

The War Years In Falmouth

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Falmouth was a town of 4,821 residents according to the 1930 federal census. That number had grown to 6,878 by 1940 and to 8,497 by 1950, a considerable acceleration from the modest rate of growth in the town's first two and a half centuries. This growth and the stirrings of other changes were due, at least in large part, to the effects of the world-wide conflict which we now call World War II.

This account of an eventful era is based on contemporary reports, selected from the weekly issues in the Falmouth Enterprise. It was then published by George A. Hough Jr. with Clara Sharpe Hough as associate editor, and a staff which varied with the vicissitudes of the wartime years. Fifty-some years later, The Enterprise remains in the same family.

The build-up for war came before the war. In Falmouth, the rush to construct Camp Edwards brought traffic and cash income at the start of 1940, both unusual for the winter season. Seventy-two men of Battery G, 211th Coast Artillery (anti-aircraft), the town's National Guard unit, had been mobilized and sent to Camp Hulen, Texas.

The selective service board for the four Upper Cape towns was at work, classifying men for the one year of service required before the bombing of Pearl Harbor on December 7, 1941, and the declaration of war.

Jan. 10, 1941 Two of the five selectees who were sent from Falmouth on Monday morning were rejected by Army physicians at the induction center in Boston. The others were sent to Camp Devens. Members of the Falmouth district selective service board were at the Falmouth station to see their men depart on the 6:42 A.M. train. Present were Chairman Albert E. Landers, Henry G. Haddon and Edward B. Amos, who had to rise early to drive up from Mashpee.

Accepted and sent to Devens were Frederick F. Young, Joseph L. Souza and Manuel P. Dutra. Mr. Young didn't remain at Devens very long. He left last night with 54 other Massachusetts men for Fort Benning, Ga., to join the Second Armored division.

Jan. 17, 1941 Antone DeMello of East Falmouth and Gino Macoratti of Sagamore were accepted as alternates following an examination in Boston on Wednesday and were sent to Fort Devens in Ayer.

Harold English, son of Selectman and Mrs. William E. English, has reported to the draft board in Ossipee, New Hampshire. Mr. English registered while at the family's summer home.

March 7, 1941 As 30 men left on the morning train today for induction into the army, Falmouth's selective service board received word that the first call for colored men is under way. This district will be expected to furnish eight.

Thirty-three men were to have left this morning in answer to the fifth call for men from the Falmouth quota of 75 before July 1. Three this week obtained last minute deferments. Their substitutes will leave with any replacements called for by rejections from the group of 30 when they receive physical examinations in Boston.

There will be a sixth call for white men before the colored group goes. Notification of the imminence of



Sgt. Joe Louis, heavyweight boxing champion of the world from 1937 to 1949, was drafted in 1942 and was in the Army four years, visiting hospitals and bases and fighting 100 exhibition bouts. This enthusiastic crowd was at the Mashpee USO which, like all Army service clubs of the time, was racially segregated. National Archives photo. Courtesy Camp Edwards Public Affairs office.

this call No. 7 said, "Massachusetts is to produce 175 colored men between 19 and 25. Call No. 7 offers this race the chance they have requested repeatedly. Your board has a fairly large group of colored registrants many of whom will volunteer if they are advised that the army wants them. Will you notify these registrants and ask them to volunteer?"

Temporarily, draft calls for Massachusetts were extra-heavy as the War Department wanted to fill the ranks of the 26th (Yankee) division, a National Guard unit, with men from Massachusetts. The local draft board began to run out of men.

March 14, 1941 Falmouth selective service board hopes to send off at least 11 men on Saturday morning and necessary replacements to complete the current call on the following Saturday. Three more white men and six colored men are to go on March 24.

Tomorrow's selectees are part of the fifth call for men from Massachusetts draft districts. Heavy rejections after Boston physical examinations of men sent on the fourth call and the size of the fifth call have made it difficult for the local board to muster the required men this week.

Among the men due to leave here tomorrow morning are: Alden I. Lopez, Victor A. Silva, Arthur F. Smith, George F. Aylmer Jr., Dante Galleriani, Albert Johnson, Colombo A. Mula, George Renault Morin, Anthony P. Lema, Edgar F. Tobey, Frank G. Barrows. Already scheduled as possible replacements to leave on March 22 are Wilfred L. Wyatt, Ralph H. Lewis and James Q. Cobb. Volunteers to go in the colored quota on March 24 are Joseph Andrade Jr. and Manuel Cruz of Teaticket.

