

# FORTITUDINE

NEWSLETTER OF THE MARINE CORPS HISTORICAL PROGRAM

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# FORTITUDINE

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

Volume IV

Spring 1975

Number 4

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## NEWSLETTER OF THE MARINE CORPS HISTORICAL PROGRAM

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*BGen Edwin H. Simmons,  
USMC (Ret)  
Director,  
Marine Corps  
History and Museums*

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*Col Herbert M. Hart, USMC  
Deputy Director for History,  
Head, Historical Branch*

*Henry I. Shaw, Jr.  
Chief Historian*

*LtCol Russell B. Tiffany, USMC  
Head, Reference Section*

#### MUSEUMS BRANCH

*Col. F. B. Nihart, USMC (Ret)  
Deputy Director for Museums,  
Head, Museums Branch*

*LtCol Thomas M. D'Andrea,  
USMC  
Assistant Deputy Director and  
Officer-in-Charge,  
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*Jack B. Hilliard  
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### THE COVER

*"The First Uniform" by Maj Charles H. Waterhouse shows a brand new Continental Marine mightily pleased with himself and well aware that he has some female admirers. This new work by the Corps' "artist-in-residence" was completed as a follow-on to his 14-painting series Marines in the Revolution which had its West Coast premiere this spring at the Los Angeles County Museum of Natural History, as described elsewhere in this issue.*



# Director's Page



On Sunday, 13 April, Col Brooke Nihart, LtCol Tom D'Andrea, and I flew down to NAS, Pensacola, to attend the impressive ceremonies dedicating the new Naval Aviation Museum. The Secretary of the Navy, J. William Middendorf, II, presided. Mississippi's Senator John C. Stennis represented President Ford. The CNO, Admiral James L. Holloway III, himself a distinguished Naval Aviator (the Museum's handsome A-4D is painted with the markings of VA-83 and the 1958 squadron CO, then-Cdr Holloway) and CMC, Gen Robert E. Cushman, Jr., were among those present as were many, many personages connected in one way or another, past or present, with naval aviation. The day's ceremonies included a chapel service, a luncheon at the Mustin Beach Officers Club, the dedication of the Museum itself, an air show featuring the Blue Angels, and a banquet.

It is easier to collect old aircraft than it is to restore, exhibit, and preserve them. Howitzers and tanks are relatively weather-proof and vandal-proof and can be parked out in the open with no more attention than an occasional coat of paint but airplanes need protection and care or else they deteriorate rapidly. They also require space and covered space is expensive.

The Naval Aviation Museum actually got its start in 1962 and was temporarily housed in a building that offered only 6,800 square feet of exhibit space. The Navy's solution was to form in 1966 a Naval Aviation Museum Association under the leadership of the late Admiral Arthur W. Radford. NAMA's purpose was to raise funds to construct a proper museum which then would be turned over to the Navy to operate and maintain. The original design, by Architect Paul K.Y. Chen, was for a concrete and masonry building of about 150,000 square feet at an estimated cost of \$4,000,000. Rising costs and an eroding economic situation made it necessary that Mr. Chen redesign the structure into one, using pre-engineered steel components, which could be built in stages as money became available.

The first increment, which was dedicated on 13 April, provides 70,000 square feet of space and in it are displayed 18 of the Museum's 72 aircraft, ranging from a replica of the Navy's first aircraft, the A-1 Curtiss Triad, to Cdr Holloway's

A-4D Douglass Skyhawk. There are three more increments planned which eventually will bring the total number of square feet up to 260,000.

None of the aircraft that I saw had Marine Corps Markings. However, the 72 planes listed in the Navy inventory include two presently at Quantico, a fully-restored FG-1D Goodyear Corsair and an F7F Grumman Tigercat in lamentable condition, which we are trading to them in exchange for a fully-restored F4U-5N Chance-Vought Corsair.

Swapping and trading are the prime means by which aviation museums manage their inventories. The idea is to trade something you have and don't need for something you don't have and want. The Naval Aviation Museum has published a "want" list of some 19 aircraft types that they consider "very significant." The "most significant" aircraft missing from their collection they say is the F-4F (or FM-2) Wildcat.

Somewhat smugly I am pleased to report that the Marines have an F4F-4 Grumman Wildcat at Quantico although it is not in the best of condition. In fact, it is a Displayable (C) Status aircraft. Museum aircraft are divided into five categories:

A. *Restored*: Aircraft returned to a former, normal, or unimpaired state or condition.

B. *Restored (Ltd)*: Aircraft that have been returned to near normal state but lack their previous operational ability to function (e.g. non-flyable, explosives removed, cosmetic accessories).

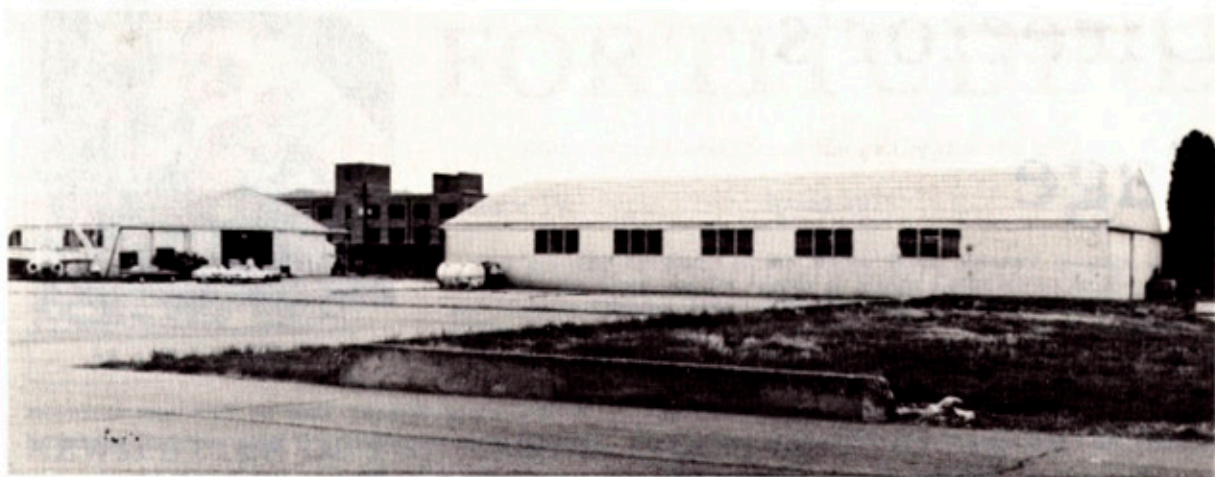
C. *Displayable (A)*: A non-restored aircraft that would be suitable for public display with less than one hundred direct labor man-hours.

D. *Displayable (X)*: A non-restored aircraft that would be suitable for public display with an excess of one hundred direct labor man-hours.

E. *Undetermined*: Aircraft that are incomplete, used for parts, or are in remote storage.

We have 44 aircraft in our Marine Corps Museum inventory, including seven that are Status A, which compares rather favorably with the inventory of the Naval Aviation





*Hangars 1 and 2, and 3, MCAS, Quantico.*

Museum. What we don't have is an adequate place to display them.

I had the opportunity to talk to the Quantico chapter of the Marine Corps Aviation Association about his and some other aviation historical matters at a dinner meeting on 5 March. Of our 44 aircraft, 31 are at Quantico which means they are parked in or around Hangars 1 and 2. These are old tin structures joined end-to-end, reputedly themselves veterans of Haiti or Nicaragua or both. They can best be described as a workshop and storage area. It would be euphemistic in the extreme to call them a "museum."

There is little or no chance of getting appropriated funds to build a Marine Corps aviation museum. It would be a long, up-hill struggle for some organization (most obviously the Marine Corps Aviation Association) to raise the funds for an adequate building. (The first increment of the Naval Aviation Museum cost some \$1,600,000.) The alternative, then, is to find sufficient space at a useful location.

