

FORTITUDINE

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2008



THROUGH THE WHEAT... 2006 CHRONOLOGY HIGHLIGHTS... OVER HERE! MARINES IN WWI... 1ST AVIATION FORCE
QUANTICO: PREPARING MARINES FOR OVER THERE... MARINES AT CAMP RAPIDAN... A PRIVATE'S TALE
TRENCHES TO RAIDERS... THE OTHER .45... A PROUD, DEFINING TRADITION... KOREAN WAR VOLUME AVAILABLE

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FORTITUDINE

Motto of the United States Marine Corps in the 1812 era

Historical Bulletin Vol. 33, No. 2

2008

*"We can only know who we are by being certain of
who we have been."*

Gen Leonard F. Chapman, Jr.
24th Commandant of the Marine Corps

TABLE OF CONTENTS

Memorandum from the Director: Through the Wheat

Dr. Charles P. Neimeyer 3

Marine Corps Chronology: Highlights from the 2006 Annual Chronology

Kara R. Newcomer 4

Feature: Over Here! Marines in Texas During World War I

Annette D. Amerman 7

Oral History: First Fight for the 1st Aviation Force

Dr. Fred H. Allison and James D. Higginbottom 9

Library of the Marine Corps: Quantico: Preparing Marines to go "Over There"

Rachel S. Kingcade and Greg Cina 12

Field History: The Marines and Camp Rapidan

LtCol Jeffrey R. Riley 14

Guest Contributor: Guest of the Kaiser: A Private's Tale

Col (Ret) William T. Anderson 18

From the Chief Historian: Trenches to Raiders: The Shanghai Connection

Charles D. Melson 21

National Museum of the Marine Corps: The Other .45: The U.S. M1917

Service Revolver

Alfred V. Houde, Jr. 23

In Memoriam: Passing of Lieutenant General Miller, Lieutenant General Beckington, and Colonel DeBlanc

Robert V. Aquilina 24

Books in Review: A Proud, Defining Tradition

Maj Christopher B. Jackson 26

Histories Branch: Marines in Korean War Volume Available

Charles R. Smith 27



Cover Illustration: U.S. Marines capture a Maxam machine gun nest in this painting by Frank Schoonover of the fighting in Belleau Wood.

Editor's Note:

On page 22 of the previous issue, Volume 33 No. 1., LtGen Duane A. Wills' picture caption erroneously spelled his last name as Wells. The staff regrets this mistake.

This bulletin of the Marine Corps historical program is published for Marines, at the rate of one copy for every nine on active duty, to provide education and training in the uses of military and Marine Corps history. Other interested readers may purchase single copies or four-issue subscriptions from the Superintendent of Documents, U.S. Government Printing Office. The appropriate order form appears in this issue.

Through the Wheat



Dr. Charles P. Neimeyer

It is hard to believe that it has been 90 years since Marines successfully assaulted “through the wheat” and overcame tough German resistance and poison gas at a place called Belleau Wood. In fact, the entire experience of Marines in World War I is now considered a watershed moment in the developmental history of the Corps. And no one played a more significant role in this formation than Major General Commandant George Barnett and future Commandant, Major General John Archer Lejeune.

This edition of *Fortitudine* is dedicated to remembering the service of Marines who fought and died in what was then called “the war to end all wars.” But truth be told, the United States was a relative late comer to the war, and while total American casualties were *only* 60,000 out of a total of eight million soldiers killed during the war, the presence of American military might in France in 1917–1918 had proven decisive.

During the summer of 1917, it was decided that a Marine brigade would be among the first troops landed in France. However, the American Expeditionary Force (AEF) commander, U.S. Army General John J. Pershing, insisted that the Marines organize and equip themselves according to the new Army wartime table of organization and equipment. This particular requirement soon placed the Marine Corps in a bit of a quandary. Heretofore, the Corps had normally deployed in battalion-sized formations or smaller, and it had dozens of variously numbered rifle companies scattered in small detachments around the globe. In fact, despite anticipation of becoming engaged in Europe, the Marine Corps had only 13,214 enlisted men and 419 officers on active duty on the eve of the war. To make matters worse, of

this total amount, a full 35 percent of the Corps was already deployed beyond the continental United States, mostly as ships’ detachments at sea. Nonetheless, by war’s end, the Corps would grow to more than 75,000 officers and enlisted personnel—a remarkable achievement in such a short time.

But few know that Marine Corps participation in the Great War was a near run thing. Anticipating that the Army might seek the use of the Corps on the battlefields of France, Chief of Naval Operations, Admiral William S. Benson, in congressional testimony urged that the Marines not be allowed to grow beyond 20,000 men and be used “solely for naval purposes.” However, Barnett and Lejeune countered Benson and argued that the Marine Corps should be able to make its land forces available to the Army as long as its seagoing commitments to the Navy were met—which in fact they were.

However, upon arrival in France, Pershing, much to the disappointment of Commandant Barnett, assigned the 5th Marines to guard duty behind the lines. And once the complete 4th Brigade (Marine) was finally formed, he assigned an army officer, Brigadier General James G. Harbord as its commander instead of the senior Marine in theater, Colonel Charles Doyen, who was quickly ordered home. To add fuel to the fire, the Marines certainly did not further ingratiate themselves with the AEF commander when, against his orders to not identify specific units engaged on the battlefield, reporter Floyd Gibbons of the *Chicago Tribune*, attached to the 5th Marine Regiment, was inadvertently able to get his report of the fighting past the Army censor. It was the first time individual fighting names and units of Americans fighting in France had been

made known to the general public. The news electrified the entire country. Now, every American was thoroughly familiar with the gallant 5th Marine Regiment. Pershing, however, was furious. When Commandant Barnett sent a second Marine brigade along with John A. Lejeune to France to complement the first one already in action, he hoped that Pershing would form the two brigades into a completely separate Marine division. However, ostensibly owing to fears that a Marine division would be materially incompatible with his Army divisions, Pershing steadfastly refused Barnett’s suggestion. But as fate would have it, the 4th Brigade’s commander, James Harbord was promoted to Major General and given command of the 2d U.S. Infantry Division. This unforeseen opening enabled the newly arrived Lejeune to command the 4th Brigade. The Marine brigade finally had one of its own as a commander. Again fate took a hand when Harbord was quickly reassigned by Pershing to help reorganize his failing AEF logistical effort and Lejeune became the clear choice for command of the 2d Division. By chance and circumstance, the Marines sort of had their division after all.

Once in charge of the 2d Division, Lejeune became a whirlwind of activity. And thanks to his attendance at the Army War College, he personally knew many of his Army contemporaries and subordinates. During the intense fighting of September 1918, Lejeune’s 2d Division hammered the German lines and captured 3,300 prisoners out of a total of 4,985 taken by the entire U.S. 1st Corps. During the fighting around Blanc Mont, the French suggested using the relatively fresh 2d Division as replacements in their battered lines. Lejeune adamant-

ly refused and instead proposed that if kept intact, the 2d Division could take Blanc Mont on its own.

Captain John W. Thomason, Jr., who would later immortalize the service of World War I Marines in art and verse, noted of the barrage that preceded Lejeune's attack: "The heavens seemed roofed over with long keening noises—sounds like the sharp ripping of silk, magnified, running in swift arcs from horizon to horizon." And with French tanks in support, Lejeune's 4th Brigade Marines took Blanc Mont just as he had promised. The attack of the 2d Division had smashed the enemy, and following a later AEF offensive on enemy lines in the Meuse-Argonne region, the Germans were soon in headlong

retreat into Germany and the war was quickly over.

Major Edwin N. McClellan, a veteran of the fighting in France and afterward Director of History for the Marine Corps, noted that the French were especially grateful for the service of the 5th and 6th Marine Regiments and "cited them no less than three times in Army orders for achievements in the Chateau-Thierry sector, in the Soissons offensive and in the Meuse-Argonne." The 4th Brigade, having been officially cited for gallantry on at least two occasions, received the French "fourragere." The green and scarlet cord, dating from Napoleon's time, was authorized to be worn over the left shoulder by members of the

5th and 6th Marine Regiments; Marines assigned to these regiments today are entitled to wear this award—a vivid reminder of the bravery and success of their regimental forebearers during the Great War.

Both Commandant Barnett and Major General Lejeune, because of their supreme confidence in the abilities and courage of their Marines, were able to overcome interservice rivalry, professional jealousy, and numerous other organizational obstacles to create a new Marine Corps ready to take on the requirements of a modern battlefield. Soon after returning to the United States, Lejeune became the 21st Commandant of the Marine Corps—a post he was to hold for the next nine years. □1775□

Marine Corps Chronology

Highlights from the 2006 Annual Chronology

by Kara R. Newcomer
Reference Historian

The "Annual Chronology of the Marine Corps" serves as a valuable source of information on significant events and dates in contemporary Marine Corps history. Since 1982, the Historical Reference Branch of the Marine Corps History Division has compiled the yearly chronology by researching numerous primary and secondary sources each week. The following excerpts highlight key entries from the 2006 Chronology including the ongoing Operations Iraqi Freedom and Enduring Freedom. To see past annual chronologies as well as the complete 2006 Chronology, please visit the *Frequently Requested* section of the History Division's website at www.history.usmc.mil

5 January – Marines with 1st Battalion, 3d Marines, deployed to Afghanistan from Hawaii in support of Operation Enduring Freedom. This was the unit's second deployment to Afghanistan and replaced fellow Marines from 2d Battalion, 3d Marines, who began arriving home at Kanehoe Bay, Hawaii, four days later.

6 January – Marine Corps Air Bases



U.S. Navy Photo courtesy of MC2 Katie Earley

VMM-263 became the first operational Osprey squadron after being activated on 3 March. Photo shows aircraft landing on a ship deck.

Western Area (MCABWA) deactivated during a ceremony at Marine Corps Air Station (MCAS) Miramar, California, as part of a consolidation plan begun by the Marine Corps the year before. Originally established in 1944 as Marine Activities, Naval Air Bases Command at El Toro, California, MCABWA was reactivated under that name in November 1957. The new

Marine Corps Installations West assumed the duties of MCABWA.

13 January – The Marine sentries were dismissed for the final time at the Naval Academy in Annapolis, Maryland. The demand for combat troops brought an end to the 155-year-old tradition of Marines assigned to sentry duty at the elite military academe-

my. Their duties were assumed by civilian security officers.

19 January – Colonel Douglas P. Yurovich became the first Marine aviator to assume command of a Navy Carrier Air Wing (CVW). Colonel Yurovich relieved Navy Captain Michael Spence of command of CVW 9 during a ceremony on board the USS *Midway* (CV 41) Museum at San Diego, California.

23 January – Colonel Adele E. Hodges became the first female to command Marine Corps Base Camp Lejeune, North Carolina.

1 February – The 1st and 2d Marine Divisions both celebrated their 65th anniversaries. The 1st Marine Division was established on board the battleship *Texas* at Guantanamo Bay, Cuba, while the 2d Marine Division was organized at San Diego, California, in 1941.

5 February – The 3d Marine Aircraft Wing took operational control of air operations in western Iraq. The 2d Marine Aircraft Wing transferred authority almost one year to date after having taken control over the area from the 3d MAW in 2005.

24 February – Marine Corps Special Operations Command was activated at Camp Lejeune. It was the first time that Marine forces formally fell under the U.S. Special Operations Command.

28 February – The I Marine Expeditionary Force assumed responsibility for Iraq's volatile Anbar Province from II Marine Expeditionary Force. It was the third deployment in support of Operation Iraqi Freedom for the Camp Pendleton-based I MEF.

3 March – The first operational MV-22 Osprey squadron, Marine Medium Tiltrotor Squadron 263, was activated at MCAS New River, North Carolina.

15 April – The U.S. military, including Marines, wrapped up its relief efforts in Pakistan. American assistance began shortly after the area was devastated by an earthquake on 8 October 2005. According to the U.S. Ambassador to Pakistan, Ryan



U.S. Marine Corps Photo

The photo shows the official insignia of the Special Operations Command, activated on 24 February 2006.

Crocker, the “mission was the ‘longest disaster assistance effort in U.S. military history’ and the largest humanitarian mission since the Berlin airlift of the 1940s.”

17 April – Marines repelled an attack by Sunni Arab insurgents in Ramadi, Iraq, when the insurgents launched a coordinated assault against the city's main government building and two U.S. observation posts. There were no U.S. casualties resulting from the 90-minute attack.

23 April – The Japanese government agreed to pay more than \$6 billion to move nearly 8,000 Marines and their dependents out of their camps on Okinawa and to a new base on Guam. The Marine Corps would cover the remaining \$4 billion. The scheduled move to Guam was part of a larger Pentagon initiative to realign its forces in the Pacific to reflect a post-Cold War security environment.

15 May – The 2d Force Reconnaissance Company was deactivated and its members used to create the first company of the Marine Corps' new Marine Forces Special Operations Command, 2d Marine Special Operations Battalion (2d MSOB). About five platoons and the headquarters section of 2d Force Recon were shifted to 2d MSOB with the other two shifted to 2d Reconnaissance Battalion.

