, Virginia. He became expert in the handling and training of Coast Guard war dogs. He suffered a severe spinal injury while swimming at low tide at Pensacola, Florida, and died on June 18, 1943. He had served his country faithfully for more than eight months.



JOHN B. HUTCHINS



MORRIS E. WILLIAMS

Cpl. Morris Edwin Williams, son of Mr. and Mrs. Oliver Edwin Williams, was born June 4, 1925, in Little Rock, Arkansas. He attended West Side Junior High and Little Rock High School. Entering the Marine Corps May 25, 1944, he received boot training at San Diego, qualifying as Browning Automatic Rifleman. He departed November 10, 1944, for Saipan with the 1st Training Battalion and remained overseas for a year and eight months. Corporal Williams participated in the occupation of Saipan and the invasion of Okinawa and spent nine months with the occupational forces in Japan. After being honorably discharged July 29, 1946, at San Diego, he returned to his home in Little Rock.

Capt. Bernard L. Holstegge, son of Mrs. Annie Holstegge, was born November 1, 1905, at Little Rock. He received his education by attending Little Rock public schools, after which he was occupied as aviation mechanic for Arkansas National Guard, 154th Obsn. Squadron. Enlisting in the National Guard, State Staff Corps, in 1924, he entered the Army Air Corps September 16, 1940, and received basic training at Post Field, Ft. Sill, Oklahoma. Later he attended Air Corps Technical School, Chanute Field, Illinois, qualifying for Air Corps Group Engineering Officer. After serving in the United States two years with the 154th Obsn. Squadron, he was sent to the European Theater of Operations with the 64th Fighter Wing and 79th Fighter Group on September 27, 1942. Captain Holstegge saw service in North Africa, Sicily, Italy, Southern France, Naples-Foggia, Rome-Arno, Germany, air combat over the Balkans, North Apennines, and Po Valley campaigns. He qualified as aviation armorer and mechanic and received the Bronze Star, Presidential Citation, and European Theater of Operations Ribbon with ten Bronze Stars. He returned to the United States September 29, 1945, and was honorably discharged at Memphis on December 29, 1945, returning to Little Rock, where he lives with his wife, Jessie Lee.



BERNARD L. HOLSTEGGE

Sgt. Freddy Requa Coleman, son of Mr. and Mrs. Fred B. Coleman, was born January 27, 1915, at Little Rock. Graduating from Little Rock High School, Hendrix College, and Draughton's Business College, he was afterwards manager of F. B. Coleman and Son Dairy and Stock Farm. Entering the Army Air Corps December 2, 1942, he received basic training at Sheppard Field, Texas, and later by attending Glider School qualified for Glider Tech. Inspector. After training thirteen months, he departed January 22, 1944, attached to 436th Troop Carrier Group for England. He received Carbine, Rifle, Pistol, and submachine gun Marksmanship Medals. Sergeant Coleman participated in the invasion of Normandy, Southern France, Rome-Arno, Northern France, Rhineland, Ardennes, and Central Europe campaigns and was awarded seven Bronze Stars, Good Conduct Medal, Distinguished Unit Badge, Presidential Unit Citation, American Theater and European Theater of Operations Ribbons, and Combat Wings. Returning to the United States November 4, 1945, after serving over twenty-one months overseas, he was honorably discharged at Jefferson Barracks, November 8, 1945. He lives in Little Rock with his wife, Thelma.



FREDDY R. COLEMAN



ARLIE I. PIERCE, JR.