One site that seems to come immediately to everyone's mind would be one of the old lighter-than-air hangars at Santa Ana, California. This certainly would offer enough room. (We could probably fly our airplanes around inside and perhaps have enough room left over for an indoor gunnery range.) But we don't know when one of these hangars might be

declared surplus. We do know that these gigantic wooden-framed buildings are difficult and expensive to maintain. Still, such a hangar does offer a well-located possibility somewhere in the future.

For the short term, we need a more modest solution and one that is closer to home. We have explored two possibilities at Quantico. One possibility is one of the old seaplane hangars, now used as a hobby shop, and the other is Hangar 3, next to our present Hangars 1 and 2, which is now used for storage by HMM-263. Each of these alternatives offers certain advantages and disadvantages. The seaplane hangar is slightly larger — 10,440 square feet — but Hangar 3 with 9,340 square feet is more conveniently located. It would be big enough for the interior display of eight or nine of our aircraft. Hangar 3 is the short term solution we presently favor.

Meanwhile, we continue to acquire aircraft. The most recent acquisition is a near-mint condition SBD-5 Douglas Dauntless dive-bomber. Another good thing on its way is a B-25 North American Mitchell which paint will convert into a World War II PBJ. We also have a "want" list and high on the list of aircraft we would like to have which will round out our inventory are:

Grumman F3F; Boeing F4B-4; Brewster F2A "Buffalo"; Vought SB2U "Vindicator"; Curtiss SB2C "Helldiver"; and Vought O2U "Corsair."

*Model of Hangar 3 as converted for museum display.*





# Search for the Eagle, Globe, Anchor

By Emil Stefanacci

*There are a number of militaria collectors specializing in Marine Corps items. One of these is Emil J. Stefanacci, former World War II 4th Division Marine and medal winning competition shooter in the first postwar matches. A resident of Ambridge, Pa., for the past 23 years, he has been a career municipal police officer. Last year we wrote to several of these collectors suggesting that they write a short piece on their collection for Fortitudine and proposing at some future time an exhibition of their collections in the Marine Corps Museums. The following article is Mr. Stefanacci's response. It reveals the motivation of a dedicated collector, the thrill of a long sought acquisition, and the pleasure of sharing a collection with others. The valuable role of the private collector in preserving our heritage must be recognized, particularly when it is recalled that many public museums began as private collections. Moreover, the private collectors often discover and preserve rare items not held by museums. Emil Stefanacci is no exception.*

*The Editors*

What charm is there in a military hat? What grace in a helmet? Is there any beauty in a pair of field shoes? Only in the eyes of the beholder, I'm afraid.

What then is the fascination in collecting military artifacts? Some psychologists call it a "fetish" and would analyze it as man's basic need for ego satisfaction in terms of retaining and displaying a trophy of his or some other's engagement in some feat of great physical endurance, of combat perhaps.

Label this fascination as you may, the fact is that this hobby has flourished. One has but to attend any of the gun or military shows held throughout the land to have this impression confirmed.

Any number of reasons for fascination are plausible. The one I would apply would be an association with a particular period of history, since so much history centers around military establishments. There remains then, only the individual's preference for a phase of a military history or military organization that most appeals to him.

Acquisition of Marine Corps items has fascinated many of these military collectors. As one so inspired I feel fortunate, considering supply and demand, that I became afflicted with the malady before inflation (when treatment was still available at a reasonable fee). This situation, however, has changed completely, and treatment in the form of new acquisitions can be most expensive.

One symptom of the disease is depression and the feeling that nothing is turning up. However, relief comes with the acquisition of, for example, a helmet with division markings, or maybe a tunic with shoulder patch, or perhaps a piece of insignia.

Although the satisfaction in acquiring such items is in itself complete, the real challenge is to be able to determine



*Former Marine Stefanacci and part of his collection.*

when or where or by whom the item was used. In many cases, this will be all but impossible, but where it can be done, one will have achieved the ultimate in the hobby — documentation and authentication of an artifact.

Authentic display of one's collection is imperative. Nothing can be more flattering to the collection and the collector than to have all material properly exhibited. For example, correct insignia must go on an article of uniform and the proper headgear as well. The average person viewing the exhibit might not know the difference, I'm sure, but lack of attention to this most important detail can destroy the effect of an otherwise fine collection when it is viewed by a military historian or another collector.

My interest in military collecting began quite early in life with several helmets and uniform parts around the house brought back as mementos of the "Great War" by my father, a veteran of that conflict. Unfortunately, the collecting urge lay dormant after those early years and the collection never really got off the ground until years later, after my World War II service in the Marine Corps.

My personal collection of Marine Corps items spans the period 1875 through World War II, and had its beginning





*World War I helmets with 6th Marines markings.*

with a couple of pieces of insignia, of which one was the enlisted bronze hat device, pattern of 1912-1917. Having acquired these pieces a need for their proper display was felt. A field hat without insignia turned up; off we went full out into collecting and displaying. The search was on for more and varied "eagle, globe, and anchors" and the uniforms on which to display them. All effort was applied, all leads followed.

Although several good pieces were turned up at gun and military shows, the best sources I've found were through good contacts with other collectors. Some of the most unusual items in my collection were acquired in this manner. For example, I have a World War I enlisted Army tunic with the insignia of the First Marine Aviation Force on the sleeve as a shoulder patch and on the standing collar is the 1918 pattern Marine Corps collar disc, slightly modified with a large "J" superimposed. I'm still trying to authenticate that one.

Other interesting items in the collection include World War I steel helmets with bronze Marine Corps insignia affixed. There are examples of these representing both regiments of the 4th Marine Brigade, with the parent 2d Infantry Division insignia in various colors and shaped backgrounds to indicate different battalions and regiments.

Headgear reflecting different uniform periods, along with the appropriate uniforms, are also in the collection, along with accoutrements, swords, insignia, and medals. Documents, photos, and posters relating to the period uniforms add interest to the collection.

Among the more difficult items to obtain are those of individual equipment. But, by being persistent and knowing what to look for, one can on occasion turn up some of



*Photograph of Gunnery Sergeant Dan Daly with frame cap of type he is wearing.*



*Headgear of the 1875, 1890, and 1912 periods.*



this material. Patience is the key here, for it may take sorting through tons of canvas and web gear to find one piece marked with "USMC" or one fitted with bronze Marine Corps button fasteners. It will be well worth the effort though, as field gear has always been an important part of the Marine, second only to his rifle.

I was lucky enough to acquire from a World War I Marine, the Model of 1910 web pistol belt, with the sought-after model 1912 leather holster for the Colt .45 caliber automatic pistol. This holster has "USMC" embossed on the flap, and has the long leather extension that permits the pistol to be carried low on the thigh, western style. The outfit came complete with leather strap, extra magazine pouch, first aid pouch and packet, and canteen cup and cover. All are marked "USMC" or having the bronze button fastener — an unusually complete set.

Another rare item acquired recently, was the cavalry-type leather holster for the Colt Marine Corps Model of 1909 caliber .45 revolver, of which only several thousand were manufactured. On this holster, "USMC" is embossed on the frame cover. The piece was worn on the right side, but forward.

In any collection photographs and documents are an invaluable addition for purposes of research. Contemporary photographs can authenticate items and can be used to add interest to the collection. There are not always easily ob-

tained for quite naturally people often don't care to part with family memorabilia. Here, persistence and a proper approach are most important. In my collection are samples of war service certificates and wound certificates, as well as photographs and posters.

Books, too, are desirable additions to a collection as their study provides an understanding of the men and events associated with items in a collection. The classics, which include works by Blakeney, Metcalf, Thomason, McClellan, and Montross, to name a few, have found their way into my library. As most are out-of-print, prices can be high and many are as much collectors items as the artifacts.