18 May – The Marine Corps announced its plans to pull out the

majority of its troops serving in Afghanistan. Although Marines comprised the first conventional ground unit into the country following the terrorist attacks on 11 September 2001, U.S. Army and NATO forces were to assume the defense of the fledgling Afghan government and the continuing hunt for Osama bin Laden and his supporters.

24 May – Commandant of the Marine Corps, General Michael W. Hagee, announced that Marines would face criminal charges for the 19 November 2005 incident that left more than two dozen citizens in Haditha, Iraq, dead. The Marines, whose names were withheld, were from the Camp Pendleton-based 3d Battalion, 1st Marines.

26 June – The eligibility rules for the awarding of the Combat Action Ribbon were revised to include those who “render satisfactory performance under enemy fire” even if no shots are fired in response. The increasing use of improvised explosive devices (IEDs) by warring factions in Iraq led to the change in the eligibility standards.

16 July – The U.S. began evacuating American citizens from Beirut, Lebanon, as hostilities between Hezbollah and Israel continued. The *Iwo Jima* Expeditionary Strike Group, including the 24th Marine Expeditionary Unit, rushed to the area. Small scale helicopter evacuations started immediately, but on 20 July, Marines landed in country for the first time in 20 years to help with the mass evacuations of American citizens by sea. After evacuations ended 26 July, the U.S. military switched focus to humanitarian aid for the local population. The Marines completed their mission and left the waters off Lebanon in late August.

4 August – Brigadier General Angela Salinas took command of Marine Corps Recruit Depot San Diego, the first female commanding officer in the recruit depot's history.

10 August – Camp Pendleton officials opened the Wounded Warrior Center, based on a similar program at Camp Lejeune. The center is designed to



DOD photo courtesy of GySgt James H. Frank
Marines assist in the evacuation of Americans from Beirut, Lebanon, after hostilities broke out during the summer of 2006.

help wounded Marines and sailors, who are too well to be hospitalized, but not well enough to return to their units or the civilian world.

20 August – Joe Rosenthal, the Associated Press photographer, responsible for the iconic World War II Iwo Jima flag raising image, died at the age of 94 in Novato, California. Mr. Rosenthal won the 1945 Pulitzer Prize for the image that appeared on the front page of nearly every American newspaper, a three-cent stamp, and served as the inspiration for the Marine Corps War Memorial in Arlington, Virginia.

22 August – Marine Corps officials announced they had been authorized to recall thousands of Marines to active duty from the Individual Ready Reserve (IRR), a segment of the Reserves that consists of those who left active duty but still have time remaining on their eight-year military

obligation. It was the first time the Marine Corps planned to use the involuntary recall since the beginning of the Global War on Terrorism.

21 September – The 2005 Leftwich Trophy for Outstanding Leadership award was presented to the widow of Captain John W. Maloney. Captain Maloney, who was killed 16 June 2005 by an improvised explosive device in Iraq, was the first officer to be awarded the prestigious trophy, posthumously, in the award's 27-year history.

25 September – Three enlisted Marines were ordered to stand trial for the alleged April 2006 kidnapping and murder of an Iraqi man in Hamandiya. The three Marines were ordered court-martialed by Lieutenant General James N. Mattis, commanding general of Marine Forces Central Command. Four other Marines and a Navy corpsman were still awaiting preliminary hearings in the same case to determine if they too would face court-martial.

5 October – NATO assumed leadership for international military operations throughout Afghanistan, building on the efforts of the U.S.-led coalition to extend the authority of the Afghan government and create the conditions needed for reconstruction and development within the country.

10 November – The National Museum of the Marine Corps, located outside the gates of Marine Corps Base Quantico, was officially dedicated on the Corps' 231st birthday. President George W. Bush, Commandant of the Marine Corps, General Michael W. Hagee, and the Chairman of the Joint Chiefs of Staff, General Peter Pace, were among the 15,000 people attending the opening ceremonies.

10 November – President George W. Bush announced that Corporal Jason L. Dunham, a Marine who died of combat wounds in April 2004, would be the first Marine to receive the nation's highest military decoration for valor, the Medal of Honor, for his actions while serving in Iraq. Corporal Dunham died protecting other Marines from a grenade released by an Iraqi insurgent.

13 November – General James T.

Conway became the 34th Commandant of the Marine Corps following a change of command ceremony at Marine Barracks, Washington, D.C. General Michael W. Hagee, 33d Commandant, retired from the Marine Corps after serving for 42 years.

6 December – Major Megan McClung, a 1995 Naval Academy graduate, became the first female Marine officer to be killed in Iraq. Major McClung was serving as a public affairs officer with I MEF when she was killed by a roadside bomb near the town of Ramadi. She was the fifth female Marine to die in support of Operations Iraqi Freedom and Enduring Freedom.

21 December – Eight Marines were charged in the killings of 24 Iraqi civilians in the town of Haditha in November 2005. Four of the Marines, all enlisted, were charged with unpremeditated murder while four officers, who were not present during the actual incident, were accused of dereliction of duty for failures in investigating and reporting the deaths.

31 December – The strength of the U.S. Armed Forces was 1,371,533 of whom 178,477 were U.S. Marines.

□1775□

Cpl Jason L. Dunham became the first Marine to receive the Nation's highest medal for valor, the Medal of Honor, for Operation Iraqi Freedom. The award was announced on 10 November 2006.

Official Marine Corps Photo



Over Here! Marines in Texas During World War I

by Annette D. Amerman
Reference Historian

Private Raymond H. Stenback from Independence, Oregon, wrote his family that he had finally received orders for the war in France. “It is with deep regret that I write and tell you that I will not be home on that furlough for I am on my way across.” Like many Marines of today, Private Stenback’s 22 June 1918 letter resounded with anxiety and moxie; he was ready to “get into the fight” overseas and willing to trade more pay for the chance. “I might have backed out and could have been a sergeant in a short time here. I would rather be a buck private in the rear rank over there than a sergeant here. It is what I enlisted for.” Private Stenback’s letters were not written from a traditional Marine base such as Quantico or Mare Island; he was with the 112th Company, 8th Regiment, at Fort Crockett, near the city of Galveston, Texas!

Major Edwin McClellan said it best in *The United States Marine Corps in the World War* that “while the battle

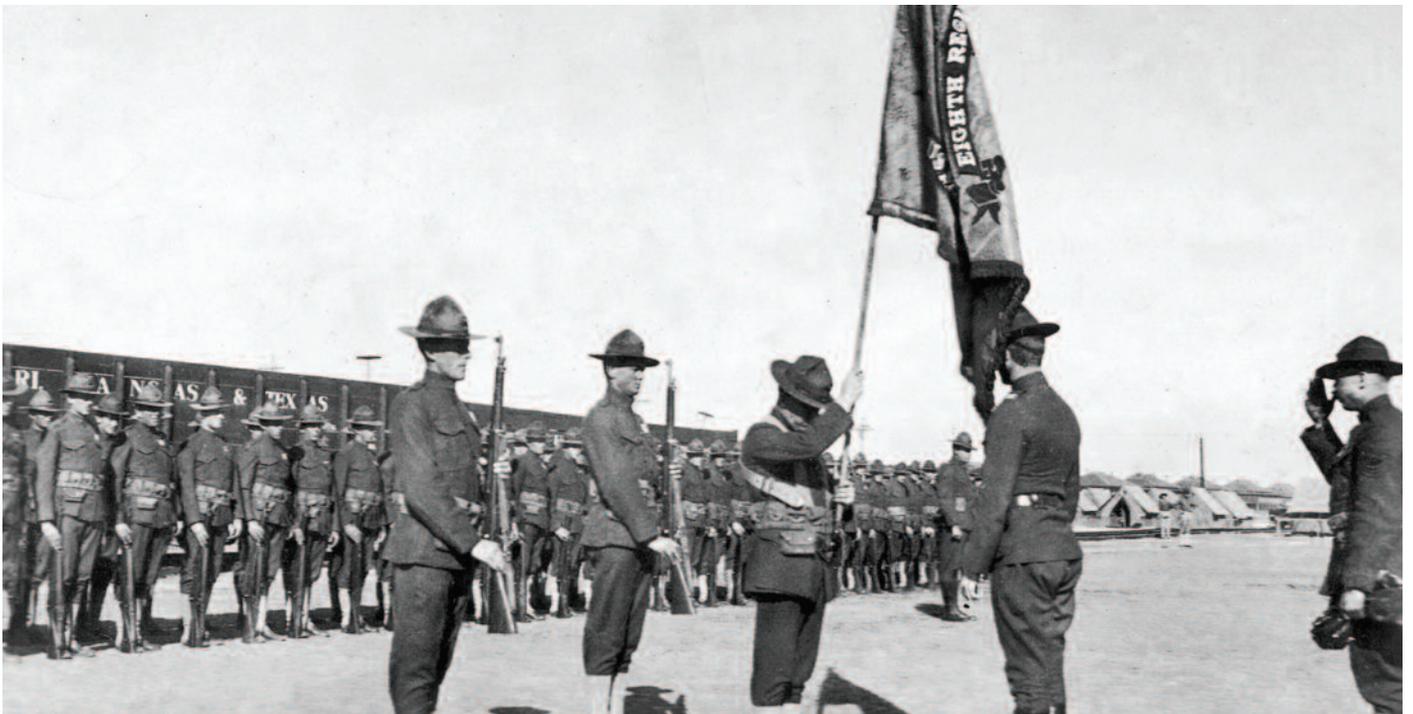
operations of the 4th Brigade as an infantry brigade of the 2d Division of Regulars overshadowed all others taken part in by Marine Corps personnel, those operations were by no means the only ones participated in by officers and men of the Marine Corps.” The Marines in Texas trained for war in France—or closer to home, if necessary. Germany clearly had made attempts to cause discontent between Mexico and the United States, particularly when German Foreign Secretary Arthur Zimmermann sent his infamous telegram to the Mexican government in January 1917 encouraging the Mexican government to invade the U.S. and reclaim Texas, New Mexico and Arizona. Germany had also resumed its policy of unrestricted submarine warfare. The threat to the U.S. from the south was very real; the Mexican government was unstable and disjointed after years of revolution, but remained a major oil producer for the Allied powers. Fort Crockett’s position on the Gulf of

Mexico made it an ideal location for Marines to launch an amphibious operation into Mexico’s Tampico oil fields—one of the most crucial sources for the Allied war machine in Europe. Had the need arisen, Fort Crockett would have provided the definitive solution—United States Marines.

The 8th Regiment was activated at Quantico, Virginia, on 9 October 1917, and just over a month later it arrived in Galveston on board the USS *Hancock*, after spending a week at sea where rumors ran wild as to its final destination. None of the Marines, including Private Stenback, believed they were staying in Texas. “We arrived here at Galveston, Texas yesterday evening and have been busy unloading our necessary equipment for a short stay.” The next day the Marines were told to unload the entire ship—an all day job for nearly 1,000 pair of hands. Despite the exhaustive task, they finished the day with a four-

Regimental colors are uncased by Col Laurence H. Moses at Fort Crockett in Galveston, Texas, 1918.

Col George C. Reid Papers, Gray Research Center, Quantico, VA



mile march to their camp where they found level ground to pitch their tents, eat dinner, and bed down in the chilly November night.

The day-to-day life of the Marines in Galveston was consumed with learning to operate machine guns, qualifying with different weapons on the rifle range, learning flag semaphore, playing baseball games, and swimming in the Gulf of Mexico. Private Stenback kept his family well informed of the daily grind: "Signal practice has kept us pretty busy with flags, sun glasses and then one night a week we have to go out with lamps. With this system we can talk two or three miles."

The Marines shared Fort Crockett with two regiments of U.S. Army coast artillery that were headquartered at the fort. "Talk about moss-backs—there are ever so many of these coast artillery men who have never been out of this state. They ask us what kind of a place we come from that we should have such rosy cheeks and smooth complexions." Locals were not their only source of companionship; Stenback's company adopted a dog that they dubbed "Rags," which apparently slept around. "Every bunk is his home when he wants to treat it as such." Dogs were not the only mascots kept at the fort as "the company next to ours has a monkey for a mascot and it is sure a smart fellow and delights in climbing around on the fellows shoulders and hunt for something in the hair or digs down into the pockets for something to eat."

Like their counterparts at Quantico, the Marines in Galveston kept active with sports—most notably baseball. In April 1918, the world champion Chicago White Sox soundly beat the Marines and coast artillery team. While the Marines and coast artillery played "a whale of a game, for amateurs," they still lost 11 to 3. The *Chicago Daily Tribune* was more accepting than Private Stenback, who stated that it was "not anymore than could be expected."

Gossip continued to spread that the Marines would leave any day for the war in France, or Cuba (where the 9th Regiment and 3d Provisional Brigade

would depart from in 1918 to join the 8th in Texas). Private Stenback even heard the speculation of "an early move to Argentina in South America to take care of threatening German uprisings and to protect American interests." Obviously, the minds of the Marines were on the battles across the ocean and not the duty they were performing in Texas. "Things are looking pretty serious over there [France] the last few days it seems and so now it is mighty hard to tell when they will need us. I really believe we are an emergency regiment."