Members of Battery G, mentioned above, kept their Falmouth families up to date on their circumstances at Camp Hulen, Texas, with a stream of letters. An Enterprise story reported that, after the first few weeks, the rainy season tapered off. The Guard unit's first nine days at the new camp had been steady rain.

Nov. 15, 1940 There was a disagreement in letters as to whether some of the boys had been bitten by spiders. Some mentioned by name those who had been bitten and said that they were getting better. Others emphatically labeled any stories about spider bites as "baloney".

There is no disagreement on the fact that the boys are working hard. Although camp life has settled down to



First military occupants of the future Camp Edwards, men of the 68th Coast Artillery Regiment (AA) arrived in September of 1940 and lived in these tents until November, when the first of the new wooden barracks buildings could be occupied. Fred S. Howard photo service, Falmouth Heights.

routine, drilling takes up much time and effort. No one complains of the work and most say that it is just what they expected.

Most of the boys are satisfied with Palacios. Restaurants remind the boys of home for they advertise that they are "right on the bay" and specialize in shore dinners, fish, and lobster. One boy sent home a restaurant menu to show that prices are about the same in Palacios as in Falmouth. Hamburgers are 15 cents and shore dinners are \$1.25.

The town they had left behind them was undergoing changes, initially from the flood of workers who responded to opportunity of work on constructing Camp Edwards.

Closely identified with the development of Camp Edwards from the very start was Colonel Oliver B. Brown. He was a National Guard engineer officer in the 1930s when he was hired to survey the boundaries of the military reservation, lay out roads and construct the water and sanitation systems. The job grew vastly as plans for the camp changed from a summer bivouac for Guard units to a division-size training center.

He bossed WPA workers in the early days, and was construction superintendent when contractors and as many as 18,000 workmen put up 2,200 buildings in nine months. [After another Army construction job, an ammunition depot in Iowa, Col. Brown was assigned to Europe. Now 94, he still makes his home in Falmouth.]

July 16, 1940 A new program for longer working hours for W.P.A. workers on the new Falmouth Military Reservation was inaugurated Monday. It consists of five working days a week, seven hours each, with a limit of 140 hours per month to each man. Laborers formerly earning from \$12 to \$14 a week may earn \$17.50 under the new program.

Commencement of the new work program was made the occasion of a ceremony. Except for a long delay, it came off nicely. The delay was due to Governor James M. Curley's late arrival. Administrator Edwards, Regional Director Robert F. Cross and the military

men were ready at 2:30 P.M. So were the W.P.A. workers, who knocked off early for the affair. Actually it didn't get underway until about 5 P.M., and Monday was a warm afternoon.

The Enterprise published results of a survey of room rentals. Half of the town's 3,237 assessed dwellings were open year round and 30% of the 34 houses sampled had taken in construction workers, an average of four or more roomers to a home. That worked out to 2,400 roomers in the town.

Some homeowners had never rented rooms before, some only in the summer. In many of these instances a desire to help out workmen who were looking for rooms rather than the idea of making money from them prompted Falmouth residents to open their homes to strangers.

Nov. 1, 1940 In the cold dusk of one late afternoon last week, a woman on Locust street found herself unable to turn away two men who came looking for rooms. Although she had had no need or desire to take in roomers before the men came to the door, she found that they were trying her as a last resort and accordingly fixed over her maid's quarters for them.

No one was found who was disappointed in her roomers. The woman of the home usually had nothing but praise for the people who were staying with her.

"I have never seen such a nice crowd of workmen," said one woman on Palmer avenue. "They are all superior men, considerate, and with nice manners."

Another woman on Palmer avenue found that four of her 12 roomers were college graduates, one or two years out of school. A man in West Falmouth who is working at the camp as a carpenter, graduated this summer from law school and is filling in with this job while he makes arrangements for establishing a practice. He is considering Falmouth as a place to open his office.

So pleased with the arrangement are most of those who have rented rooms that they allow their roomers

the run of the house. After work and dinner the men use parlors and dining rooms to read their papers, smoke their pipes, and talk over the day.

One unlooked-for problem brought by the construction boom was a plethora of \$20 bills.

Oct. 25, 1940 The Walsh Construction company paid 14,164 employes and disbursed \$625,000 in doing so. The money comes to the camp by armored car and is disbursed in cash pay envelopes. The many men getting more than \$60 a week usually find three \$20 bills in their envelope. One Falmouth store was asked to change 27 \$20 bills in succession a week ago. After exchanging several for small purchases the proprietor insisted on a policy of "buy enough and I'll change it."