A rewarding aspect of collecting is being called upon by historical organizations to set up a display. On several such occasions people have offered items to add to my collection once the prospective donor has seen for himself that the item will be given a proper home and has been instilled with the exhibit's esprit de corps.

its scarcity. Nevertheless, for me the feeling will be alive and well for some time to come that the certain hat or piece of insignia is waiting to be discovered in some dusty old attic or perhaps in that little shop that I pass by so often with faded sign hanging over it, the words barely legible, "Antiques and Collectables". . . and my search for the Eagle, Globe, and Anchor will continue.

*Marine coats of World War I. Second from right bears insignia of First Marine Aviation Force, hitherto unknown as a shoulder patch.*







## Amtrac Museum

Camp Pendleton has opened a new museum facility, which in the words of the base's commander, BGen Paul G. Graham, "has progressed in an outstanding fashion." Opened on 28 April 1975, the Amphibian Vehicle Museum is located in 12 area near the upper junction of Vandegrift Boulevard and Rattlesnake Canyon Road. Open to the public, the macadamized outdoor display area is already attracting numerous visitors. BGen Graham reports: "There is never a day that does not bring scores of people to visit it—military and civilian. They come from far and near and in increasing number."

The object of all this curiosity is a unique collection of the Marine Corps' stock in trade, the Landing Vehicle Tracked (LVT). Twenty-nine of the amphib-

ian vehicles are parked on the black top exhibit area, all newly painted and fully identified. They range in size from the 3,000-pound Otter to the 88-ton Goliath. They include combat veteran LVTs from World War II, Korea, and Vietnam as well as prototype types, one-of-a-kind vehicles that were used for test purposes and never put into production. There is a model of the amphibious hydrofoil, which proved basically unseaworthy, and of the Japanese Katasha, designed to be carried on the deck of a submarine.

Begun in 1953, the collection was housed for years at Camp Del Mar and until recently was a part of the Amphibian Vehicle Test Division, Marine Corps Tactical Systems Support Activity. The salt air from the sea was having a deteriorating effect on the





*Foreign officers visiting the new amphibian vehicle museum stand with BGen Graham (center) in the bow of the LVTU-X2 Goliath.*

vehicles and it was determined to move them to the main base. The new museum is a part of the command museum system and like all such museums, including that of Parris Island (*Fortitudine*, winter 1974-75) is provided technical assistance and support by the History and Museums Division.

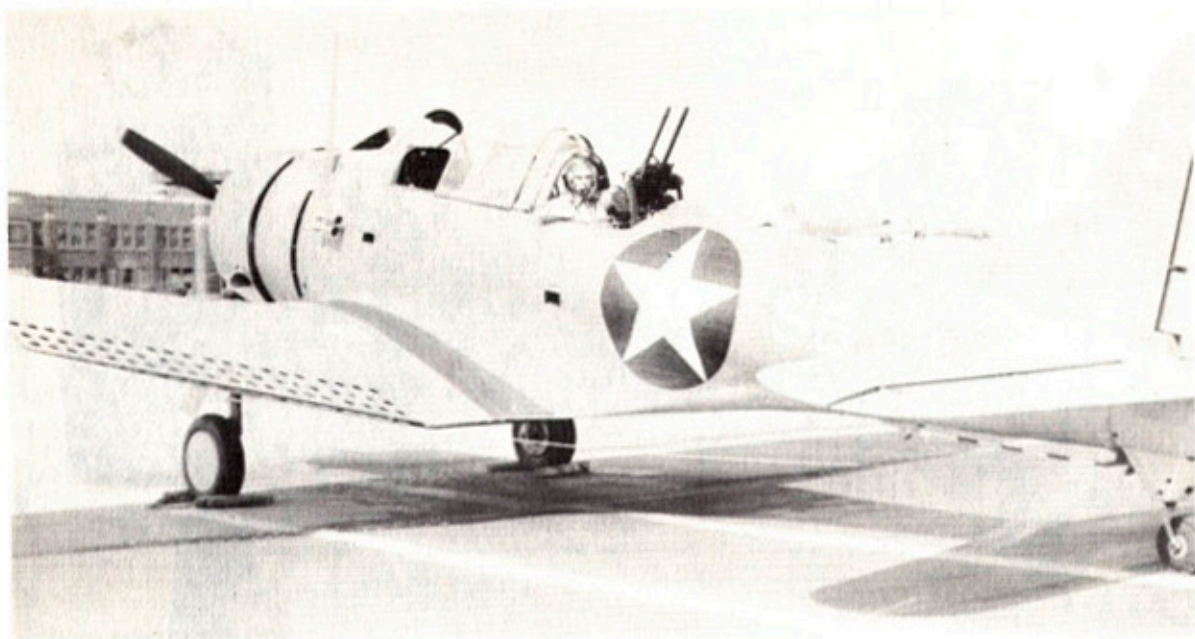
A museum building adjacent to the outdoor displays is planned. Needed for the exhibits there are models of LVTs, particularly World War II vehicles,

photographs and movies of LVTs in tests, training, and any memorabilia or artifacts associated with amphibian vehicles and the units which operated them. Anyone having such material who is willing to donate it is urged to contact the Marine Corps Museum, Marine Corps Base, Quantico, Va. 22134. Donations will be accessioned, documented, and forwarded to Camp Pendleton for display when the museum building is erected.

## Donations Wanted

The History and Museums Division is always interested in receiving donations of historical items, personal papers, photographs, weapons, uniforms, medals, insignia, and equipment, in fact just about anything with Marine Corps significance. Material should be sent to the Marine Corps Museum, Marine Corps Base, Quantico, Va. 22134. The donations will be accessioned, cataloged, documented, cared for, and used in exhibits or for research. When not used immediately at Quantico or Headquarters, donated items are often made available to command museums, such as the recently opened Parris Island Museum. Your nearest Marine Corps activity can mail or ship historical items for you. The requirement and authority to do so is contained in Marine Corps Order P5750.1D, paragraphs 3205 and 3206. If there is no Marine Corps activity nearby, contact Code HD, Headquarters, U.S. Marine Corps, Washington, D. C. 20308 for shipping instruction and assistance.





*Museum's ordnance specialist Leo Champion seated behind the twin 30-caliber machine guns he just installed on the SBD-5.*

## SBD—Slow but Deadly

The Barge, the Clunk Speedy-D — call it what you will — the pilots who flew her will all agree that the Douglas SBD "Dauntless" was World War II's premier dive bomber and carrier killer.

Of the 5,396 SBD's produced by the Douglas Aircraft Corporation during World War II, only two remain in original flying condition. One is maintained and flown by the Confederate Air Force at Harlingen, Texas, and the other, flyable but no flown, is at the Marine Corps Museum in Quantico, Virginia.

Restored to original delivery condition by Mr. Jack Tillman of Athena, Oregon, the plane was later sold to Mr. Douglas Champlain of Enid, Oklahoma. Following a year of negotiations, the SBD was flight ferried on 16 March 1975 from Enid, Oklahoma to MCAS, Quantico. It is now "officially" part of the Marine Corps Museum's Aviation Collection.

To detail the contribution of the SBD (Scout Bomber Douglas) to the winning of World War II in the Pacific, would take a book in itself and has, indeed, been the subject of many books. Not the fastest nor the heaviest load-carrying dive bomber, it was the best balanced, the most trouble-free, and the easiest to fly and maintain. In short, it was every-

thing the classic dive bomber was suppose to be. After it, other dive bombers seemed superfluous.

Especially successful in the hands of Marine Corps flyers, the Dauntless played a role in Leatherneck prosecution of the Pacific aerial war from the Battle of Midway, where one half of Major Lofton R. Henderson's VMSB-241 was SBDs, through the invasion of Guadalcanal and the exploits of the Cactus Air Force to the final phases of the campaign to retake the Philippine Islands. Less publicized than the exploits of the fighters, the role of the dive bombers at Guadalcanal was no less gallant and crucial to the eventual recapture of the Solomon Islands. No greater tribute could be paid a fighting airplane than to apply to the machine the same evaluation that U.S. Army Commanders afforded the Marines of MAGs-12, -32, and -24 (MAGSZAM), typically: "We hope hope that your organization will be paving the way for our advances in any future operations. . . ."