With the calming of troubles in Cuba, the 3d Provisional Brigade headquarters and the 9th Regiment boarded the USS *Hancock* and were sent to unite with the 8th Regiment in Texas in August 1918, where they joined in the training activities and guard duty.

Private Stenback finally shipped over to France in the summer of 1918 and returned to the United States unscathed in 1919 after occupation duty in Germany. In 1971, he transcribed his letters written during World War I and turned them into a personal memoir titled, *Raymond Howard Stenback as a United States Marine*.

More prominent Marine stationed at Fort Crockett during World War I had already made his mark on Mexico. Medal of Honor recipient Lieutenant Colonel George C. Reid joined the 8th Regiment in late November 1917, after a short stint at Fort Sill, Oklahoma. Lieutenant Colonel Reid was aptly suited to command Marines should the need arise

to land at Tampico; he earned his Medal of Honor in Mexico just three short years before during the capture of Vera Cruz. After the arrival of the 9th Regiment, he was promoted to colonel and made commanding officer of the regiment. Colonel Reid continued to serve in the Marine Corps after his duty in Texas and upon retirement in 1930, was advanced to brigadier general for having been specially commended in combat.

Another noteworthy officer arrived in Texas on board the USS *Hancock* with Private Stenback and the regiment in 1917. First Lieutenant Edward A. Craig of the 105th Company, 8th Regiment, lamented that he missed the "action" in France; however, his time would come and fame would be his. Lieutenant General "Eddie" Craig retired in 1951 after commanding the "fire brigade" that was launched into the Pusan perimeter in the opening days of the Korean War.

On 10 April 1919, both regiments boarded the same vessel that carried them to Texas—the USS *Hancock*—this time bound for the Philadelphia Navy Yard. No sooner had the regiments disembarked men and equipment, than they were deactivated. Although the anticipated trouble in Mexico did not materialize, one might say that the presence of the 8th Regiment and later the 9th, with the 3d Brigade headquarters, deterred any possible actions on the part of the Mexican government. Oil continued to flow to the Allied powers, and in November 1918, the war in Europe was over without an intervention into Mexico. □1775□

Signal practice at Fort Crockett, Galveston, Texas, in 1918, spelling out the familiar "MARINES" with flags.

Courtesy of the Library of Congress



First Fight for the 1st Aviation Force

by Dr. Fred H. Allison, Oral Historian
James D. Higginbottom, Intern

Alfred A. Cunningham, whom many consider the father of Marine aviation, believed from the beginning that the only reason the Marine Corps needed aviation was to support Marine ground troops. When the United States entered World War I and word came that Marine brigades would be heading to France to fight as part of the American Expeditionary Forces (AEF), Cunningham tried to get his 1st Marine Aviation Force attached to the Marine brigades. In what was the first of many command and control controversies over the employment of Marine aviation with the U.S. Army (and later U.S. Air Force), Army leaders denied his request, telling Cunningham instead, that “if the [Marine] squadron ever got to France it would be used to furnish personnel to run one of their training fields, but that this was as near the front as it would ever get.” A small group of intrepid—and later, highly-decorated Marine aviators—would prove the Army wrong.

Cunningham and his Marines got to France and did get into combat—not in support of Marine ground units but in operations with the U.S. Navy’s Northern Bomb Group. At first the Marines, due to lack of aircraft, flew with British squadrons on their bombing missions. It was not until October 1918 that the 1st Aviation Force had enough aircraft to begin flying independent Marine Corps combat missions. The first Marine led and flown mission occurred on 14 October. It was a historical first, not only because it turned into a real slug out with determined German fighter pilots, but also because it tested the mettle of Marine aviators; they proved themselves capable and worthy of being remembered by later generations of Marines.

The mission was a bombing raid, similar to others they had flown as part of British squadrons; their target was a German held railyard at Thielt,



Gray Research Center, Quantico, VA
2ndLt Ralph Talbot prior to deployment to France—from his personal papers.

Belgium. Ten Marine aircraft were slated to fly the mission, seven De Havilland DH-4s and three DH-9s. Captain Robert S. Lytle had the lead. A couple of the DH-4s had problems right away—one failed to get off the ground, and another had an engine problem immediately after take off and the crew returned to base. Down to eight aircraft, the Marine flight pressed on toward its target at Thielt, 90 minutes of flying time away.

At about 1130, Thielt appeared out in front of the Marine flyers. They started a climb to their bombing altitude of 18,000 feet. Just then one of the observers—each aircraft had a pilot in the front seat and an observer/gunner in the rear—spotted eight German aircraft, low and approaching from the rear. The Germans closed to within 500 or 600 yards and opened fire. Their fire had little effect though and they faded back, not pressing their attacks. The Marines continued

toward the target, and with it now in sight, they maneuvered for their bombing attack run—banking right, turning south, and leveling out at 18,000 feet. Then it was bombs away; their 2,218 pounds of bombs angled downward and smashed into the target.

Instantly the German fighters reappeared, led by a triplane, probably a Fokker DR-I, flanked by Fokker D-VII and Pfalz D-III biplanes, and banked hard toward the Marine formation, attacking from the right. In the turn the German formation spread out, and the triplane had some difficulty closing with the Marine aircraft. Attempting to gain airspeed, the leading triplane dove and climbed back up, pointing its nose at the bottom of the Marine formation. It fired but scored no hits. In the meantime, the Marine formation began to separate. Five Marine aircraft dove immediately to a lower altitude, while three remained high.

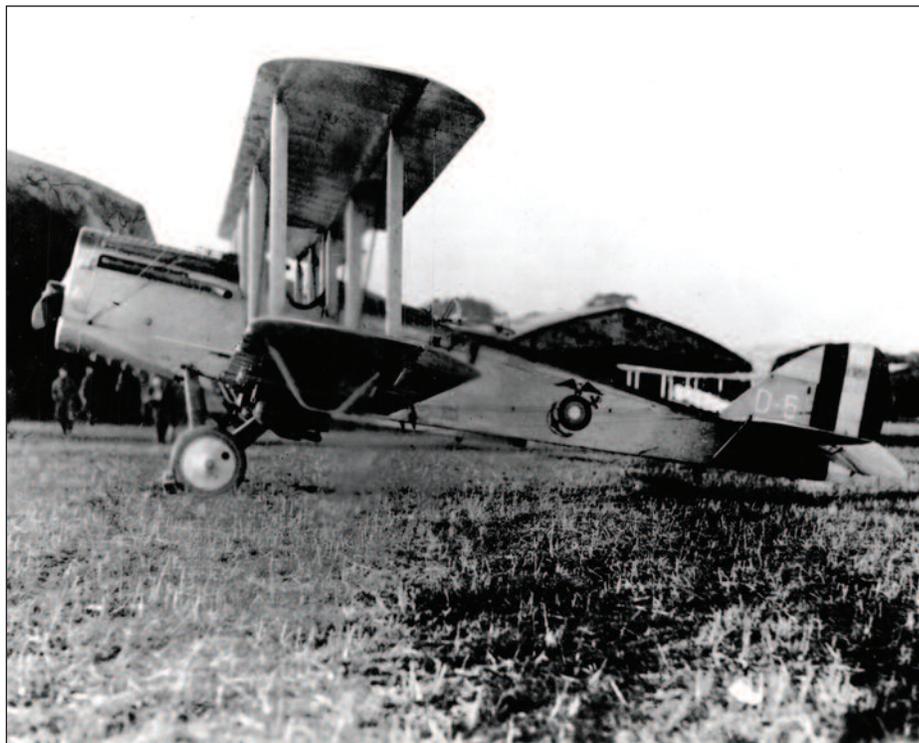
With their bombing mission accomplished, German fighters lurking too close for comfort, and over enemy territory, the Marines’ objective now was to get back on the friendly side of the front lines. Pressing west as fast as possible, they covered about 10 miles in about 10 minutes, which put them over the Belgium town of Hooglede. A British kite balloon unit (a balloon, carrying one or two men, tethered to the ground by a cable) was deployed outside the town. The balloon flyers witnessed the Marine and German aircraft approaching.

Second Lieutenant Ralph Talbot and his observer, Corporal Robert G. Robinson, were in their DH-4 in the number two spot of the Marine formation to the left and aft of the lead aircraft. Among the Marine aircraft quickly descending, they were now flying at 8,000 feet. More German fighters appeared—now there were

12. They split; four attacked the Marine aircraft high and to the right, and the others dove down in pursuit of the Marines at the lower altitude.

Two of the diving German aircraft honed in on Talbot's plane, approaching from the rear. Talbot's observer, Corporal Robinson, took the German fighter under fire with his machine gun. His rounds hit their target; smoking, the German biplane spiraled downward. Its ground impact was witnessed and confirmed by one of the kite balloon flyers. Then uneven odds began to play against the Marines. Two German fighters dove low, then swung back up and attacked Talbot's de Havilland from below. This time some of the German bullets hit their mark—one round shattered Robinson's left elbow. To make matters worse, Robinson's Marlin light machine gun jammed. Talbot noticed that his observer had been wounded and was struggling with a jammed gun, so he maneuvered hard to get clear of the German aircraft. With his one good arm, Robinson worked desperately at clearing his machine gun. He was successful and soon had it hammering away at the Germans. Despite Talbot's aggressive evasive maneuvers and Robinson's continued firing, the Germans, now smelling blood, pressed in for the kill, spitting bullets at the Marine aircraft. Robinson was hit again in the stomach and thigh causing him to collapse. With his observer in such critical condition, Talbot desperately attempted to fight off the attackers. Deciding the best defense was a good offense, he swung his de Havilland around and bored in on the German fighters. Coming head to head with them, he fired several bursts into the nearest attacker. His bullets found their mark, and the German aircraft rolled inverted and spun down in a death dive.

Now out of immediate danger, Talbot continued on, but his engine, which had been hit by several German bullets, began to sputter. Again Talbot's thoughts turned to his wounded observer; he needed to get him medical attention as soon as possible. He dove down to only 50 feet altitude and searched for a landing



Marine Corps Photo Collection

A de Havilland DH-4B of the 1st Marine Aviation Force readies for a mission.

place where he could get medical attention for Robinson. He found an Allied airfield outside the Belgium town of Hondschoote. He planted the de Havilland on the strip and rolled to a stop. Robinson was pulled from the rear cockpit by Belgian troops who gave him first aid, then got him to a nearby field hospital. With his observer now cared for, Talbot climbed back in his de Havilland, took off, and flew back to his home base at La Fresne.

While Talbot and Robinson had been in their fight, the lead Marine crew attempted to come to their aid and got into a death fight of their own. Coming out of the bombing run, the mission commander, Captain Robert S. Lytle, seeing four German aircraft, signaled his observer/gunner, Gunnery Sergeant Amil Wiman to open up on the enemy. The first of the enemy aircraft dove away from the machine gun fire, but the second swung in closer and peppered lead into the wings and fuselage of Lytle's aircraft. The flying bullets did not deter Wiman's own handiwork with his machine gun. He let loose a long burst of .30-caliber bullets that ripped the German aircraft and sent it spiraling out of control.

The downed Germans' bullets had done their damage to the Marine aircraft though; its engine sputtered then died completely. Still over enemy lines, Lytle began a max-range glide to give him the best chance to get behind friendly lines before he ran out of altitude. Descending below 1,000 feet, German antiaircraft guns opened up on them. Fortunately Allied-held territory was just ahead. The Marine bomber floated over the front lines, and Lytle adroitly touched down, but it was far short of a smooth landing; the ground was so blasted with shell holes that the plane bounced over one shell crater and settled on the edge of another. Belgian troops were watching and bounded out of their trenches to aid the Marines. Seeing that both Marines were unhurt, the Belgians helped pull the plane down into the crater out of the view of German artillery observers.

Lytle immediately got word to his Squadron headquarters; he reported what happened and requested mechanics and trucks to come and recover his downed aircraft. The following morning squadron Marine mechanics arrived. They disassembled the DH-4 under enemy observation,

loaded the disassembled aircraft onto their truck, and got it going, before the German artillery opened fire, while suffering no injury to themselves and no further damage to the aircraft. The recovery of this plane provided the ground crews with many needed parts to keep the other Marine planes in the air.

This first Marine air combat mission was a success. The Marines bombed their designated target at Thielt, and with the recovery of Lytle and Wiman's DH-4, all of the Marine aircraft involved in the raid had returned. The only Marine casualty during the raid, Corporal Robinson, recovered despite the seriousness of his wounds, most likely because of the quick thinking of his pilot Lieutenant Talbot. For their extraordinary acts of bravery, both Talbot and Robinson received the Medal of Honor. For their parts, Captain Lytle and Gunnery Sergeant Wiman received the Distinguished Service Medal.

Over the next several weeks, the 1st Marine Aviation Force flew more independent combat missions against German targets with further success. On 18 October, just four days after bombing Thielt, French troops liberated the city from the Germans.