Sgt. Arlie I. Pierce, Jr., son of Mr. and Mrs. A. I. Pierce, Sr., was born at Conway, Arkansas, March 23, 1922. He graduated from Little Rock High School in 1940, after which he was engaged in construction work. A member of the National Guard since October 4, 1939, he entered the regular Army on January 6, 1941, receiving basic training at Ft. Bliss, Texas, with 206th C. A. (AA). He was sent to the Aleutian Islands on August 11, 1941, where he participated in the Aleutian campaigns and battle of Dutch Harbor. Sergeant Pierce attended service school and specialized as Communication Chief, Radar Operator, and Aircraft Operational Engineer, and also attended Field Artillery Officer's Training School. He qualified as Expert Rifleman November 19, 1943, and was awarded the Good Conduct Medal, Pre-Pearl Harbor Ribbon with one Bronze Star, Asiatic-Pacific Ribbon with one Bronze Star, and Unit Citation with Battle Streamers. He was honorably discharged at Camp Chaffee June 1, 1945, and lives in Little Rock.



THOMPSON M. DIETZ, III

Lt. (j. g.) Thompson Mack Dietz III, son of Mrs. Violet Dietz of 3424 West 13th Street, Little Rock, was born at Little Rock on October 10, 1923. He attended Little Rock High School, Arkansas State Teachers College, Monticello A. & M. College and Tulane University. Lieutenant Dietz received his first military training in the Reserve Officer's Training Corps at Arkansas A. & M. College and at Tulane and entered the U. S. Navy on October 2, 1942. He was sent to special schools at Harvard University and specialized in communications, also qualifying as a navigator and personnel director. In July, 1945, he was sent to the Pacific Theater and served there until he was returned to the United States in March, 1946. He was awarded the Asiatic-Pacific Theater Ribbon, the American Theater Ribbon and the Victory Ribbon. Lieutenant Dietz was released from active duty May 23, 1946, at New Orleans, Louisiana.

S/Sgt. William Bruce Sawyer, son of Mr. and Mrs. Bruce Heywood Sawyer of 123 Linwood, Little Rock, was born at Texarkana, Texas, on October 14, 1924. He attended Little Rock High School and the Georgia Military Academy at College Park, Georgia, and entered the military service on June 18, 1943. He completed his basic Infantry training at Camp Adair, Oregon, and Ft. Leonard Wood, Missouri, and served on a training cadre in this country until he was sent to the European Theater in December, 1944. Assigned to the 276th Infantry, 70th Infantry Division, he served with that unit until he was severely wounded on February 20, 1945, at Forbach, France. Sergeant Sawyer spent more than a year in military hospitals in France, England, Le Garde General Hospital in New Orleans, Louisiana, and then Northington General Hospital at Tuscaloosa, Alabama. Overseas six months, this gallant soldier won the European Theater Ribbon with one Battle Star, Combat Infantryman Badge, Purple Heart, Good Conduct Medal, American Theater Ribbon and the Victory Ribbon. He also holds the Marksman Badge for the rifle, automatic rifle, pistol, machine gun and carbine. He was honorably discharged at Camp Chaffee, Arkansas, on March 6, 1946.



WILLIAM B. SAWYER



JAMES L. BRANCH

T/Sgt. James L. Branch, son of Mr. and Mrs. George Flynn Branch, was born August 28, 1923, at Pine Bluff, Arkansas. He received his education by attending Garland Grammar, West Side Junior, and Little Rock High Schools. Enlisting in the Army Air Force October 14, 1941, he received basic training at Jefferson Barracks, later attending Aircraft Armorer's School, Denver, Colorado, where he qualified for aerial gunner. Attached to the 91st Bomb Group, he departed September 5, 1942, for the European-African-Middle Eastern Theater where he participated in air offensive over Europe and anti-submarine campaign in the American Theater and was wounded in action. He qualified as Expert Rifleman with .45 pistol, skeet, and aerial gunnery, and was awarded the Distinguished Flying Cross, Air Medal with three Oak Leaf Clusters, Purple Heart, Good Conduct Medal, Victory Medal with Bronze Star, and American Defense Ribbon. Returning to the States June 30, 1945, Sergeant Branch was honorably discharged at San Antonio, November 3, 1945.