Hopefully, the museum's SBD will serve as an ever-present reminder to those who flew her in combat, not only of events which affected their personal lives, but also of events that may have influenced the course of the war. For others, it will stand as a symbol of a critical era in the history of Marine Corps Aviation and of our country.



# Oral History Accessions

Of the 140 interviews in depth with distinguished retired Marines conducted by the Oral History Unit, 131 have been transcribed in manuscript form and 68 bound and accessioned into the Oral History Collection. All of these transcripts are available for research at the History and Museums Division, and copies of many of them are also deposited of Quantico's Breckinridge Library, Columbia University's Butler Library, and the U. S. Naval Institute's Oral History Collection at the Naval Academy. A complete listing of the interviews with descriptions of their content is contained in the 1975 edition of the *Marine Corps Oral History Collection Catalog*, which is available from the division.

The latest interviews accessioned into the collection include those of the following retired general officers:

## **LIEUTENANT GENERAL GEORGE F. GOOD, JR., USMC**

After his graduation from the Naval Academy in 1923, General Good served the normal tours experienced in that era by young Marine officers at various posts and stations in the United States, on expeditionary duty in Haiti and Nicaragua, and at sea as detachment commander of the Marines in USS *Pennsylvania*. During the period 1934-1936, he was aide to MajGen Commandant John H. Russell, Jr. Early in their development, Gen Good became involved with the Marine Corps' defense battalions. He was Chief of Staff of the 2d Marine Division in the later years of World War II and again several years later, 1948-1950. Upon attaining general officers rank, he commanded successively Troop Training Unit, Atlantic; 2d Marine Division; Camp Pendleton; and, Department of the Pacific, his last command before retirement in 1958 after 35 years of service.

## **LIEUTENANT GENERAL JOHN C. MUNN, USMC**

Gen Munn was also a Naval Academy graduate, class of 1927, who served as an infantry officer with the 2d Brigade in Nicaragua for two years before undergoing flight training and receiving his wings. His early flying experience included tours on board the old carriers *Saratoga*, *Langley*, *Ranger*, and *Lexington*, as well as participation in the prewar Fleet Landing Exercises. In the three years before World War II, he was Assistant Naval Attache for Air at the American embassies in Colombia, Panama, Venezuela, Ecuador, and Peru. During World War II Gen Munn served with the 1st Marine Aircraft Wing on Guadalcanal and in the Solomons, and commanded Marine Aircraft Group 31 during the Okinawa operation. In the Korean War he again was with the 1st MAW, this time as Chief of Staff. His memoir also discusses his tours as Commanding General of the Marine Corps Air Station, El Toro; Assistant Commanding General, Aircraft, Fleet Marine Force, Atlantic; Inspector General of the Marine Corps; Commanding General, 2d MAW; Director of Aviation, HQMC; Assistant Commandant of the Marine Corps; and Commanding General, Marine Corps Base, Camp Pendleton.

## **MAJOR GENERAL MELVIN L. KRULEWITCH, USMCR**

A public utilities attorney in New York as a civilian, Gen Krulewitch served as an enlisted Marine in World War I in the 78th Company, 2d Battalion, 6th Marines, participating with that unit in all its battles and campaigns in France and in the postwar occupation of Germany. Following his discharge as a sergeant in 1919, he returned to Columbia University to obtain a law degree. He was commissioned a second lieutenant in the Marine Corps Reserve in 1927 and thus began a long relationship with reserve activities. Gen Krulewitch returned to active duty in World War II, serving in the Pacific with the 4th Marine Division in the Kwajalein, Saipan, Tinian, and Iwo Jima operations. Returning to civilian pursuits after the war, he remained active in Marine Corps Reserve affairs. Upon his retirement in 1955, he was promoted to major general.

## **BRIGADIER GENERAL BANKSON T. HOLCOMB, USMC**

BGen Holcomb has the unusual distinction of having enlisted in the Marine Corps in April 1925 in Peking, where he was then living with his family, and having undergone his boot training while a serving member of the Legation Guard. His father was a first



cousin of Gen Thomas Holcomb, 17th Commandant of the Marine Corps. General Holcomb's memoir contains recollections of enlisted and Naval Academy days (he graduated in 1931), his return to China and assignment to the 4th Marines in Shanghai, and his tour as a Chinese language student. His career is unique in that he was not only a qualified Chinese language officer, but also fluent in Japanese as a result of his stint as a Japanese language student in Tokyo, 1939-1941. He was part of the cryptographic team in Pearl Harbor involved in "Magic," the operation which broke the Japanese code and subsequently intercepted and translated Japanese radio communications. This transcript also contains a narration of his other intelligence assignments, his tour in Korea, and retirement at Juan-les-Pins on the French Riviera.

**BRIGADIER GENERAL CHARLES L. BANKS,  
USMC**

A graduate of the Virginia Military Institute in 1936, BGen Banks was initially an artillery officer in the prewar Fleet Marine Force. Shortly after the beginning of World War II, he joined the Marine Raiders, serving as Executive Officer of the 1st Raider Battalion and Commanding Officer of the 4th Raider Battalion, participating in the New Georgia operation. Following other postwar assignments, Gen Banks took command of the 1st Service Battalion in time to depart from the west coast with 1st Marine Division for Korea, where he was awarded the Navy Cross for his actions during the breakout from Chosin Reservoir. His memoir contains some interesting comments on Marine Corps personalities, as well as an insider's view of the Raider program.

**BRIGADIER GENERAL FREDERICK J. KARCH,  
USMC**

Following his graduation from the Naval Academy in 1940, Gen Karch began an almost career-long involvement with Marine Corps artillery, interrupted only by school and staff assignments. Of great importance and interest in this interview is the period November 1964–November 1965, when he served successively as Assistant Division Commander of the 3d Marine Division and Commanding General, 9th Marine Amphibious Brigade. In these positions, Gen Karch prepared for and directed the Marine Corps landing at Da Nang. His frank and incisive comments provide an important addition to Vietnam War documentation.

**BRIGADIER GENERAL GEORGE A. ROLL,  
USMC**

An Army ROTC honor graduate from the University of Pittsburgh, General Roll relinquished his Army commission to become a Marine Corps officer. His early years in the Corps were spent in base defense and antiaircraft artillery units. As a 5th Marine Division staff officer, he participated in the Iwo Jima operation and later the occupations of Japan and North China. As an inspector-instructor in the field and later a staff member of the Division of Reserve at HQMC, Gen Roll was closely involved with the reorganization and build-up of the Marine Corps Reserve in the post-World War II years. His memoirs offer some very cogent comments also on Department of Defense personnel policy based on his three-year tour in the Office of Manpower Requirements, Office of the Secretary of Defense, following the Korean War.

A Continental Marine is depicted on a new stamp, one of a block of four commemorative stamps honoring the 200th anniversary of American armed forces. The other stamps depict figures in contemporary uniforms that represent the Army, Navy, and Militia. The first class stamps were officially issued on 4 July and are now available at local post offices. Edward Vebell, who designed the stamps, is a well-known artist who specializes in uniform illustrations. His Marine is shown wearing the green uniform with red facings worn by Captain Mullan's company in Philadelphia in 1779, the only known instance when the Continental Marine uniform was not green with white facings.





# Revolutionary Marines in California

Members and friends of the History and Museums Division brought the Continental Marines to the West Coast this spring in the unlikely setting of an Army-oriented conference at the Los Angeles Museum of Natural History.

Army-oriented might not be quite the best description as it was pointed out that Marine participation was so high that "it was like a meeting of the Marine Corps League." Actually the occasion was the 9th Military History Conference of the Council on Abandoned Military Posts (CAMP), a 1,200-person organization of military historians and buffs. It was meeting in Los Angeles and San Diego 23-26 April and the annual banquet on 26 April also marked the formal opening of an exhibition of Maj Charles Waterhouse's 14-painting series, *Marines in the Revolution*.