It took Marine mechanics 11 days to repair the battle damage to Lieutenant Talbot's DH-4, incurred on the Thielt raid. When it was repaired, Talbot and his good friend, Second Lieutenant Colgate W. Darden, Jr., were to fly the post-maintenance check flight. As they took to the runway and began the takeoff run, the engine began to sputter and cough. Talbot cut the throttle, aborted the takeoff, and started taxiing back in, thinking it needed additional work. On the way back the engine problem cleared up, evidently, and he decided to conduct the test flight after all. He pushed the throttle forward again and accelerated down the runway. As the de Havilland reached flying speed and began lifting off, the landing gear snagged a mound of dirt piled by a bomb storage pit at the end of the field. The plane smashed nose first into the ground. The plane impacted so hard that the 90-gallon gas tank

behind the pilot's seat slammed forward into Talbot, killing him instantly. The tank bounced clear of the aircraft, coming to rest dozens of feet in front of it.

Lieutenant Darden, who had not fastened his safety belt, was jettisoned from the rear seat and landed nearly 125 feet away in a nearby wheat field. The auxiliary fuel tank, which hung over the pilot's seat, caught fire shortly after the impact and burned the plane. Racing toward the plane, Marine ground crewmen made every effort to put out the fire, which they managed to do, so the ammunition in the bomb storage pit would not cook off.

Then they scoured the fields for aircraft parts. In addition to parts, they also discovered Darden whom they assumed had been killed in the fire. When they found him, his face had been broken, his left leg torn open down to the bone, and his spine dislocated, which caused Darden to be temporarily paralyzed. He was rushed to a British hospital at Calais to begin a long recovery process. Darden eventually recovered and would go on to serve as the Governor of Virginia during World War II.

On 11 November 1918, the Ger-

mans signed the Armistice ending World War I. In only a year Marines had created the 1st Marine Aviation Force, deployed it to France, participated in 43 missions with the British, and had flown 14 missions of their own. Major Cunningham, anxious to get his Marines back to the United States, coordinated transportation and had his aviators back home by Christmas of 1918.

Arriving in the United States, the four squadrons were eventually divided up and sent to Miami, Parris Island, and Quantico. Many of the Marine aviators chose to leave the Service, while others, like Major Alfred Cunningham and Captain Roy S. Geiger, remained in the Marine Corps and became the sure hands that led Marine aviation during the hard but significant interwar years, thus laying the foundation for modern Marine aviation. These World War I Marine aviators were truly pioneers; they persevered in the face of numerous logistical and administrative difficulties and faced the enemy with bravery. Their efforts—especially those who participated in the first mission at Thielt—added to the overall distinction and success of all World War I Marines and drafted the first combat chapter of Marine aviation history. □1775□

Unidentified Marine aviators of the 1st Marine Aviation Force wearing period flying gear pose in front of a DH-4 aircraft in France in 1918.

Marine Corps Photo Collection



Quantico: Preparing Marines to go “Over There”

by Rachel S. Kingcade, Reference Librarian
Greg Cina, Archivist

“From a lazy Virginia town to a military center of first-rate importance has been the transformation of Quantico.”
The Washington Post, October 1917

“A few weeks ago Quantico was a village, with a Post Office, a water tank, half a dozen stores, a church or two, and about 200 inhabitants...and then came the ‘Soldiers of the Sea’... Today everything is changed.” *New York Times*, October 1917

In 1917, it seemed inevitable that the United States would enter the Great War. Thousands of men and women poured in to swell the ranks of the American military forces, including the Marine Corps. In April 1917, the Corps was 13,725 strong, but in May 1917, Congress voted to expand the Corps to 31,197 and by December 1918, the total strength of the Marine Corps was 75,101. Such large-scale increases required plentiful resources and new training ground. The sleepy town of Quantico was about to undergo a dramatic transformation. This transforma-

The town of Quantico and the small post exchange provided the Marines some relief from their rigorous training cycle.

Karl Day Collection, Gray Research Center, Quantico, VA



Karl Day Collection, Gray Research Center, Quantico, VA

The ample training areas for this assault exercise at Quantico in August 1917 gave instructors prime “classrooms” to train their new Marines.

tion is well documented, and many of these sources can be found within the Library of the Marine Corps. One book, *Quantico: Semper Progredi* by Gernand and Krowl (Downing Publishing Company, 2004) tells how in April 1917, after an inspection of a mud-filled area of land in northern Virginia, Brigadier General John A. Lejeune, assistant to the Commandant of the Marine Corps, wrote a letter stating: “I think we have made arrangements here for a very fine place for a temporary training ground on the Potomac at Quantico.” The land was leased in May and the first Marines—four officers and 91 enlisted men—reported for duty.

Vital to the Marines’ success in World War I were strong leadership, exceptional proficiency with weapons, and overall warfighting skills. While a cadre of the Marines on the battlefields at Belleau Wood, Soissons, and the Argonne Forest were experienced regulars who had acquired these skills over the course of their careers, almost all of the thousands of new recruits who followed

the Old Breed “over there” in 1917 and 1918 trained and prepared for war at the installation then known as Marine Barracks, Quantico.

The base was initially far from ready: buildings were unfinished, facilities were sparse, and roads were unpaved, earning Quantico the nickname “Slippery Mud Virginia” from the first Marines stationed there. As the base grew to accommodate its ranks, so grew the town of Quantico. Marines relished the opportunity to get off base and into town, despite its humble settings. An entry in a copy of the W.R. Jackson diary from the Archives notes: “We felt like lords to have the privilege...of even going into the small, dirty restaurants at Quantico and order what a fellow wanted.”

The training was tough, competitive, and thorough. Leadership was paramount at the Marine Officer’s School, where new lieutenants learned weapons, tactics, and troop leading long before stepping on French soil. In the *History of the Marine Corps Schools* (Marine Corps Schools, 1945), Anthony A. Frances



Karl Day Collection, Gray Research Center, Quantico, VA

Barracks life in Quantico, 1917 was rough at first, since facilities were sparse and roads were unpaved.

writes of the extensive training received at Quantico in, “machine guns, automatic rifles, grenades, trench mortars, field engineering, gas defense, musketry, scouting, sniping, etc,” as well as topography, infantry drill, interior guard, bayonet, infantry tactics, military engineering, administration, military law, sea duty, and marksmanship. Competency with weapons was critical for officers and enlisted men alike, as rifles rang at

Training at Quantico in 1917 honed the Marines’ abilities to dig trenches—a vital skill for their deployment to France.

Karl Day Collection, Gray Research Center, Quantico, VA



regular shooting practice on the Quantico range. As a result, Marines quickly grew into excellent marksmen. According to *The Battle History of the U.S. Marines*, by retired Marine Colonel Joseph H. Alexander (Harper Paperbacks, 1999), Marines were able to consistently make marks at 800 yards, which was more than three times the expected combat range for that time. This gave them a decided advantage as they held their line against the first German infantry assault at Belleau Wood.

Marines were also highly skilled at elements of close combat, ranging from hand-to-hand fighting to grenade-throwing, taught at Quantico. W.R. Jackson’s diary describes this training: “The first three hours in the morning were spent in close order drill, skirmishing, bayonet exercises, bomb throwing (without bombs!) and instruction in various other things it was felt we needed to know.” The use of bayonets was highly emphasized and again well documented in Gernand’s work. He writes of an interview with James M. Sellers, stating that the “Marines’ recollections confirm bayonet practice formed part of their daily life at Quantico. Between nearly every two tents, there are dummies for bayonet practice, and at all hours of the day enlisted men can be seen slaughtering these dummy Germans.”

These close combat skills were vital to the Marines as they assaulted and overtook German machine gun nests buried in the thick of Belleau Wood.

The Marines also developed an array of warfighting skills appropriate for the European theater. Training at Quantico involved recreating and developing techniques for trench warfare. Period postcards in the Archives depict Marine officers and enlisted men with trenching shovels, practicing digging trench lines. As part of these warfighting skills, Marines learned rudimentary medical lessons at Quantico such as field sanitation, first aid, and personal hygiene. With multiple outbreaks of the flu and other diseases at Quantico, these Marines inadvertently learned about the viruses that plagued the trenches in Europe. One particular slogan, found on Quantico postcards, advertised: “I opened the window and in-flu-enza!”—stemming from the misconception that night air brought in influenza. A letter in the Archives, written by Emma McNutt, a nurse at Quantico, in 1918 wrote: “Your lovely lot of reading matter came in so good as we were in quarantine again where it reached me. *Measles.*”

Just as Quantico played an important role in the training and preparation of many of the Marines shipping off for Europe, it also played a significant role for those coming home. Following the Armistice, thousands of Marines made one last stop at Quantico as their units mustered out.

The “Iron Mike” statue became the symbol for the thousands of Marines who fought and bled and died on the battlefields of World War I. The statue stands in Quantico: the place where many of those Marines passed through on their way to and from making history.

The Library of the Marine Corps, including the Archives Branch, has a variety of resources concerning the Marine Corps in World War I. These resources include information documenting the training and organization of Marines at Quantico during World War I, and they also detail the history of the base and the town during this time as well, providing insight into the lives of some of these new Marines.

□1775□

The Marines and Camp Rapidan

by LtCol Jeffrey R. Riley
Field Historian

"...and other duties as the President may direct."

United States Marines have served at the side of our Nation's President since the early days of the Republic. Most Americans are aware of The President's Own United States Marine Corps Band, Experimental Helicopter Squadron 1 (HMX-1), and the ceremonial guards at the White House. Few know, however, that the Corps assists the Secret Service in guarding the President at Camp David, a legacy traceable to President Herbert Hoover. Far fewer know that Hoover also carried a rifle into battle with the Corps in a legendary excursion decades before he ascended to the Presidency, which gave him an appreciation for the diverse capabilities of Marines.

Hoover came to Washington in 1929 knowing full well the pressures of the Oval Office. Even before his inauguration, he began looking for a retreat to escape the natural and man-made heat of Washington. President Hoover had three criteria for the retreat: it had to be 2,500 feet above sea level to minimize heat and insects; within 100 miles of the capital; and possess respectable fly-fishing streams. With this, and significant input from Mrs. Hoover, the President's aide, Lawrence Richey, began scouting the mountains of Maryland, West Virginia, and Virginia. While many communities were eager to be chosen for this honor, in March 1929 Richey, along with help from Marine Major Earl C. Long, selected a site on the upper Rapidan River near Madison, Virginia. It is described rather melodramatically by Thomas Hunter:

The Camp is upon a well-wooded plateau and the mountainous nature of the country is suggested only by glimpses of blue peaks through the forest clear-

ings. The place has the tranced spirit of remoteness, brooding peace. Here is the quiet comradeship of trees and the liquid lullaby of murmuring waters.

Major Long, a University of California graduate with a degree in civil engineering, was to become the truly indispensable figure in the construction, running, and maintenance of Camp Rapidan. Within weeks, a Marine detachment from Quantico arrived onsite and began what was to be a most arduous task.

The challenges that Major Long and his Marines faced were enormous and varied. Reflecting on his experience years later, he stated, "with one exception this was the most difficult task in my career as an engineer. It would have been easier to have moved an army of 10,000 men across the Blue

Ridge than to have built this camp."

There was a road to be built, telephone and power lines to be strung, underbrush to be cleared, and massive boulders to be moved before construction could begin. Mrs. Hoover insisted that the entire area maintain a "naturalistic" setting. Naturalistic or not, the President could not entertain guests with the countless copperheads and rattlesnakes that infested the area. Legend has it that Major Long imported hogs to take care of this problem and that these hogs eventually became feral and caused their own problems around Rapidan.

President Hoover did not wait for the camp to be finished and spent his first night there on 18 May 1929 in a canvas-sided tent erected by the Marines. By mid-1929, 500 Marines were working on Camp Rapidan. The

Camp Rapidan Town Hall: These two massive stone fireplaces were near-replicas of the one built for the President's cabin. Note the Marine-built bridge in the left part of the photo spanning the Marine-built streams that meandered through the camp.

Photo courtesy of Madison County Historical Society, Madison, VA



nine-mile road up the river valley from Criglersville, the closest village to the camp, was the single biggest challenge. Dynamite blasting was required to clear the mountainside for 10-ton military tractors and graders that had to work in a very narrow river valley. Captain Claude A. Phillips directed the Marine Corps engineers in road building and was assisted at various times by men from the Virginia State Conservation and Development Commission, local Madisonians, and by Army engineers from Fort Humphries.

While road crews labored, hundreds of Marines with carpentry, electrical, and stone masonry skills went to work at a feverish pace constructing buildings, rustic bridges, and fireplaces. Others were busy blazing 75 miles of walking and bridle trails throughout the rugged terrain. Marines with plumbing skills built water and sewage systems from scratch. The drinking water system drew from a fresh water mountain spring and included installation of 10 600-gallon water tanks. A second sys-

tem supplied water from the Rapidan River providing for showers, baths, and fire protection. Each building also required furniture. One female guest would later comment on these “Martha Stewart Marines”:

Tables, chairs, benches, bookcases filled with books, desks, et cetera, are all made by the marines in their spare time. These pieces of home-made furniture show that there is real talent for designing among the marines. They were allowed to let their imagination run riot in designing them.

The most important building was, of course, the President’s lodge, a refurbished version of which is still standing. Its fireplace required 51 tons of rock, and the building consisted of a living room, two bedrooms, two baths, a screened sleeping porch, and a large sitting porch. Additional buildings included a mess hall, a Secret Service office, numerous guest cabins, and guard detachment cabins. The “Town Hall” was to become the most

important building next to the President’s cabin since it hosted conferences and functioned as a community center. The initial construction from 1929–30 resulted in 30 buildings costing approximately \$12,000, or \$145,000 in 2007 dollars. While the Marine Corps supplied the labor and contracted for the materials, President Hoover reimbursed the government for all materials and supplies out of his own pocket and continued to do so throughout the life of the camp.