Pharmacist's Mate 3/c Harold Richard Zook, son of Mr. and Mrs. Harold Richard Zook, was born August 15, 1926, at Little Rock, Arkansas. He attended Kramer Grammar School, East Side Junior High, and Little Rock Senior High Schools. Entering the U. S. Navy October 13, 1943, he received boot training at San Diego, California, and attended Amphibious Forces Training School, qualifying for operating room and surgical technician. Mate Zook departed from the United States in June, 1944, for eleven months' overseas duty. He is still in the service and will be discharged August 14, 1947.



HAROLD RICHARD ZOOK



RALPH M. CRAWFORD, JR.

Electrician's Mate 2/c Ralph Madison Crawford, Jr., son of Mr. and Mrs. Ralph M. Crawford of 1333 Lincoln Avenue, Little Rock, was born at Sapulpa, Oklahoma, on April 19, 1925. He attended Little Rock High School and was employed by the Missouri Pacific Railroad until entering the United States Navy on June 25, 1943. Mate Crawford served his boot training at San Diego, California, and was sent to the Southwest Pacific Theater in September, 1943. He was stationed at Tulagi, the capital of the British Solomon Islands, for twenty-one months and then returned to the United States in April, 1945. He served in this country until August, 1945, when he was given sea duty aboard the U.S.S. Pollux (AKS-4). He returned to the States in April, 1946. Overseas a total of twenty-seven months, he was awarded the Asiatic-Pacific Theater Ribbon, the Philippine Liberation Ribbon and the Victory Ribbon. He was honorably discharged at Memphis, Tennessee, on April 13, 1946.

Aviation Machinist's Mate 1/c Harley Lucian Hall, son of Harley L. Hall and the late Lena Hall of Little Rock, was born on October 18, 1919, at Austin, Arkansas. He attended the Oak Grove High School and was connected with the Royal Typewriter Company at Little Rock until entering the military service on September 30, 1942. Sent to Great Lakes, Illinois, for his basic training, he later attended the Technical School at Memphis, Tennessee, and specialized in aviation maintenance. In May, 1944, he was sent to the South Pacific and served aboard the famous aircraft carriers, the U.S.S. Lexington and the U.S.S. Hornet, with the 3rd Fleet. Overseas one year, he took part in the second battle of the Philippines, the battle of Yeyte Gulf, carrier raids on the Philippines, Formosa, Indo-China, China, Hong-Kong, and the Okinawa campaign. Holder of the Asiatic-Pacific Theater Ribbon with five Battle Stars, Philippine Liberation Ribbon with two Stars, Good Conduct Medal, American Theater Ribbon and the Victory Medal, he was honorably discharged at Shoemaker, California, on November 18, 1945.



HARLEY L. HALL, JR.



ROBERT J. SAWYER

Sgt. Robert John Sawyer, son of John Ellis and Hattie Pearl Sawyer, was born at Hope, Arkansas, on March 7, 1913. He received his education in the Little Rock schools and served from 1936 to 1939 in the Army, being stationed at Ft. Riley, Kansas. Following his honorable discharge, he was employed by Berry Dry Goods Company, Little Rock, until he again entered the Army on March 6, 1942. After completing basic training at Ft. Leonard Wood, Missouri, he departed on February 13, 1943, with his unit for the Italian Theater where he saw extensive combat action. On April 15, 1945, Sergeant Sawyer was killed at Termoli, Italy, after more than twenty-six months of foreign service. Among his decorations were the European-African-Middle Eastern Theater Ribbon with Battle Stars denoting his engagements and the Purple Heart, awarded posthumously. Sergeant Sawyer is survived by his wife, Mrs. Alice Florence Sawyer, and his parents who live in Little Rock.

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Sgt. William E. Lowry, son of James and Rosetta Lowry of Little Rock, was born November 17, 1919, at Malvern, Arkansas. He completed his education in the Peabody and West Side public schools and was employed by the Dr. Pepper Bottling Company until entering the military service on August 10, 1940. Sent to Ft. Lewis, Washington, for his basic training, he later attended Cook's and Baker's School and became an Army cook. Sergeant Lowry arrived with his unit, the Headquarters Company, 381st Infantry Regiment, in the South Pacific Theater in July, 1944, and remained overseas a total of more than eighteen months. Taking part in the Philippines and Ryukyus campaigns, he was awarded the Asiatic-Pacific Theater Ribbon with two Battle Stars and one Arrowhead, the Philippine Liberation Ribbon with two Stars, the American Theater Ribbon, American Defense Service Ribbon, Good Conduct Medal, Victory Medal, and the Marksman Medal for the rifle. He was honorably discharged at Camp Chaffee, Arkansas, December 22, 1945.