Senior Marine present at the banquet was MajGen William R. Quinn, commanding general of the 3d Marine Aircraft Wing. Representing the History and Museums Division was Col Herbert M. Hart, Deputy Director for History, who

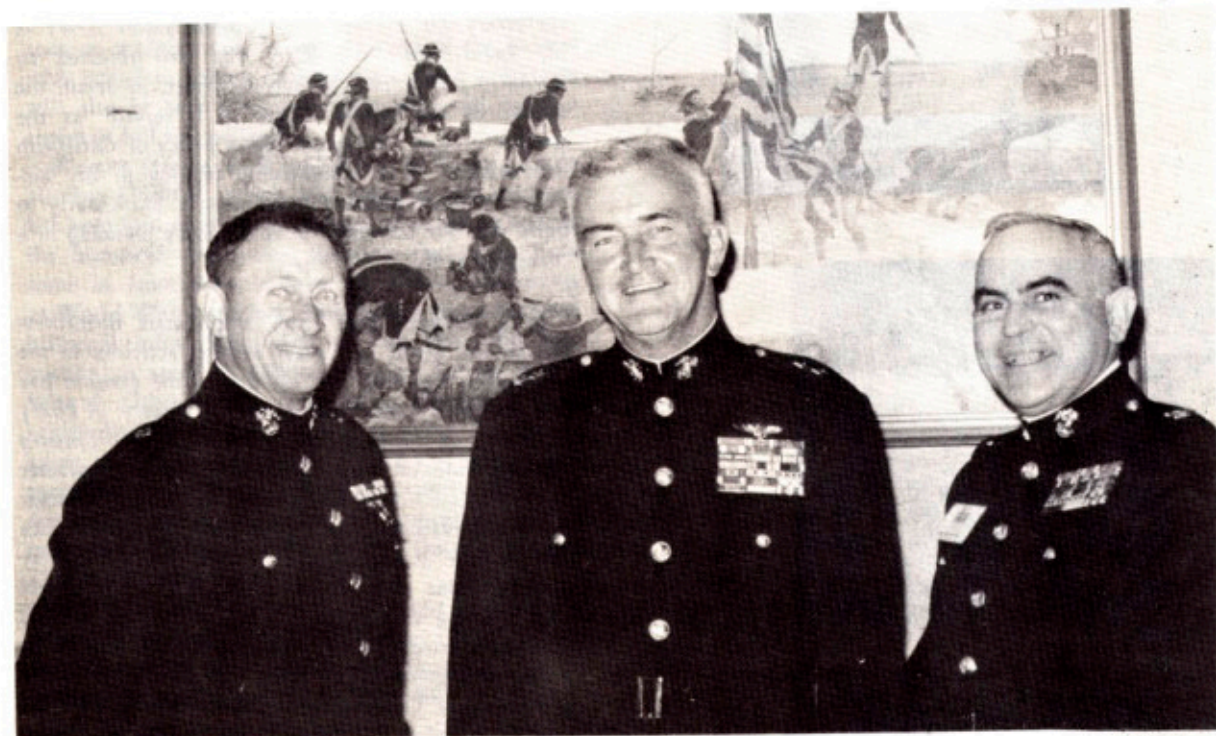
also spoke at one of the sessions earlier in the week. Maj Waterhouse was on hand to discuss his paintings. He had just completed a research trip to historic Marine Corps sites and modern bases in California for a projected series of paintings on 19th century and modern Marine activities there.

At the banquet Gen Quinn presented a History and Museums Division Certificate of Appreciation to Konrad Schreier, military history consultant for the motion picture industry, for his help to Waterhouse during his visit. This was the first presentation of the newly designed certificate.

Other friends of Marine Corps history participating in the meeting included Gen Lemuel C. Shepherd, Jr., former Commandant, and LtGen Victor H. Krulak, former CG FMFPac, who presided at a San Diego luncheon on 25 April.

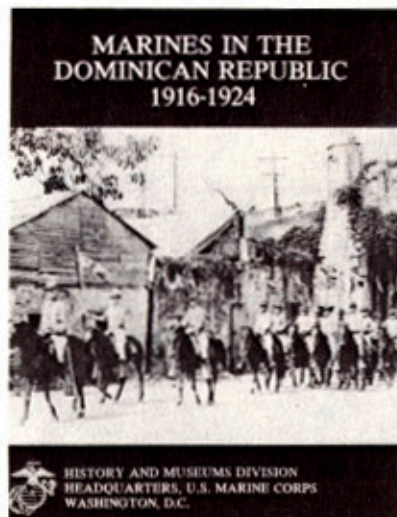
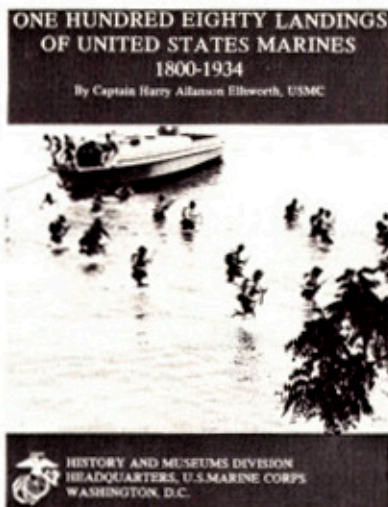
The paintings remained at the LA Museum through 19 May, then were moved to San Francisco. A formal champagne reception was hosted by the mayor on 27 May to open their two-week showing in the San Francisco City Hall.

*Painting of the flag raising at New Providence provides a background to Marines at CAMP banquet: Maj Waterhouse; MajGen Quinn; Col Hart.*





# New Publications



*One Hundred Eighty Landings of United States Marines 1800-1934* by Captain Harry Alanson Ellsworth, USMC was written in 1934. The work was reprinted in 1964 and due to the number of requests for copies of the booklet, it has been reprinted for the second time. Like the first reprint, this second run is an exact facsimile of the original mimeographed edition. Although no attempt has been made to edit or validate the text, Mr. Ralph Donnelly of the Reference Section has written an illuminating preface expanding upon international landings by Marines and has provided biographical information about the author. Mr. Donnelly sets to rest the legend that Marines have a special privilege of landing upon foreign soil with immunity toward diplomatic ramifications.

*Marines in the Dominican Republic 1916-1924* is a joint effort on the part of Captain Stephen M. Fuller, USMCR and Dr. Graham A. Cosmas. Captain Fuller served on active duty from 1968 to 1971. Since then he has spent two summers with the division doing research on this monograph and making preparation for a forthcoming monograph on Marines in Haiti. He has a PhD in History from the University of New Mexico. The co-author, Dr. Cosmas, has been with the division since December 1973. He holds a PhD in History from the University of Wisconsin and most recently taught at the University of Guam. His book, *An Army for Empire: The United States Army in the Spanish-American War*, was well received by scholarly reviewers. The authors cover, in detail, the actions of the Marine Corps as it served "as the striking arm of the United States policy of Caribbean intervention." It is enlightening reading to any historian or professional military person, particularly to those who are interested in contingency planning in a changing world.

In a different vein from amphibious operations around the world and peace-keeping activities in the Dominican Republic are two diaries the division has just published. One, *Marine Flyer in France: A Diary of Alfred A. Cunningham, November 1917-January 1918*, provides an interesting insight into the character of the Marine Corps' first aviator. Detailing Cunningham's observations during an inspection trip to France and Britain during World War I, the day-by-day diary contains information of airfields, aircraft, and pilot training schools, mainly in France, and reveals that the Marine flew on a combat mission himself as a rear seat gunner. The diary was discovered in the processing of Cunningham's papers, which were recently donated to the Marine Corps by Mrs. Alexander



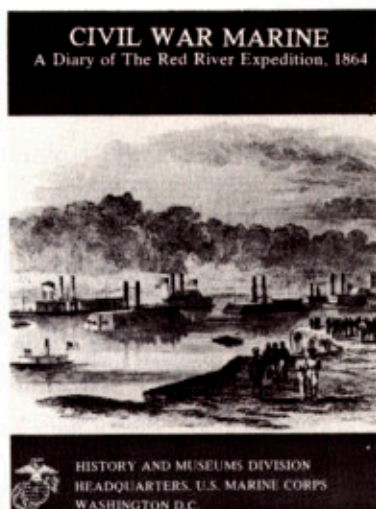
H. Jeffries, sister-in-law of the late Mrs. Alfred A. Cunningham. Dr. Cosmas edited the manuscript for publication and included a number of contemporary photographs which are also from the Cunningham collection.