Although theoretically “on vacation” at Camp Rapidan, President Hoover still required reliable communications with the capital. The phone line and radio system were supplemented by aerial mail service. The Navy leased a 60-acre parcel of farmland for use as an airstrip, and mail delivery service began on 27 July 1929. Captains Russell Presley and Francis Evans of VF-5M flying F7C-1 fighter planes and First Lieutenants William Brice and William Manley of VO-6M flying an O2U-1 observation aircraft, both from East Coast Expeditionary Field, Marine Barracks, Quantico, made the inaugural trip. Major Long’s memo to the squadron at Quantico indicates that even in the early days of Marine Corps aviation, pilots had a reputation for showing-off. He warns that “pilots are cautioned not to fly in the vicinity of the President’s Camp or exhibit their skill in the vicinity.”

By late summer 1929, major construction was complete, although there were still 400 men working on ancillary projects. The Marines built themselves a tent camp, later replaced with wood-sided structures, approximately one mile from the President’s site. This camp consisted of eight barracks, a mess hall, and a recreation hall frequently used for church services. While minor construction continued throughout the life of the camp, the Marines turned to the multitude of duties relating to daily operations and maintenance of the camp amid a flurry of VIP guests.

As these Marines were laboring for President Hoover, they perhaps did not know that in the summer of 1900, Mr. and Mrs. Hoover were working as

Enthralled local girls got a chance to experience Marine Corps aviation up close during Hoover Day held on 17 August 1929 in Madison, Virginia. The plane is an O2U-1 observation plane from VO-6M, Quantico, Virginia. A 30-piece Marine band from Quantico also played at Hoover Day.

Photo courtesy of Madison County Historical Society



engineers in Tientsin, China, when the Boxer Rebellion broke out. Besieged in their compound, and taking small arms and intermittent artillery fire, they were soon under the protection of a battalion from the 1st Marine Regiment. Hoover remarked that “I do not remember a more satisfying musical performance than the bugles of the American Marines entering the settlement playing ‘There’ll be a Hot Time in the Old Town Tonight.’” The Marines were to participate in the assault on the city and the battalion commander, Major Littleton W.T. Waller, needed someone with detailed topographic knowledge. He asked Mr. Hoover if he would guide the battalion in the attack. President Hoover recounts in his memoirs:

I was completely scared, especially when some of the Marines next to me were hit. I was unarmed and I could scarcely make my feet move forward. I asked the officer I was accompanying if I could have a rifle. He produced one from a wounded Marine, and at once I experienced a curious psychological change for I was no longer scared, although I never fired a shot.

Impressed by this experience, Hoover continued to appreciate the Marines now working at Rapidan.

The end of construction did not reduce Major Long’s workload. He now became responsible for running the camp and his duties included the ordering of items as diverse as oil, cement, hay and oats for the horses, corn brooms, No.13 gauge barbed wire, and UX 245 Radiotron radios. He coordinated blueprints for a tennis court, handled title and deed requirements for local lands purchased to support the camp, arranged the \$50 sale of a mare, and even had to deal with a local outbreak of hog cholera allegedly stemming from the camp trash heap. As Mrs. Hoover stated in her welcome note posted in each cabin: “when in doubt [of] anything whatever [sic] ask Major Long.”

The enlisted Marines found themselves engaged in outdoor duties as



Photo on left courtesy of National Park Service. Photo on right courtesy of the author. *The left photo shows the completed Marine Guards’ Camp, approximately one mile east of the President’s Camp as it appeared around 1932. The building in the right foreground is the recreation hall. Also billeted in the camp were Secret Service men and the President’s U.S. Army drivers. The photo on the right was taken from approximately the same position in summer 2007; only the concrete foundations remain.*

diverse as Major Long’s paperwork tasks. They worked at the camp stables and often accompanied riding parties and operated the camp radio and telephone system. Marines were assigned as horse orderlies, blacksmiths, chauffeurs, painters, tanners, and teamsters. They assisted in the transportation and stocking of the trout streams, helped guests with rigging their fly rods, and as one unsubstantiated rumor has it, even hid behind rocks to ensure guests caught “the big one.” Finally, in a role for which there was no occupational specialty, Private First Class Thomas Lantz, a truck driver by training, played Santa Claus in December 1930 at the nearby mountain school.

The number of Marines assigned to Camp Rapidan varied depending on the season, with March through mid-November being the most active time of year. While President Hoover did not use the camp every weekend, there were normally up to 25 guests regardless. A July 1932 memo from Major Long reported 104 total Marines, 45 in the guard platoon and 59 in the headquarters platoon that included a motor transport section, corral section, and mess section. Despite the remote-

ness of the area, Marines ate quite well. A mess hall menu from 28 July 1930 revealed appetizing entrees such as spare ribs, roast chicken, veal chops supplemented by stewed apples, pickled beets, and raisin pie.

The most important duty, of course, was to assist in guarding the President. The mission of the guard detail was to “furnish adequate protection for the Commander-in-Chief ... and guard the necessary camps comprising Camp Rapidan.” First Lieutenant Bayard L. Bell was in charge of the President’s official guard of 50 Marines. His 120-page booklet “Detachment Regulations and Orders for the Guard” assured cooperation with the Secret Service. A road patrol consisting of an officer, driver, telephone lineman, corporal, and three sentries secured the access road 15 minutes after President Hoover left Washington. Once Hoover arrived, 22 sentries were posted throughout the camp. If neither the President nor Mrs. Hoover were in camp, the number of posts dropped to eight. The total guests during the Hoover Administration numbered approximately 10,000, which no doubt kept the Marine guards very busy. Most were cabinet officials, members of Congress, state governors, powerful

businessmen, and celebrities. It was not unusual for Marine guards to see the likes of Major General John A. Lejeune, General Douglas MacArthur, Colonel U.S. Grant III, Major General Commandant General Ben A. Fuller, and Charles Lindbergh pass by their sentry posts. During winter months, the camp shutdown, and a cadre of a dozen Marines and one Navy corpsman endured the long mountain winters. Astutely recognizing the boredom that characterizes guard duty and routine patrolling, Lieutenant Bell felt it necessary to spell out prohibited activities. Entering private farmhouses or orchards was prohibited as was fishing, swimming, or bathing in the Rapidan River without permission of the commanding officer.

In whatever part of the globe Marines find themselves stationed, they tend to interact with local citizens in predictable ways. As would be expected, several Marines stationed at the camp married local girls. Master Sergeant Hoy Faulk, chief cook at the Marine Camp, married Lucy Yowell, a local teacher. Years later, as the National Park Service was clearing land for Shenandoah National Park, workers found a chest of love letters from Marines to local young ladies. Despite Prohibition

being in effect, some Marines at Rapidan were sorely tempted in an area where “there was moonshine in every stump-hole if you knew how to look for it” while others sampled the applejack produced by local farmers. There are several pages of official letters still in existence from local law enforcement officials to Headquarters Marine Corps regarding these “activities.”

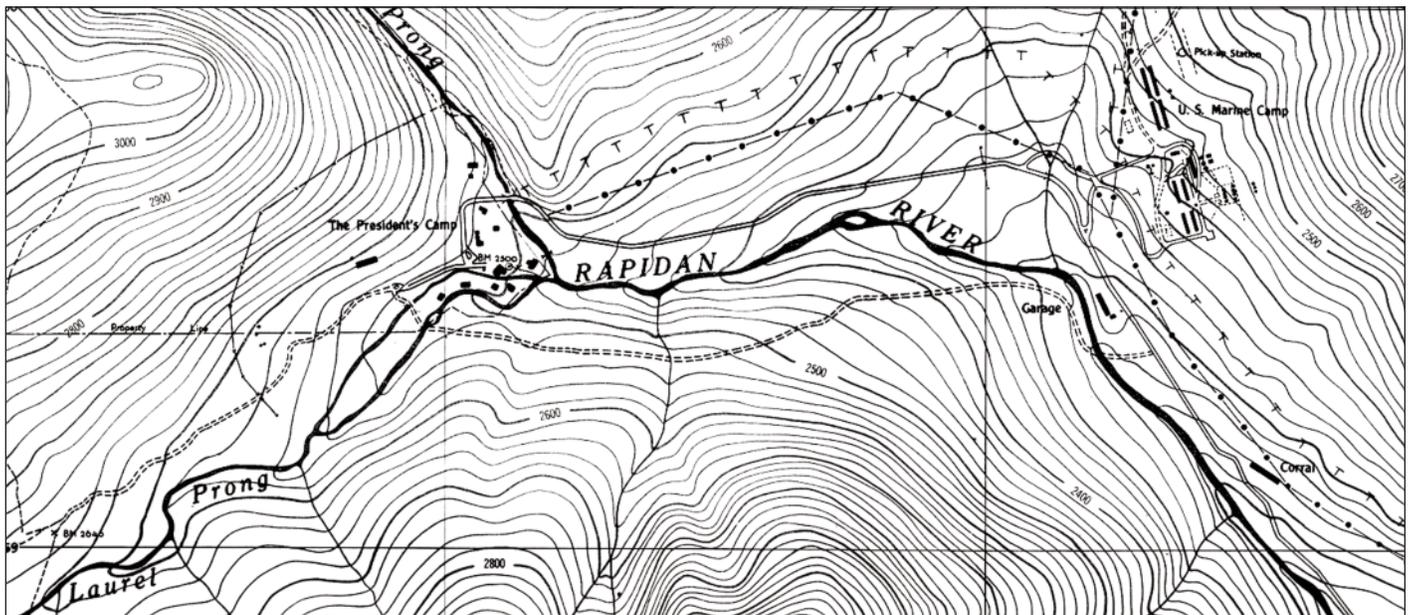
President Hoover left office in 1933 and the Marines began extensive preparations for President Franklin D. Roosevelt to use the camp. After one visit by Roosevelt, however, it was determined that the terrain was too rugged. Marines inventoried the camp property, packaged it, and had it shipped out. The horses were returned to the Quantico stables, and the Hoovers gave three barrels of chinaware and glassware to the officer’s mess. The camp was used for several decades as a retreat for cabinet officials and the Boy Scouts, although the Marine camp was demolished in 1944. In July 1939, the National Park Service took over control of the camp and to this day, it is part of the Shenandoah National Park. Thus ended another unique Marine duty truly in the spirit of “and other duties as the President may direct.” □1775□

Special Thanks:
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www.history.usmc.mil.
About the Author:
 LtCol Jeffrey R. Riley served as a communications officer for 13 years prior to assuming duties within History Division. He deployed as a field historian to Iraq in 2006 and is currently working on the *Developmental History of the Marine Corps 1970-2000*.

This topographic map shows the location of the President’s Camp and the Marine Camp, as well as the garage and corral. The Marines diverted the Laurel Prong Creek to create

the stream that runs between the buildings of the President’s Camp before it joins the Rapidan River.

Original map produced by Marine Corps Schools, Quantico, VA. Provided here courtesy of Herbert Hoover Presidential Library, West Branch, IA



only saw other Americans when they passed to the rear as stretcher-bearers. Subsequently, during the evening of the seventh day, Donahue noticed his guard had fallen asleep. Grabbing a broken pick handle, he struck the guard and took off into the unknown. Using the “chorus” of gunfire and artillery fire as a compass, he headed toward the area where the sounds of battle were the loudest. He figured that must be the American lines. Bumping into Germans in the dark made this journey especially nerve wracking. Donahue told the newspaperman that the only Germans who found him were the dogs. Fortunately, they were Red Cross dogs and not sentry dogs so they left him alone after he stayed quiet. Eventually, on the next night, Donahue was startled by the voice of a sentry: “HALT!” He immediately replied, “I’m an American.” Again, “HALT!” Exasperated, he calls out, “Oh, hell! Where’s brigade headquarters?” After a brief nap and some chow, Donahue is presented at brigade headquarters to tell his story. According to the article, the telling of his odyssey met with skepticism. You can imagine the first sergeant’s reaction. However, when the French military confirmed that Donahue was able to identify some aspects of the area behind German lines, his tale of being a prisoner was accepted. Presumably, he then returned to duty.

The newspaper article fails to provide further identification of this Marine other than the reference to the geographical location. We know, of course, that the village of Torcy is in the vicinity of Belleau Wood and the road between Lucy-le-Bocage and Torcy figured prominently in the operations of the 4th Marine Brigade in June 1918. I was also well aware of the ravine at the bottom of Hill 142 that figures prominently in the attacks and counterattacks of the 49th Company, 1st Battalion, 5th Marines, led courageously by Captain George Hamilton. Some Marines from that company actually reached the outskirts of Torcy as they attacked beyond their objective. Thus, my first task in discovering more about “Private Donahue” was to examine the 49th Company rosters at

the Marine Corps History Division in Quantico. With the able assistance of Ms. Annette Amerman of the Reference Branch, I began my investigation this past year. I quickly discovered that there was in fact a Private Donahue in the 49th Company during June 1918. However, shrapnel wounded him on 2 June and he was in the hospital from 3–18 June. I then looked at the remaining company rosters in the battalion. Those companies are the 17th, 66th, and 67th. I found that there was a platoon of “Donahues” in the battalion. Unfortunately, there were no entries relating to any of them who might have been taken prisoner in June 1918.