While Falmouth's Main street was thronged, for the season, the real pressure of traffic came on the highway north from the camp entrance to the bridges.

Oct. 25, 1940 Route 28 is now a one way road between 7 and 8 A.M. and from 4 to 5:15 P.M. In the morning cars coming to the camp from the bridge have the road to themselves. In the afternoon traffic is one way off the Cape. At these periods the opposite flow of traffic is routed over the old county road.

Since employment at the camp began to reach large proportions, Bourne Road has been the scene of heavy congestion when men were going to work on the day shift which starts at 8 A.M. and again in the afternoon when this shift leaves work.

More workmen are employed on the day shift than on the other two shifts together. From 8 A.M. until 4 P.M. a full force is at work which includes carpenters, laborers, mechanics, plumbers, machine workers and the large mechanical apparatus used on the heavy work. During the night shifts work is concentrated on coordinating what has been done during the day and preparing for the next day.

When the day shift stops at 4:00 P.M. workmen pile into thousands of cars and head for their homes. The majority of them go by way of Route 28. At first one policeman was stationed at the Route 28 intersection. He held up passing traffic to allow the workmen to get through.

Cars came down the road from the camp three abreast, forcing everything going into camp off the road. To meet this problem, Walsh headquarters held up other camp traffic. Trucking of lumber was ordered stopped for two hours to keep the road free of incoming machines.

Many of the cars were old. Their owners cared more about getting home than they did about what happened to them. When front and rear bumpers locked, instead of getting out and clearing them by prying them apart, the rear car would lock his brakes while the car ahead shot forward and wrenched clear. Cars in a hurry shot from lane to lane between front and rear bumpers of slower cars. Everybody shouted at everybody else and tried to get ahead of his neighbor. The result was headlong confusion.

By last weekend state police were posted along Route 28 during the rush hour. One took the traffic as it came out of the camp road four abreast and narrowed it down to three cars. Over the first hill another state policeman went to work on the line and held it steady, repressing those who attempted to break out of line. This went on all the way to the Bourne bridge. Intermittent traffic was allowed toward Falmouth.

There was still delay in getting cars from the camp to the canal. It took some car drivers two hours to make the ten mile trip.

Nov. 1, 1940 Arthur W. Harper, manual training and mathematics teacher at Henry W. Hall school, was injured Saturday night in a fall at Camp Edwards where he has been employed as a carpenter.

Mr. Harper was on the ground with the rest of his crew when a steam shovel-crane got out of its operator's control and the bucket began to swing around. The heavy iron scoop bashed over an electric light carrying truck and started swinging in the direction of Mr. Harper and some other workmen. As they all dashed to a safe area, Mr. Harper stepped in a trench and fell, breaking his right arm.

The accident happened shortly after 9 P.M. After he was treated at the camp by Dr. Charles L. Holland, camp surgeon-in-chief, Mr. Harper had to wait until after midnight when an ambulance finally arrived to take him to Tobey Hospital in Wareham where he is now recovering. The arm was broken at the shoulder socket.

Other Falmouth teachers still employed at the camp are Wilbur M. Merrill, manual training instructor, and Farnsworth K. Baker, teacher of Latin and mathematics at Lawrence high. They are carpenters, employed on the night shift.

Jan. 17, 1941 (From an occasional *Enterprise* column, "Flotsam and Jetsam") One hammer beats rat-tat-tat in the hands of a carpenter at work. Beats of thousands of busy hammers fuse into one solid, continuous volume of sound.

A myriad of 17-year locusts sang in Falmouth trees last summer. Their thousands of individual notes blended into one steady hum which filled the air. So the bang-bang of thousands of hammers melted and mingled in one far-reaching hum at Camp Edwards at the height of barrack building there.

Major Raymond L. Hemingway, veteran soldier and newspaperman now with the Walsh Construction company at Camp Edwards, recalls this phenomenon—an ear filling drone of hammers—suggest the magnitude of operations on Cape Cod's military reservation. It is only by fragments of fact and observa-

tion that the size of the endeavor at Camp Edwards can be grasped.