WILLIAM E. LOWRY



EDWARD P. LYONS, JR.

1st Lt. Edward Paul Lyons, Jr., son of Mr. and Mrs. Edward P. Lyons, Sr., was born September 25, 1923, at Jackson, Mississippi, moving to Arkansas June 1, 1933. He attended Little Rock High School, graduating in 1940; Washington and Lee University, Lexington, Virginia; and University of Colorado, Boulder, Colorado. Entering the Army Air Forces February 25, 1943, he received basic training at Bainbridge, Georgia, and Miami, Florida; primary training, Lakeland, Florida; and advanced training at Marianna, Florida, qualifying for fighter pilot, single-engine. After serving 20 months in the United States, he departed November 15, 1944, for Nadzab, New Guinea, with the 3rd Fighter Squadron, 3rd Air Commando Group. Flying P-51 "Mustangs," Lieutenant Lyons served nine months in the Asiatic-Pacific, completing 108 combat missions and 310 hours' combat time in the campaigns of New Guinea, Southern Philippines, Luzon, China, and Formosa. He received pilot's rating March 12, 1944, and for meritorious service was awarded the Air Medal with three Oak Leaf Clusters, Asiatic-Pacific Theater Ribbon, Philippine Liberation Ribbon, and Good Conduct Medal, and was recommended for Distinguished Flying Cross. Returning to the United States August 31, 1945, he was honorably discharged at Camp Chaffee, October 2, 1945.

Maj. Edwin M. Patterson, son of Mrs. Marion R. Patterson of Como, Mississippi, was born at Columbus, Mississippi, January 5, 1914, and moved to Arkansas in 1937. He was graduated from Mississippi State College in 1937 and was a purchasing executive until entering active military service as a reserve officer May 15, 1941. Major Patterson was assigned to the Ordnance Department and served as a renegotiation officer and adjutant during his almost five years of military service. He was sent to Alaska in June, 1942, and served more than 31 months in that area. Major Patterson has also served at the Birmingham Ordnance District. He holds the American Defense Service Ribbon, the Asiatic-Pacific Theater Ribbon and the American Theater Ribbon. He was released from active duty February 21, 1946, at Camp Chaffee, Arkansas. He and his wife, the former Maxine McCullars, live in Little Rock.



EDWIN M. PATTERSON



THOMAS N. TRUMP

Capt. Thomas Norman Trump, son of Mr. and Mrs. Bayard A. Duncan, was born June 17, 1915, in Lonoke, Texas, later moving to Arkansas. He attended Little Rock High School and Draughon's Business College, afterwards being engaged in statistical work. A member of the National Guard since June 13, 1939, he entered the Corps of Engineers February 3, 1941, and received basic training at Ft. George G. Meade, Maryland. Captain Trump attended 2nd Army Mine School, Engineer Officers Candidate School, and Engineer Field Officers' School, qualifying as training officer, pistol marksman, and expert rifleman. He served for five years in the United States with the 121st Engineer Combat Battalion and received three letters of commendation. After being honorably discharged December 7, 1945, at Ft. Belvoir, Virginia, he returned to Little Rock, where he lives with his wife, Mary Elizabeth, and their two sons.