Following this unsatisfactory result, I then looked at the rosters for the other battalions in the 5th Marines. The historical record tells us that the area between Belleau Wood and Hill 142, closest to Torcy, became an important sector in brigade operations. Both the 2d and 3d Battalions, 5th Marines, spent time in the woods west of the “Lucy-Torcy” road prior to assaulting Belleau Wood. After getting crossed-eyed reading too many microfiche images, I stopped looking for a “Donahue” specifically and concentrated on finding anyone who might have been a prisoner during June 1918. I finally found a very interesting notation in the roster of the 43d Company, 2d Battalion, 5th Marines. Private James H. *Donnelly* went missing or AWOL (absent without leave) on 8 June and returned to the company on 20 June. The roster entry notes that he was recommended for a general court-martial. I then looked for entries for Private Donnelly in subsequent months to see what happened about the court-martial. Regrettably, Private Donnelly had some problems with authority as he again left without permission from 7–9 July and 17–31 July. The company roster for August lists him AWOL for the entire month. In the September 1918 muster, Private Donnelly is listed as a deserter from 17 July 1918. With that revelation, I ended my inquiry at the History Division, but not my investigation on Donnelly.

With Private Donnelly’s service number from the unit rosters, I was

able to request his service record from the National Personnel Records Center in St. Louis, Missouri. A time-consuming process, I eventually received a wealth of information about Donnelly and his Marine Corps adventure. James Harold Donnelly was born in New York City on 14 May 1898. Listing his occupation as driver, he enlisted in the Marine Corps in Newark, New Jersey, on 14 April 1917 for four years. Following initial training, Donnelly was assigned to the 43d Company, 5th Regiment, on 2 June 1917, embarked on the USS *Henderson*. Twelve days later, he was steaming for France. Arriving on 3 July, it did not take long for Private Donnelly to make his presence known. He was the subject of a summary court-martial on 15 August 1917, charged with straggling on a training march and disobedience of an order from a Corporal Bluhm to return to ranks. Found guilty of all charges by Captain Lloyd Williams (Commanding Officer, 51st Company), Donnelly was sentenced to two months hard labor and to forfeit 5/6 pay per month for two months. The records are then silent until the 4th Marine Brigade conducts combat operations in June 1918.

Private Donnelly continued as a member of the 2d Battalion, 5th Marines, as it proceeded to the area northwest of Chateau Thierry in early June 1918. Commanded by Lieutenant Colonel Frederic M. Wise, the battalion ably defended Les Mares Farm, 2–4 June. Referred to as the high-water mark of Imperial Germany, the farm was the closest the Germans would get to Paris during this offensive. The 43d Company, led by Captain Joseph D. Murray, took part in the defense, being responsible for the battalion’s left flank near the Bois de Veully. Repelling numerous German attacks, it was here that the Marines of the 4th Marine Brigade exhibited that excellent marksmanship for which we are still renowned. I wonder how Private Donnelly fared as his record contains only one small arms record from basic training in 1917: “Unqualified.”

Following the successful defense of Les Mares Farm, Lieutenant Colonel Wise’s battalion was relieved by a French unit and went into brigade reserve in the woods south of the vil-

lage of Champillon during the evening of 5–6 June. With Captain Williams' 51st Company detached to support the 1st Battalion, 5th Marines, holding Hill 142, the remainder of the 2d Battalion was subjected to constant German shelling. This was a very unpleasant situation as recounted by all who survived. As a result of the terrible casualties suffered by Major Benjamin S. Berry's 3d Battalion, 5th Marines, in the wheat field in front of Belleau Wood on 6 June, the brigade commander directed Lieutenant Colonel Wise to take a position in the line west of the wood during the night of 6–7 June. His mission was to establish contact with the remnants of Major Berry's battalion. Lieutenant Colonel Wise began the deployment at 0200 on 7 June, moving from the Bois de Champillon to the "Lucy-Torcy" road and occupying the positions left by previous units in the Bois St. Martin. The 2d Battalion, 5th Marines, remained in this position for three days until directed to attack Belleau Wood on 11 June. Of particular interest to me was this three-day period while in the line, as the records indicate Private Donnelly went AWOL on 8 June. Lieutenant Colonel Wise reported that while in this position, the battalion was subjected to artillery barrages with high explosive and gas as well as German machine gun fire from Belleau Wood. One can imagine aggressive patrolling in the no-man's land between the two forces at night, less than 500 meters at the closest point. We know that an objective of patrolling is to take prisoners for intelligence purposes. Is it possible this is what happened to Private Donnelly? The records are not sufficiently detailed to answer this question. However, the official records put him at the right place and at the right time.

Donnelly's service record does in fact list him as "missing (AWOL) JUN 8, 1918" and "Re-joined JUN 20, 1918." Ominously, the next entry says "Recommended for GCM" (general court-martial). According to the newspaper article, Private "Donahue" had a rough reception in the brigade upon his return. Some of his superiors apparently doubted his story of being

snatched and held prisoner. It was only after confirmation by the French that his account was accepted. This account appears to be supported by Donnelly's records. There is no record of him having been the subject of a general court-martial in his record book or in the records of the Judge Advocates General of the Army or Navy. On the other hand, the "Professional and Conduct Record" page of this record book indicates that Captain Murray, the company commander, did not give Donnelly semi-annual conduct marks for the period ending 30 June 1918. There is no entry at all. This could mean Murray was awaiting the outcome of disciplinary procedures. However, the entry on the page for offenses committed, states "No Offenses" for the same period. I note that other roster entries for the period indicated some Marines were the subject of disciplinary action for AWOL. We do not know what happened to Donnelly because the next service entry shows he *deserted* 17 July 1918! This absence was considered desertion for sure as the battalion was enroute to Soissons where the 5th Marines led the assault on the 18th. I note that Ron Brown, in his excellent history of the 5th Marines, *A Few Good Men*, states many veterans considered the march to Soissons more difficult than the forthcoming battle itself.

When he returned to duty on 19 February 1919, Private Donnelly was assigned to Marine Guard Company No. 7 at Camp Montoir, American Expeditionary Force. His new commanding officer, a First Lieutenant James Davis, wrote Headquarters Marine Corps on 9 March 1919 for instructions on how to resolve the fact that Donnelly's pay account had been closed once he had been declared a deserter on 17 July 1918. Headquarters replied on 3 April stating, since it had no information relating to either Donnelly's return to duty or any disciplinary action taken, the mark of desertion could not be removed from his record. On 25 July 1919, Donnelly was transferred to Company E, 11th Marines. His unit embarked at Brest, France, on 29 July 1919 for the return to the United States.

Apparently, Private Donnelly could

not wait for his demobilization at the Naval Base, Hampton Roads, as he again left his unit without authority on 11 August. Ironically, on that very same date, the Headquarters Marine Corps sent a letter to Donnelly's command removing the 1918 mark of desertion from his records. As there was no record of any charges, court-martial, or evidence of intent to desert, headquarters determined that the original mark was entered erroneously and should be removed. The Marine Corps subsequently transferred his records to the Marine Barracks, Philadelphia, in November and declared him a deserter for the second time on 6 March 1920. Again, there is no record of Donnelly being tried by a court-martial of any kind for leaving his unit on the way to Soisson. Finally, the service record book contains no further information to indicate that Private James H. Donnelly ever returned to the Marine Corps.

In conclusion, *The Stars and Stripes* article in June 1918 was reasonably accurate. There was a private in the 4th Marine Brigade who went missing "near Torcy" and returned to his unit. However, his name was Donnelly not Donahue, and he was gone 12 days instead of eight. As reported, his story was initially treated with skepticism, but later was believed. In real life, Donnelly was recommended for a general court-martial. Due to the fact that the recommendation for a legal proceeding was never acted upon, we can confirm Private Donnelly's tale of being a prisoner of war was accepted ultimately. Interestingly, my inquiry discovered Donnelly's previous problem with authority and his subsequent absence. What is really curious is why Donnelly was not held accountable for his absence on the road to Soisson. Returning to Marine Corps custody in January 1919, he remained on duty until the August "French Leave" in Newport News. From what we can piece together in his service record, a Marine who left his unit under combat conditions was not subjected to any disciplinary action. Based upon this inconsistency, the disciplinary statistics for the period could be the subject of further study. □1775□

Trenches to Raiders: The Shanghai Connection

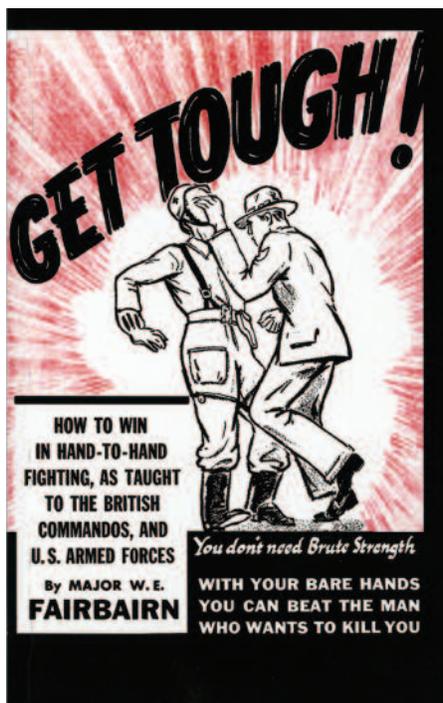
by Charles D. Melson
Chief Historian

One effect of the U.S. Marine experience in World War I was renewed experience in close combat. Interest in this continued after the war and Marines found other adherents in far-off places, including Shanghai. William E. (“Dan”) Fairbairn (1885–1960) arrived in the Far East in 1901 from England with the Royal Marine Light Infantry. After service in Korea, he joined the Shanghai Municipal Police (SMP) in 1907. Fairbairn served as a constable, drill instructor, and firearms trainer. He eventually supervised the SMP armory, training, and reserve (“riot squad”) unit. With these duties, he pioneered the use of the ballistics, gunfighting, and close combat training, and what has been termed police special weapons and tactics. As he put it: “I was in police work in the Orient for 30 years. We had a tough crowd to deal with there so you had to be prepared to beat every trick in the book.”

A noted collaborator was Major Eric A. (“Bill”) Sykes (1883–1945), a professional hunter, Colt and Remington Arms salesman, and special police sergeant who ran the SMP sniper unit. Their approach evolved from practical experience that included some 2,000 fights over a period of 12 1/2 years in which 666 were shooting affrays, resulting in 260 criminals killed and 193 wounded, compared to 42 police killed and 100 wounded; Fairbairn and Sykes were present at over 200 of these.

Fairbairn recalled that “when I organized and trained riot squads for the Shanghai police I developed a system of fighting out of the methods that got results.” He went on to say that “in modern warfare, the job is more drastic. You’re interested only in disabling or killing your enemy. That’s why I teach what I call ‘Gutter Fighting.’ There’s no fair play; no rules except one: kill or be killed.”

Between 1927 and 1941, U.S. Marines, sailors, and soldiers were sta-



First published in Great Britain in 1942 as All-In Fighting, this was the version for an American audience in need of practical guidance. This was based on Fairbairn’s substantial experience with the Shanghai police, British Home Guard and Commandos, and American Office of Strategic Services.

tioned in turbulent Shanghai to protect American lives and property in an early example of international peace-keeping. This “small war” served to provide laboratory experience and expertise that would later be used by U.S. Marines and others in the larger crucible of world war. The arrival of the Americans provided the opportunity for Fairbairn to further refine his methods, this time in a military context with the Marines, taught “at my own hands.”

Later known as “Fearless Dan” or “The Shanghai Buster,” the Marines knew Fairbairn as “Delicate Dan” and “The Deacon.” Two Marines who worked with him were Lieutenants Samuel S. Yeaton and Luther S. (“Sam”) Moore. Yeaton met Fairbairn

in 1931, and continued the relationship through the next two years, with a shared interest in self-defense. In turn, he introduced Moore—another shooting enthusiast. Moore and Yeaton had gone to the U.S. Naval Academy together and were both on the Marine Corps Shooting Team, and Yeaton was also with the Shanghai Marine pistol team that dominated the Far East.

Activities centered on the Yangtsepoo Armory and resulted in a number of exchanges and experiments with Fairbairn, his son John with special branch, Bill Sykes, and the armorer Nicholas Solntsteff. The Marines and Fairbairn “swapped ideas and fighting methods” such as competitive marksmanship, boxing, and “Mexican” knife fighting according to Fairbairn researcher Peter Robins. They addressed technical areas—armored vests, shields, holsters—and a prototype of a fighting knife in 1932. Police Sergeant Dermot O’Neill stated that Lee-Medford bayonets were used to provide the stock for blades that were then worked by the armory staff to Yeaton’s requirements.