The second diary is that of Lt. Frank L. Church, a Civil War career officer, who commanded the Marine guards on the USS *Black Hawk*, a steamer that was RAdm David Dixon Porter's flagship of the Mississippi Squadron, and the USS *Cricket*, a tinclad that was Porter's flagship in the Red River Expedition. The diary was obtained by Dr. Edward F. Keuchel and edited and annotated by him and Dr. James P. Jones, both of Florida State University. *Civil War Marine: A Diary of The Red River Expedition, 1864*, a vivid account of riverine warfare, has been illustrated with contemporary photographs and maps.

Another new publication of the division, *Making A Continental Marine Uniform*, is intended for limited distribution only to those seriously interested in undertaking the considerable effort necessary to reconstruct an authentic period uniform. Compiled by Mrs. Doris S. Maley and Mr. Jack B. Hilliard of the Museums Branch, the booklet contains information on the materials needed, use of patterns, and sequence of cutting and sewing operations for making a Continental Marine's coat, waistcoat, shirt, breeches, and half gaiters. Information is included as well on making a fatigue shirt, stocks, hats, and cockades. Those persons or organizations receiving a copy of the booklet who intend to follow through on making a uniform will also be sent (on application with full details) copies of full size patterns.

*Women Marines in World War I* by Captain Linda Hewett, USMCR, which was released last summer, has been well received by the general public as well as the historical community. Requests for copies have come in from many women identifying themselves as World War I Marines. Most letters give additional historical information such as that from the only woman to serve in Marine aviation during World War I. Other letters reveal that the ladies have achieved prominence in their own right—from managing the careers of Hollywood stars to holding responsible positions in colleges and universities. All responses have been warm and concerned, giving reviewed testimony to the adage, "Once a Marine, always a Marine."

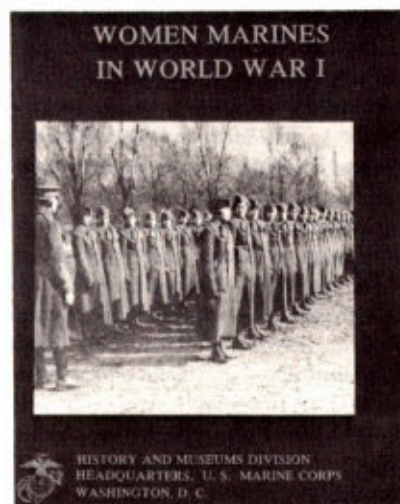
Copies of all the above publications may be obtained by writing Director of Marine Corps History and Museums (Code HD), Headquarters, U. S. Marine Corps, Washington, D. C. 20380.



## MAKING A CONTINENTAL MARINE UNIFORM



HISTORY AND MUSEUMS DIVISION  
HEADQUARTERS, U.S. MARINE CORPS  
WASHINGTON, D.C.







*British sailors cheer as Wilcox's ship, the USS New York, leads the American fleet into Scapa Flow. Painting by Bernard F. Gribble.*

## Personal Papers

China, World War I, and the Caribbean are the scenes of two sets of personal papers recently accessioned, inventoried, and made available to researchers. They span the Marine Corps careers of Cols Adolph B. Miller and Julian P. Willcox.

The Miller collection was received in part from him prior to his death in 1971 and in full from his widow and daughter soon after. It spans 1905 through 1943.

Col Miller was born in Buffalo, N.Y., on 9 September 1885, was graduated from the Naval Academy in 1909 and the Marine Officers School, Port Royal, S.C., the same year. Classmates at Port Royal included the future Commandant of the Marine Corps, Alexander A. Vandegrift, and the father of Marine Corps aviation, Alfred A. Cunningham.

Aspects of his career which are touched upon in the papers range from sea duty through trench service in France. As a second lieutenant he commanded the

Marine detachment in the gunboat USS *Helena* on the China station in 1911. At the outbreak of the riots that would lead to the establishment of the Chinese Republic, he landed his troops at Hankow, China, and remained for five months guarding American interests.

In Haiti in 1915, Miller participated in the two-day battle of Dipitie, 24-25 October 1915, against the Cacos. As a captain and commander of the 74th Company with the 6th Marines, 4th Brigade, 2d Division, AEF, Miller was severely gassed and temporarily blinded on 13 April 1918 in the Verdun sector. Following tours as a recruiting officer in Kansas City, Mo., and in Chicago, Miller was Commander, Fort San Felipe, Puerto Plata, Dominican Republic, from October 1922 to September 1924.

From May 1926 to March 1927 he commanded the Marine Barracks at Lakehurst, New Jersey. It was from this duty station that Miller and his command were directed in April of 1927 to proceed "with all



haste" to the west coast to join the Marine contingent headed for China, where he served as commander of the 2d Battalion, 6th Regiment, Tientsin, China and of the 3d Battalion, 4th Regiment, Shanghai, China.

The remaining years of Miller's career were spent with the recruiting service until he was retired for physical disability on 1 October 1942. Col Miller was recalled to active duty on 1 December 1942, as Commanding Officer, Marine Barracks, Naval Air Station, Opa Locka, Florida, a tour of duty that lasted until he re-retired from the Corps as of 26 November 1944.

The Miller collection reflects the career of an early twentieth century Marine. From his diary chronicling his midshipmen's cruise of 1906 on board the USS *Denver*, the collection includes three other diaries, two dealing with the mobilization of the 6th Regiment for duty in China, 1927, and one dealing with his tour in Haiti in 1916 through his activities with the 74th Company in Verdun, France, 1918. The collection also includes many scrapbooks, numerous year-books related to his class at the Naval Academy, and class bulletins issued over the years by the secretary of the Class of 1909.

The personal papers and memorabilia of the late Col Julian P. Willcox, USMC, have been received from his son, LtCol Julian Willcox, USMC (Ret.)

Col Willcox' service in the Corps spanned the years 1905 through 1935, when he retired as a lieutenant colonel and was advanced to colonel on the retired list. He was recalled to active duty in World War II and re-retired in 1942.

Unique among his papers is a file of naval signals received by the battleship USS *New York* from Commander-in-Chief Grand Fleet, Adm Sir David Beatty, while *New York* was flagship of the American Sixth Battle Squadron. Willcox was Commanding Officer, Marine Detachment and Squadron Intelligence Officer in *New York*.

The signals file begins with the order for observing the end of World War I. Col Willcox's diary entry for the day says: "Nov. 11 Rosyth, Scot. Word received that armistice between allies and Germany had been signed at 5:00 a.m. Hostilities stopped at 11:00 a.m. today. General celebration throughout fleet. Bells, whistles, and searchlights kept going until about midnight."

The collection of naval signals continues to chronicle Operation ZZ, the surrender for internment of the German High Sea Fleet at Scapa Flow on 21 November 1918. The messages are further elaborated upon in the diary notes. The collection also contains numerous photographs related to Willcox's career, copies of orders and correspondence from 1905 to 1946, and a few publications.

## Buying Out

A discharge prior to expiration of enlistment could be purchased by a soldier almost until World War II. A similar practice was concurrently in force in the Marine Corps but when it was terminated is not known, although probably before World War I.

Recently, such a special discharge dated 7 May 1835 came to the Marine Corps by way of a friend of the Museum. It was given to him for such a purpose by Mr. Kenneth H. Cornell of Olean, New York.