1st Lt. David Randle, son of Olin and John Wallace Randle, was born July 21, 1921, in Pine Bluff, Arkansas. He graduated from Little Rock High School and Arkansas Polytechnic College at Russellville. Entering the Army Air Corps May 25, 1942, he received basic training at Selman Field, Monroe, Louisiana, and attended training schools at Sioux City, Iowa; Topeka, Kansas; Windover Field, Wind, Utah; and Gowan Field, Boise, Idaho, qualifying as navigator. He departed September 5, 1943, for England and remained overseas for a year and nine months. He was shot down and wounded on his fifth mission, having bombed the steel works at Solingen, Germany, December 1, 1943. He was held prisoner of war at Stalag Luft 1, Barth, Germany, and returned to military duty May 13, 1945. Lieutenant Randle reenlisted in the service in October, 1945, and expects to be discharged in June, 1947. His home is in Little Rock, and he is married to the former Miss Norma Jeane Wynne.



DAVID RANDLE

Chief Machinist's Mate Robert Alvie Easterly, Jr., son of Mr. and Mrs. Robert Alvie Easterly, Sr., was born January 6, 1924, in Little Rock, Arkansas. He attended Peabody, East Side Junior High, and Little Rock Senior High Schools. Entering the Navy in January, 1941, he received boot training at Norfolk, Virginia, and served for a year in the Navy Yards in Philadelphia. He participated in campaigns in the South Pacific and North Atlantic Theaters of Operations and was awarded European Theater Ribbon, American Defense Ribbon, Pre-Pearl Harbor Ribbon, South Pacific Ribbon with Gold Star, Asiatic-Pacific Theater Ribbon, and Good Conduct Medal, and is still in the service. He took part in the atomic bomb experiment at Bakini Island. He is married to the former Miss Lois L. Hester.



ROBERT A. EASTERLY, JR.



CHARLES M. DOBSON

Fire Controlman 3/c Charles Madison Dobson, son of Mr. and Mrs. Horace N. Dobson, was born February 24, 1924, in Arkadelphia, Arkansas. He attended Little Rock High School, University of Arkansas at Fayetteville, and Duke University at Durham, North Carolina. Entering the Navy January 25, 1943, he received boot training at Great Lakes, Illinois, and San Diego, California, and attended Sub-chaser Training School in Miami, Florida. He served on the U.S.S. Eugene Elmore and the U.S.S. Fechteler and departed in February, 1944, for Casablanca. Overseas for four months, he participated in German submarine chases and contacts and was awarded Good Conduct Medal and American Campaign Ribbon. After being honorably discharged April 3, 1946, at Memphis, Tennessee, he returned to his home in Little Rock.



MOISE B. SELIGMAN, JR.

Lt. Col. Moise B. Seligman, Jr., son of Mr. and Mrs. M. B. Seligman, Sr., was born October 8, 1918, in Jacksonville, Florida, moving to Arkansas in February, 1919. He attended Little Rock High School and Ouachita College. Entering the Army June 27, 1941, he attended Service Schools for Rifle and Heavy Weapons and for Command and General Staff, qualifying as operations officer. Departing April 25, 1943, for Italy, attached to the 99th Infantry Division, Colonel Seligman served overseas nearly two years, participating in the Rome-Arno campaign and receiving the European-African-Middle Eastern Theater Ribbon with one Star, American Theater Ribbon, Victory Ribbon, and American Defense Service Ribbon. After being honorably discharged November 25, 1945, at Jefferson Barracks, Missouri, he returned to Little Rock, where he lives with his wife, Betsy, and their daughter.

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Pvt. Andrew F. Henry, Jr., is the son of Andrew and Birdie Baker Henry of 3208 West 14th Street, Little Rock. Born at Little Rock October 22, 1916, he attended the Little Rock schools. Private Henry was employed by the Big Rock Stone and Material Company and the Missouri Pacific Railway Company before entering the Army Air Corps, May 20, 1943, at Little Rock. He served his basic training at Sheppard Field and Wichita Falls, Texas. A veteran of more than 19 months of military service, he saw duty with the 329th Army Air Force Base Unit and was honorably discharged December 30, 1944, at Camp Chaffee, Arkansas. He and his wife, the former Alma L. Kolb, are the parents of two children.



ANDREW F. HENRY, JR.