By 1935, Fairbairn was Assistant Commissioner for the reserve and training branch. Another Marine who worked with him was First Lieutenant Samuel G. Taxis, and both of them instructed large numbers of Marines and police in knife and unarmed fighting in the mid-1930s. Head of the regimental boxing team, Taxis was also a student of Colonel Anthony D. Biddle and took his Shanghai experience back to America and passed it on to other Marines.

A direct relationship existed with Marine “riot” companies in Shanghai and the SMP’s reserve unit. Typical situations included intimidation through flag marches, show-of-force with street formations, and mob disruption with tear gas and baton charges; deadly force was an available last resort. Fairbairn’s riot squad used a 5-man

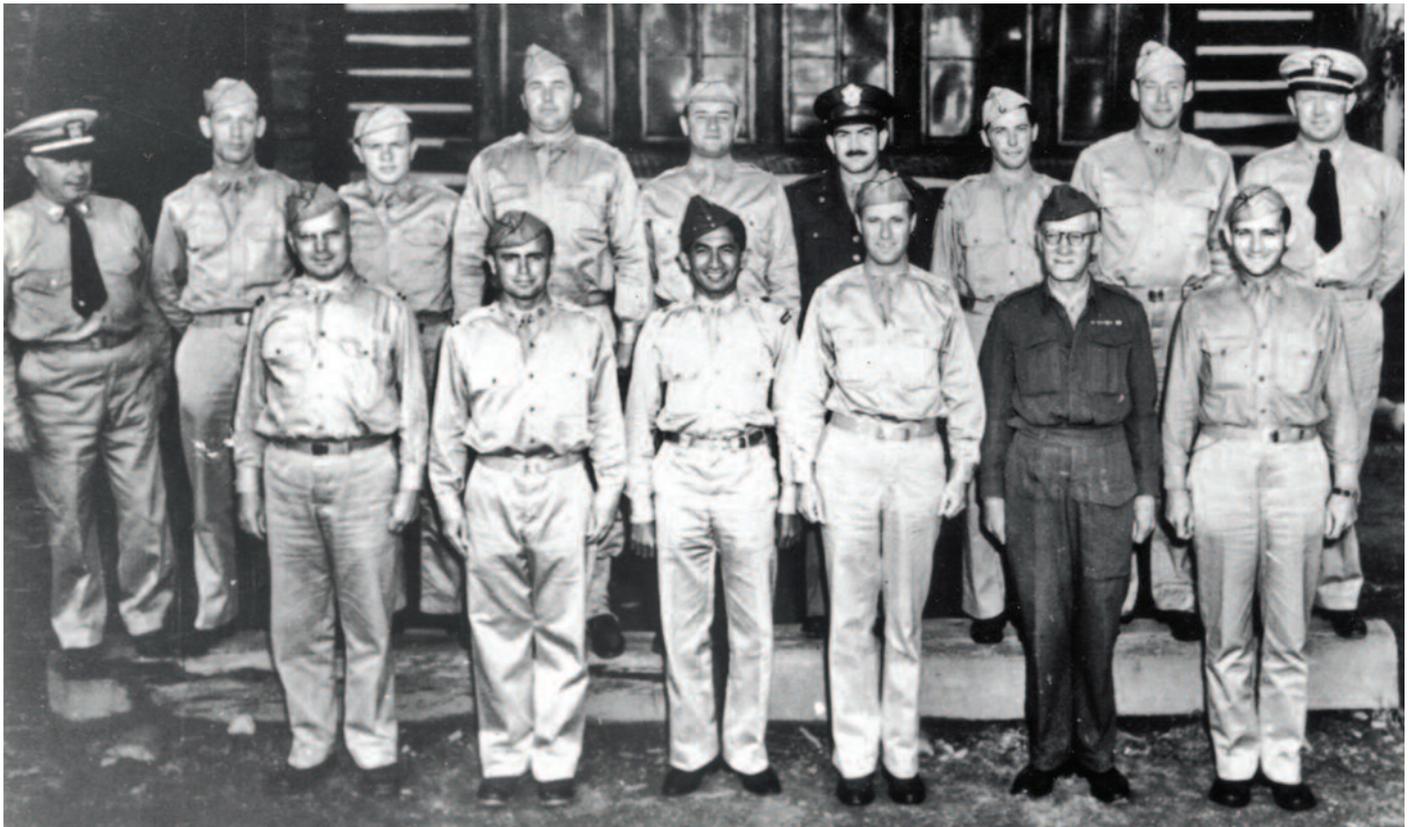


Photo courtesy of LtCol Rex Applegate, USA (Ret)

Staff of the Office of Strategic Services Training Area B, near Thurmont, Maryland, in 1942. Fairbairn is in the front row, second from the right. This picture was taken by then Cdr John Ford's field photographic unit.

entry team, backed up by snipers, tactical vehicles, a 14-man rifle squad, and a 46-man street formation. One riot company commander, Captain Wallace M. Greene, Jr., worked to find the optimum combination of men and weapons to allow for flexible but effective employment. Using Evans F. Carlson's and Merritt A. Edson's experiences from Central America, Greene organized his riot company around four-man teams.

For all his promoters, Fairbairn also had detractors who considered him narrow, domineering, and egotistical. The relationship with the Marines was not always trouble free; as an example, when a Marine officer (Greene) punched a Chinese constable, Fairbairn pressed charges for a court-martial. Greene was exonerated and later commended for this action. Nor were Fairbairn's unorthodox methods accepted by a prewar Marine Corps that valued boxing, wrestling, fencing, marksmanship, drill, and parade turnout as conventional military skills. There is no mention of armed and unarmed defense in the Marine's

Walla Walla newspaper, despite the coverage of all manner of contact sports and competition.

The British military left Shanghai as World War II in Europe began, while American Marines remained. By the time the war in Europe was well underway in 1940, Fairbairn and Sykes had returned to United Kingdom from the Far East. Both were picked up by the War Office as army instructors for the home guard, special forces, and intelligence services; later Fairbairn served with the Office of Strategic Services in the United States.

Marine Captains Greene and Samuel B. Griffith II (who translated Mao Tse Tung's *On Guerrilla Warfare* while in China), went to the United Kingdom in 1941 to observe the British commando program, including close combat training at the special training center. Their report to the Secretary of the Navy in January 1942 influenced decisions to form similar American units—the U.S. Marine Raiders and U.S. Army Rangers. Other Marine Shanghai veterans commanded

special raider and parachute units that later served as cadres for division combat forces.

As early as February 1942, Fairbairn and Sykes shooting techniques were shown in the 1st and 2d Marine Divisions. Individual American servicemen and the first U.S. Army Rangers actually underwent training in Scotland. The Marines made use of field firing as taught in Shanghai in the extensive training of its special parachute and raider battalions and fielded its own version of a fighting knife on the Fairbairn and Sykes pattern. Their legacy of close combat exists to this day with the U.S. Marine Corps Martial Arts Program. □1775□

Also Available:

Rare close combat classics by Fairbairn and Sykes have been reprinted by Paladin Press (www.paladin-press.com), including: *Defendu*, *Scientific Self-Defence*, *Get Tough*, *All-in Fighting*, *Hands Off*, and *Shooting to Live*.

The Other .45: The U.S. M1917 Service Revolver

by Alfred V. Houde, Jr.
Curator of Ordnance

During the course of World War I, there was a serious shortage of handguns suitable for combat duty in Europe. All possible types of small arms were needed for the war effort. Additionally, it was necessary to have certain types of weapons of the same caliber. The legendary Model 1911 .45 automatic pistol was in short supply, and increased production would still fall far short of demand.

Two of the most storied American arms manufacturers answered this call from the U.S. Ordnance Department. Smith & Wesson of Springfield, Massachusetts, chambered their New Century Hand Ejector model for the .45 automatic pistol cartridge and named it the U.S. Service 1917 Army Model. Colt Firearms of Hartford, Connecticut, soon followed by chambering their New Service revolver for the .45 automatic pistol cartridge and designating it the Army Model of 1917. Both revolvers were large, well-built weapons using a robust five-and-one-half inch barrel, commercial-type blued finish, and plain, square-butt walnut grip panels. Both manufacturers marked the underside of the barrel "United States Property" as well as stamping the model designation and serial number onto the butt of each grip, and fitting them with a lanyard ring. Revolvers from both manufacturers used a blade front sight and a squared groove rear sight milled into the back top of the revolver frame. In order for the rimless cartridge case of the automatic pistol round to be properly ejected after firing, a semi-circular "half moon" metallic clip of three rounds was



Photo by Alfred V. Houde, Jr.

Colt U.S. Army Model 1917, serial number 22691, produced in Hartford, Connecticut. Colt produced 151,700 pistols for the war effort.

used. The cartridge could also be loaded singly, as the mouth of the case rested against the front of the chamber and kept the primer in proper relation to the firing pin.

Production at Smith & Wesson began on 27 October 1917 with the firm delivering 166,732 of the rugged revolvers before the production contract was cancelled on 1 February 1919. Colt delivered a total of 151,700 revolvers to the government during World War I.

Both the Smith & Wesson and Colt Model 1917 revolvers were issued with a U.S. stamped, cavalry pattern leather holster. These holsters used a leather flap and large belt loop and were designed to be used in conjunction with the standard pistol belt. Orders of the day required the holster and revolver to be carried on the right hip with the butt forward. Some historical photos, however, have shown the Model 1917 revolver carried by other means—most notably in modified Model 1916 .45 automatic pistol holsters.

Following the end of the World War I, the inventory of Model 1917 revolvers was returned to the ord-

nance reserve stockpile. The pistols were later recalled for service during World War II—once again, to fill a needed void while production of the Model 1911 A1 pistol was geared up. Many were then refinished by Parkerizing, having the grips replaced with a less expensive, plastic version. Therefore, true World War I production examples of this revolver are quite rare.

In honor of this sturdy revolver, the staff at the National Museum will have on exhibit a fine Colt manufactured Model 1917 with its original "brush blue" finish and walnut grips from World War I. This revolver will be displayed in the Weapons of War case in the World War I Gallery. The World War I Gallery will open in April 2010, along with two other galleries dedicated to the early years of the Marine Corps.

Although the big revolvers never achieved the same fame and glory of the Model 1917 pistol, the "other .45" served our country admirably through two world wars and was a valued and trusted friend to the Marine who carried one. □1775□

Passing of Lieutenant General Miller, Lieutenant General Beckington, and Colonel DeBlanc

by Robert V. Aquilina
Assistant Head, Reference Branch

Lieutenant General Thomas H. Miller, Jr., a distinguished Marine aviator and decorated combat veteran of three wars, died 27 November 2007 at his home in Arlington, Virginia, at the age of 87. The San Antonio, Texas, native was the first American to fly the Marine Corps' Harrier jet—capable of vertical take-off and landing—and was instrumental in overseeing the development of the aircraft in the Marine Corps. As such, General Miller was often referred to as the “father of V-STOL” (vertical/short take off and landing) in the Corps. He was also a test pilot who made his mark in aviation history by setting the 500 kilometer Closed Course World Speed Record while flying the F4H Phantom.

He enlisted in the U.S. Naval Reserve in June 1942, and later became an aviation cadet in the V-5 Program. He was commissioned a Marine second lieutenant, designated a Naval aviator in March 1943, and integrated into the regular Marine Corps in 1946. During World War II,

LtGen Thomas H. Miller, Jr.

Department of Defense Photo



General Miller served with Marine Fighter Squadron 155 and participated in combat operations, first from Midway Island, and later in the Gilbert and Marshall Islands. Following the war, he served successively with the Marine Aircraft Group 91 at Marine Corps Air Station Cherry Point, and from December 1945 until October 1946, he served as a projects officer and test pilot at the Naval Air Test Center, Patuxent River, Maryland. General Miller completed the Aviation Technical Course at Quantico, in May 1947, and was ordered to Marine Corps Air Station, Ewa, Hawaii, as assistant base operations and maintenance officer. He later served as an instructor at the Naval Air Advanced Training Command in Corpus Christi and was reassigned in June 1951 to Quantico as an instructor of the Aviation Technical Course. During the Korean War, General Miller participated in combat operations with Marine Attack Squadron 323, 1st Marine Aircraft Wing. His post-Korean War assignments included service with Marine Attack Squadron 224 as officer in charge of a team fleet evaluation of the A4D-1 and its introduction into the Marine Corps air arsenal. He was then ordered to the Bureau of Naval Weapons in Washington, D.C., as a research and development projects officer of the F4B Weapons System.

From August 1961 to June 1962, General Miller attended the Amphibious Warfare School, Senior Course, at Quantico, and upon completion, was transferred to the 3d Marine Aircraft Wing, El Toro, serving as Commanding Officer, Marine Fighter Attack Squadron 513. Following completion of the Army War College in June 1965, and subsequent service at Headquarters Marine Corps as Head, Air Weapons Systems Branch,

he was promoted to brigadier general in August 1969. Several months later, General Miller was ordered to the Republic of Vietnam, where he served as Assistant Chief of Staff, G-3, and later, as Chief of Staff, III Marine Amphibious Force. He returned to the United States in January 1971, and was assigned as Assistant Wing Commander, 2d Marine Aircraft Wing, Cherry Point. Following his advancement to major general in August 1972, he was appointed commanding general of the wing, remaining in that billet until July 1974, when he was assigned as Deputy Commander and Chief of Staff, Fleet Marine Force, Pacific. In April 1975, he assumed duties as Commanding General, Fleet Marine Force Pacific, and in August 1975 was appointed Deputy Chief of Staff for Aviation at Headquarters Marine Corps. He was promoted to the rank of lieutenant general on 1 January 1976. General Miller retired from the Marine Corps on 1 July 1979.