The document is headed "SPECIAL DISCHARGE from THE UNITED STATES' CORPS OF MARINES" and is signed "Arch Henderson, Lieut. Col. Commd't Marine Corps." It states, in part, "To all whom it may concern, This is to Certify, That *Maurice Souney*, a *Private* of Marines . . . is hereby DISCHARGED from the service of the UNITED STATES; By order of the acting Secretary of the Navy, on furnishing substitute, leaving two months pay, and paying all expenses."

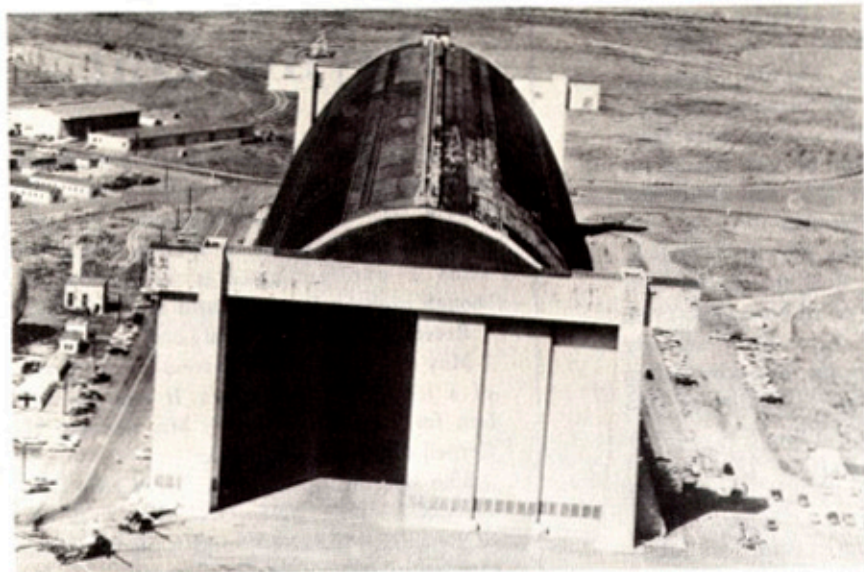
Two months pay at the time was \$14.00 plus 60 rations at \$0.12½ per ration. Expenses were noted by the Quartermaster underneath Commandant Henderson's signature as:

"Due the United States for	
clothing drawn but not	
served for	\$7.02
" do do for	
Portion of premium	\$1.66
	\$8.68

So Souney's discharge cost him \$22.68 plus whatever additional it cost him to recruit a substitute. The nature of the "premium" for which he owed is not known but may have been like an enlistment bonus.

Souney had to wait another 20 days before the discharge returned to Marine Barracks, New York where he was stationed. His signature, dated May 27th is affixed to the statement, "I *Maurice Souney* hereby acknowledge to have received all my pay, clothing and emoluments of every description whatsoever, from the commencement of my enlistment in the MARINE CORPS, to the day of my discharge."





*Marine Corps' newest entry on the National Register of Historic Places includes this lighter-than-air hangar at Santa Ana, one of two at the station.*

## Historic Sites

Marine Corps sites and several others with a Marine Corps interest have recently been entered on the National Register of Historic Places.

As part of a program of the Department of the Interior to implement preservation laws and Presidential executive orders, the Register affords a degree of protection to historic sites placed on it. Non-federal locations also are eligible for types of preservation funding.

Nominations to the Register followed a DOD-wide program last year in which all services were directed to inventory their potential historic sites. Those places meeting the criteria for the Register were to be nominated. Meanwhile, all properties having the potential for listing were to be protected by the owning service, whether or not they were on the list.

Five Marine Corps sites had previously been entered on the Register: The Commandant's House, Marine Barracks, and Marine Barracks site, all at 8th and Eye in Washington, D.C., and the Ranchhouse and Los Flores Adobe, both at Camp Pendleton.

The first entry on the Register after the History and Museums Division took over administration of the Marine Corps Program was Charles Forte, the site of the original French fort at Parris Island, S.C. This

was the first reported structure in South Carolina and the first French post in North America. Established by Jean Ribaut in 1562, the fort was a blockhouse of logs and clay, thatched with straw, surrounded by a ditch. Including four bastions, it supposedly measured 96 by 78 feet. The fort was used for only a few months then burned by the Spanish who later built forts of their own nearby, one in 1566 and another in 1580.

The last traces of the fort were razed by the Marine Corps in 1919. It is now marked by a stone column erected in 1925.

The newest Marine Corps additions to the Register are the lighter-than-air hangars at Santa Ana, Calif. These two structures, completed in 1943 to house anti-submarine airships, are considered to be among the largest wood supported structures in the world. Similar hangars were built at nine other locations in the country. Since most have been demolished, the remaining Marine Corps buildings have become even more significant.

Each hangar is 178 feet high, 1,088 long, and 297 wide, and was capable of housing six airships, an entire squadron. Today they are performing similar roles, housing the helicopters of MAG-16.

Veterans of the Guam campaign of World War II



will be interested in three sites on the island which have been entered on the Register: the Agat invasion beach, Matgue River valley battle area, and Hill 40.

Agat invasion beach is the site of the 1st Provisional Marine Brigade landing on July 21, 1944: Yellow 2, White 1, and White 2. The beach and areas behind it were strongly fortified with obstacles, including wire and mines, and a series of trenches. More than 25 pillboxes were in the area. The remains of these defenses still exist, including several pillboxes and concrete gun emplacements.

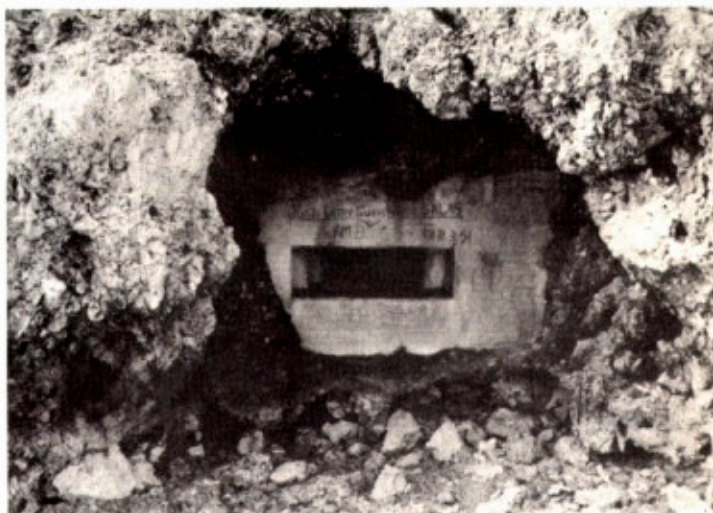
Hill 40 was the scene of some of the most vicious fighting during the Agat invasion. It was captured by the 4th Marines on D-Day, lost during the Japanese counterattack that evening, then regained that night. The Japanese attempted a second counterattack the morning of July 22. This was unsuccessful and signalled the end of Japanese resistance on the right flank of the beachhead. Today only slight surface depressions remain on the hill.

The Matgue River valley was the scene of a critical counterattack by two battalions of the Japanese 18th Regiment against elements of the 9th and 21st Marines. Although severe, the attack was beaten off with heavy casualties to the Japanese. This action was part of the night counter-attacks of July 25-26. Their failure, with an estimated 3,500 casualties, resulted in a general retreat to the north and are considered the turning point in the campaign for Guam. No remains of the battle exist except for a few caves dug into the sides of the valley.

The final site of Marine interest recently added to the Register dates to one of the earliest Marine actions, that of the Battle of Penobscot, Maine, in 1779. An amphibious operation became an American defeat because of command indecision and misjudgment. Penobscot included 300 Continental Marines aboard the 19 Continental and state navy ships and privateers.

The initial landings were successful but command indecision caused a delay in pursuing the attack. This allowed sufficient time for a British relief fleet to arrive in August 1779, causing the American fleet to scatter and, in many cases, the ships to be sunk.

One of these was the privateer *Defence*, a 16-gun brigantine that had supported the Penobscot landings. She was engaged by the *Camilla*, a British frigate, and sunk on August 15, 1779. Almost 200 years later, in 1972, the wreck of the *Defence* was located by a joint project of the Massachusetts Institute of Technology and the Maine Maritime Academy. It is in 15 to 23 feet of water in the harbor of Stockton Spring, Maine. Some artifacts have been brought up, but no additional recovery is planned until improved facilities can assure proper preservation of the objects.



*This concrete gun emplacement still exists in a cave near the Agat invasion beach. (Bishop Museum photograph courtesy the National Register of Historic Places).*

*Artifacts recovered from the wreck of the *Defence* include this 16 pounder. (Photograph by Maine Maritime Academy courtesy of the National Register of Historic Places.)*





*MajGen Graves B. Erskine, USMC (Retired).*



## Erskine on Leadership

One of the outstanding leaders of Marines in our history was the late Gen Graves B. Erskine, known as "Bobby" to his close friends and contemporaries, and affectionately as "The Big E" to his admirers and subordinates for his manner of initialing correspondence. Not only was he a highly capable and qualified Marine, he looked every inch a general. He celebrated his 21st birthday as a Marine platoon leader in the front lines in France in World War I and his subsequent pre-World War II career was almost equally divided between staff and command assignments, with considerable schooling in between both as an instructor and as a student. In World War II, General Erskine commanded the 3d Marine Division at Iwo Jima and later, during the Korean War, FMFLant.

In the course of one of the sessions of his Marine Corps Oral History Program interview, he was asked what he thought were the essential elements which make a good field commander, from platoon level on

up. His answer was to the point and almost classic in its simplicity:

"The first thing, a man should know his business. He should know his weapons, he should know the tactics for those weapons, and he should not only be qualified for the grade that he is assigned in, [but] at least for the next higher grade. He must be a man who has a great deal of dedication, he must have . . . a very high regard for accomplishment, and a feeling for his men. He should be a man who never thinks about the number of casualties that he may get when he goes into combat, but one who thinks of every possible way to train his men so he can bring the maximum number back . . . Regardless of the casualties, we want to bring every possible man back, and the way to do that is to have them as highly trained as you can possibly do within your ability."



# People and Places

On 28 March the History and Museums Division hosted an afternoon's visit at HQMC of the Secretary of the Navy's Advisory Committee on Naval History. The Secretary's Committee has 13 members (nine were in attendance) and meets for two days at 18-month intervals. At HQMC they met with the Commandant and then were briefed on progress and plans of the Marine Corps Historical Program.

The Commandant has named LtGen Alpha L. Bowser, USMC (Ret.) and Dr. Richard W. Leopold to be members of the Commandant's Advisory Committee on Marine Corps History for the 1975-78 term. LtGen Bowser, who last served as active duty as CG, FMFLant, will act as chairman of the committee relieving MajGen Donald M. Weller. Succeeding Dr. Gordon A. Craig, Dr. Leopold is currently William Smith Mason Professor of American History at Northwestern University and Vice President of the Organization of American Historians.

In mid-March Mrs. Sheila Waters conducted a professional seminar for the division staff and interested artists and designers in the Headquarters on the uses of calligraphy in design, with emphasis on its use in thematic maps. Mrs. Waters has also designed and engrossed a certificate of appreciation for use by the division and designed and engrossed the Benefactors' Book for the Commandant's House. The book was bound in red morocco and hand tooled by Mr. Peter Waters, her husband, who is a rare book specialist at the Library of Congress.

*Members of the 1975 Secretary to the Navy's Advisory Committee for Naval History. Seated, l to r; Dr. W. J. Bell, Jr.; Dr. R. W. Leopold; Dr. W. M. Whitehill; Dr. C. P. Haskins; MajGen J. D. Hill. Standing, l to r; Dr. G. B. Turner; Dr. F. C. Pogut; VAdm E. B. Hooper, Director of Naval History; Dr. J. H. Kemble; Dr. D. R. Jackson.*







*LtCol Tom D'Andrea, Deputy Director of Museums, accepts delivery of a Grumman F6F-3 Hellcat from Navy Capt Walter Ohlrich.*

At the annual Marine Corps aviation homecoming held at Quantico's air station on 10 May, the museum put eight of its aircraft on display. Four of the planes, an F6F Hellcat, an SBD-5 Dautless, an OIE Bird Dog, and a PBJ Mitchell, were able to taxi into position much to the delight of the large audience.

Reference Section historian Martin K. Gordon achieved a long-sought goal when he was awarded a PhD in American Civilization by the George Washington University on 4 May.

Dr. Russell J. Parkinson joined the History and Museum Division on 8 May. Dr. Parkinson, who holds his graduate history degrees from Duke University, was most recently Professor of History at Point Park College in Pittsburgh. He has also taught at Duke, Stephens College, and the Naval Academy. An Air Force veteran of the Korean War, Dr. Parkinson has written several articles on military aviation topics. He is assigned to the Histories Section.

Two civilian employees of the History and Museums Division were presented awards for their service to the Marine Corps and to the federal government. In a special ceremony on 26 March 1975, the Commandant of the Marine Corps presented a 30-year award for federal service to Mr. Morris E. Perry of the Reference Section. Mr. Benis M. Frank, Head of the Oral History Unit, was presented a 20-year award for federal service. Mr. Perry retired at the end of June.

At the invitation of the Bangor Historical Society, the Chief Historian, Mr. Shaw, spent two days in early May in Maine exploring the area of the ill-fated Penobscot Expedition of 1779. Next January, Mr. Shaw is scheduled to give a lecture at Bangor on the military aspects of the expedition, the largest American amphibious operation of the Revolution. Following the May trip, Mr. Shaw joined Gen Simmons and LtCol Rogers in Boston for the 25th Annual Meeting of The Company of Military Historians, whose theme was "British Boston-1775." At the meeting, the governors of The Company elected BGen Simmons as Treasurer.



The Deputy Director for Marine Corps Museums, Col Nihart, recently spent the month of May in Europe on a busman's holiday touring military museums in France and England. While there he attended the International Military Museum Conference in Paris and had the opportunity to preview the new Royal Marines Museum at Eastney, which was due to open in August.

A Marine Corps theme was inserted into the Army's Bicentennial Symposium on the Military History of the Southwest at Ft. Huachuca, Ariz., 17-21 June. At the invitation of the Army, Col Hart, deputy director for Marine Corps history, gave a talk on the Navy and Marine operations in Old California, 1846-47—operations which, he said, captured California from Mexico before the Army arrived "to serve as occupation troops." Although outnumbered by an Army audience, Col. Hart was amply protected by the Marine contingent at Ft. Huachuca which turned out in force for the talk.

On 18 February, the director, BGen Simmons, spoke at the dinner meeting of the Military Classics Seminar at Fort Myer Officers Club on "Solzhenitsyn as a Military Historian," essentially a critical review (highly favorable) of the Russian novelist's *August 1914*. On 22 February the director attended the Third Annual General Wilburt S. Brown Memorial Military Conference at the University of Alabama at Tuscaloosa. The subject was the Civil War. Next year's conference will have the American Revolution as a theme. On 28 February and 1 March, BGen Simmons was the Commandant's representative at Louisville and other points in Kentucky in an event-filled double-barreled observance of the 30th anniversary of the Iwo Jima flag raising and the beginning of the Marine Corps' 200th Birthday year. Among the honored guests was Joe Rosenthal, the Associated Press photographer who took the famed picture of the flag going up over Mt. Suribachi. (The flag is now in the Marine Corps Museum at Quantico.)



A treasure trove of legislative and fiscal publications relating to the Marine Corps, some going back to the post-Civil War period, were recently given to the division. Several hundred volumes were turned over to our library through the good offices of MajGen Wilbur F. Simlik, Fiscal Director of the Marine Corps. MajGen Simlik's gift was one of several such donations of historical documents which have been discovered recently in the files of various offices at Headquarters Marine Corps.



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