Lieutenant General Herbert L. Beckington died 14 October 2007 at

LtGen Herbert L. Beckington

Department of Defense Photo



his home in Alexandria, Virginia, at the age of 87. The Rockford, Illinois, native graduated from the Citadel in 1943 and later received a law degree from Catholic University in Washington, D.C. Upon graduation from the Citadel, he was commissioned a Marine Corps Reserve second lieutenant. He was promoted to first lieutenant in December 1944 and integrated into the regular Marine Corps in 1946. During World War II, General Beckington served as an artillery officer with the 18th Antiaircraft Artillery Battalion on Tinian and Saipan. Following the war, he completed Sea School at Marine Corps Base, San Diego, in June 1946 and subsequently served as the commanding officer of the Marine Detachment on board the USS *Helena* (CA-75), serving in this capacity until October 1948. During the 1950s, he saw service at the Marine Barracks in Norfolk, Virginia, and after attending Catholic University, served in the Office of the Judge Advocate General of the Navy. Duty assignments followed at Camp Pendleton and with the 3d Marine Division in Japan. After completing the Amphibious Warfare School, Junior Course, at Quantico in June 1958, he returned to Headquarters Marine Corps as assistant to the Legislative Assistant to the Commandant of the Marine Corps. Service with the 2d Antitank Battalion and later with the 8th Marines and Force Troops, was followed by duty as Military Aide to the Vice President of the United States, the Honorable Hubert Humphrey. Ordered to the Republic of Vietnam, he served initially as Assistant Chief of Staff, G-5, 1st Marine Division; later as Assistant Chief of Staff, G-2, III Marine Amphibious Force; and again with the 1st Marine Division as Commanding Officer, 7th Marines.

Following his return in February 1969 to the United States, he served briefly as Chief, Academic Department, Education Center, Quantico. After his August 1969 promotion to brigadier general, he was reassigned duty as Assistant Director, and later, Deputy Director of Personnel at Headquarters Marine Corps. General

Beckington served from November 1971 until August 1972 as Assistant Division Commander, 2d Marine Division, Camp Lejeune. Following his August 1972 promotion to major general, he was assigned as Assistant Deputy Chief of Staff (Plans) and Director, Joint Planning Group. He was promoted to lieutenant general on 1 July 1973 and assumed duties as Deputy Chief of Staff (Plans and Programs) at Headquarters Marine Corps; his last duty assignment was Deputy Chief of Staff (Plans and Operations). He retired from the Marine Corps in September 1975. General Beckington later became the first inspector general of the U.S. Agency for International Development, serving in the post from 1977–1994.

Colonel Jefferson J. DeBlanc, Sr., died 22 November 2007 in Lafayette, Louisiana, at the age of 86. The Lockport, Louisiana, native enlisted in the Naval Reserve as a seaman, second class in July 1941 and received flight training at the Naval Reserve Aviation Base in New Orleans, before going to Naval Air Station, Corpus Christi, for further training. He was appointed an aviation cadet in the Naval Reserve in October 1941 and was commissioned a second lieutenant in the Marine Corps Reserve in

May 1942. Following further training, he joined Marine Fighting Squadron 112 in October 1942, and a month later arrived at Guadalcanal. On 31 January 1943, First Lieutenant DeBlanc led a six fighter plane escort of dive bombers and torpedo planes over Kolombangara Island in the Solomons to attack Japanese surface vessels. His strike force soon encountered a large number of Japanese fighter aircraft and immediately engaged them in fierce aerial combat. Lieutenant DeBlanc remained on the scene, following the completion of his strike force's mission and personally destroyed three enemy aircraft. He then challenged the remaining enemy fighters, shooting down two of them, before his aircraft was badly damaged. Forced to bail out from the stricken aircraft, he swam for over six hours before reaching an enemy-held beach where he was hidden and cared for by friendly natives. A coast-watcher in the area notified Allied authorities, and following two weeks on Kolombangara, Lieutenant DeBlanc was picked up by a Navy "flying boat" plane and flown back to his base and hospital. After returning to the United States about six weeks later, he served with several squadrons before embarking upon a second tour of overseas service. He joined Marine Fighting Squadron 422 in the Marshall Islands and later participated in the Okinawa campaign with Marine Fighting Squadron 212. By the end of the war, he had shot down a total of nine enemy aircraft. He was detached from active duty in December 1945, and returned to his home in St. Martinville, Louisiana, where he was assigned to the 8th Marine Corps Reserve District. One year later, Captain DeBlanc received the Medal of Honor from President Harry S. Truman at the White House, for his heroism during the Guadalcanal campaign. Colonel DeBlanc retired from the Marine Corps Reserve on 1 July 1972. In addition to an undergraduate and two master's degrees, he held a doctorate in education and was a math and science teacher for many years in the St. Martinville, Louisiana, school system.

□1775□

Col Jefferson J. DeBlanc, Sr.
Department of Defense Photo



A Proud, Defining Tradition

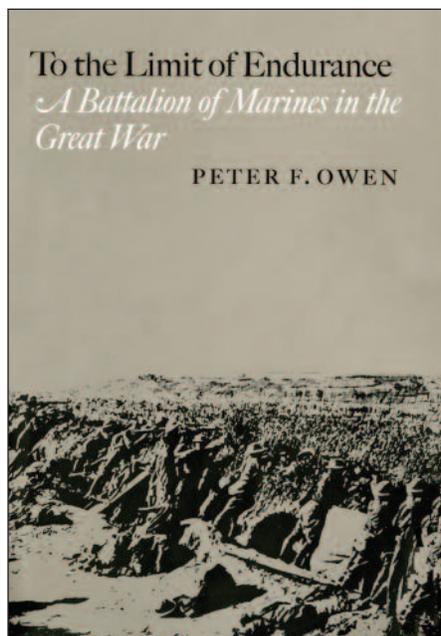
by Maj Christopher B. Jackson

The Battle for Belleau Wood was one of the defining moments for the Marine Corps. For the Marines of the 5th and 6th Marine Regiments involved in the fight, the enemy respectively bestowed the nickname *Teufelhunden* or “Devil Dogs” upon them and the French government awarded them the Croix de Guerre with palm. Battle cries such as, “Retreat? Hell, we just got here,” and “Come on, you sons of bitches, do you want to live forever?” were uttered and would become part of the mythology of the Marine Corps. In *To the Limit of Endurance: A Battalion of Marines in the Great War* (College Station, Texas A&M University Press, 2007), author Lieutenant Colonel Peter F. Owen tells the story of 2d Battalion, 6th Marines, during World War I. The book is an unvarnished look at the trials and tribulations the battalion endured in its historic fights at not only Belleau Wood, but also Soissons, Saint-Mihiel, Blanc Mont, and in the Meuse-Argonne—battles that defined the Marine Corps and established traditions that regiments hand down forever.

The book begins while the battalion is forming and the American Expeditionary Force is being built. Here Owen introduces the training and doctrine the Marine Corps used in preparation for the war. Highlighted are drill, marksmanship, and the French attack doctrine. Drill is the backbone for instilling discipline in raw recruits but it was not a well-suited attack movement during World War I, where the Maxim machine gun ruled the battlefield. Marksmanship was and is a core Marine Corps enabler, but unrealistic expectations of what it could accomplish without artillery support on the battlefield proved disastrous. The French attack doctrine was designed before machine guns, in a time when the massing of rifles in tight formations produced firepower. These and many other misconceptions and shortcomings are dis-

cussed and the ramifications are analyzed to bring out timeless lessons for today’s warriors.

Colorfully presented are the different personalities that take you through the story of the 2d Battalion. Major Thomas Holcomb is the academic and intelligent but untested battalion commander. Then there is the studious First Lieutenant Graves B. Erskine, who was itching to get to the fight, and First Lieutenant Clifton B. Cates, who defied death in every battle.



Private John Kelly is the hot-tempered Irishman, who is constantly in trouble but everyone wants him around for the fight.

Lieutenant Colonel Owen does a great job of taking the reader through each battle from the operational level down to individual accounts and recollections. As the story progresses, the illusions and idealisms of glory are stripped away and the details, forgotten by everyday history, are presented. The reader is brought face to face with the grim realities of World War I warfare—rolling barrages, knee deep mud, endless marches, and bloating bodies from yesterday’s fighting. The details and personal accounts of men seeing their buddies blown apart or

having to listen to haunting screams of men dying in the woods as companies lose 50 percent or more of their strength in a single battle make for page-turning intensity. There are gas attacks that caused 70 percent casualties in two companies and marches that pushed the Marines beyond the point of exhaustion. Dramatic events like this cracked unit cohesion and challenged the battalion and higher leadership.

After reading the harrowing accounts of the battles, each chapter ends with a kind of after action report and lessons learned that are meant to ensure that as an institution, the Marine Corps does not forget what its predecessors paid for with their blood. The maps in the book leave something to be desired, as it would be much easier to follow the battle if the maps were larger and more detailed. In contrast, the photos give the reader an image for the mind’s eye to relate to as familiarity grows with the different characters in the book.

To the Limit of Endurance attempts to provide the reader with a personal yet analytical look at one unit that helped define the Marine Corps of today by providing some of the harsh details and events that the men of 2d Battalion, 6th Marines, had to endure at Belleau Wood and how they succeeded despite overwhelming challenges. The book accomplishes this and more. The reader is left with a better understanding of this part of Marine Corps history and is able to put it into context for application today. In the end, a greater appreciation of why these battles and the individuals who suffered through them are engraved in the psyche of the Marine Corps is achieved by reading *To the Limit of Endurance*. □1775□

About the Author:

Currently deployed to Iraq, Maj Jackson commanded Company G and was the operations officer for 2d Battalion, 6th Marines, from August 2000 to June 2003.

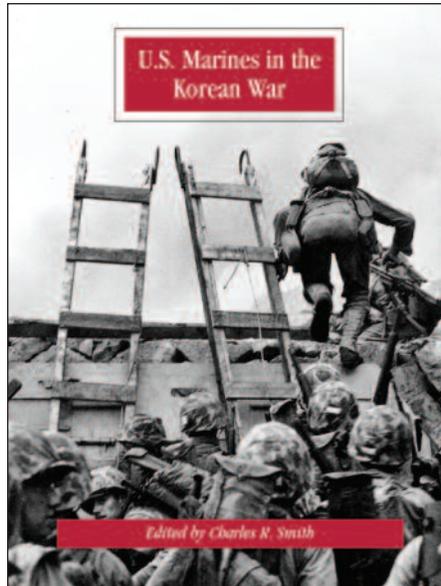
Marines in Korean War Volume Available

by Charles R. Smith
Head, Histories Branch

The Korean War was the first major armed clash between free world and Communist forces, in what was to be called the Cold War. It was waged on land, on sea, and in the air over and near the Korean Peninsula for more than three years. Among the U.S. forces committed to this far-off battlefield, it was once again Marines that stood out in their sacrifice, military skill, and devotion to duty. Their story is told in the new History Division publication, *U.S. Marines in the Korean War*. The 10 well-researched and highly-illustrated chapters were written by Colonel Joseph H. Alexander, Captain John C. Chapin, Brigadier General Edwin H. Simmons, Colonel Allan R. Millet, Bernard C. Nalty, Major General John P. Condon, Commander Peter B. Mersky, USNR (Ret), and Lieutenant Colonel Ronald J. Brown, all distinguished historians, experts, or respected participants.

When rushed into the battle during the first desperate weeks and months of the war, the quickly-organized and rapidly-deployed 1st Provisional Marine Brigade and Marine Aircraft Group 33 helped to restore stability to the shattered U.S. Eighth Army front line around Pusan. It would be the first time that Marine air and ground elements, task organized under a single commander, had engaged in combat.

During the daringly conceived and executed United Nations counterstroke at Inchon, Marines accomplished this incredibly complex amphibious operation and the subsequent recapture of the South Korean capital, Seoul, with their customary spirit and precision, delivering a tactical blow that broke the backbone of the North Korean People's Army 1950 offensive. Never was Marine heroism and perseverance more conspicuous than during the bitter days of the Chosin Reservoir campaign, following the intervention of large-scale Chinese Communist forces. Integrated ground and air action



enabled more than 14,000 Marine, Army, and Royal Marine troops to break out of the entrapment and move south. The 1st Marine Division, considered by many to have been lost, properly evacuated its dead and wounded, brought out all operable equipment, and completed the withdrawal with tactical integrity, all while dealing a savage blow to the enemy.

Marines setup a temporary barricade on the causeway to Inchon, after mopping up and consolidating their positions on Wolmi-do. Although not expecting a counterattack, they position a 3.5-inch rocket launcher and a machine gun just in case. The 3.5-inch rocket launcher proved itself adequate against the vaunted T-34 tank.

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