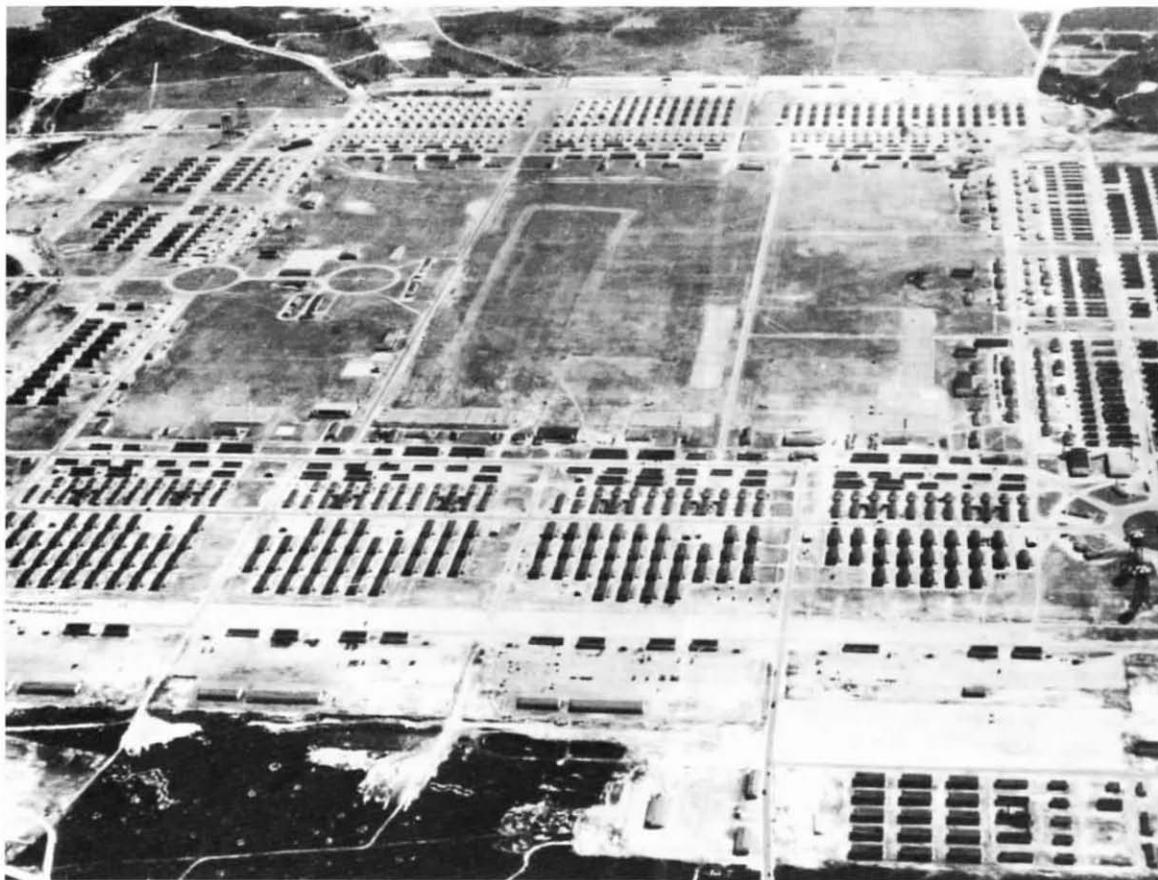
To say that 50,000,000 feet of lumber has been turned into buildings at Camp Edwards means nothing to the majority of us who can't visualize the pile that would make. To drive up and down the streets and count barracks is merely to lose count. The sprawling monotony of identical buildings deadens comprehension. Under the obvious sameness is hidden a maze of intricate differences—the result of years of planning to be ready to build such a self-contained camp city in a hurry.

Like the pervading song of the 17-year locusts this hum of hammers beating and men at work told of ceaseless activity. The locusts destroyed as they sang. The hum at Camp Edwards recorded construction on a vast scale; in amazing orderliness and haste. Few stories of what has happened at Camp Edwards appeal more to the imagination or suggest better what has been going on there.

Jan. 24, 1941 Starting with the arrival of advance detachments last Saturday units of the 26th (Yankee) division have rolled daily into Camp Edwards. By Tuesday the entire division will be housed in this newest army cantonment.

Major-General Roger W. Eckfeldt, the division commander, arriving Tuesday noon, was greeted in a formal reception by a 13-gun salute; an honor guard from Battery B, 68th regiment, commanded by Lieutenant Max Popernik; and Colonel Charles B. Meyer, whom he relieved of his duties as post commander. Participating in the reception were Lieut.-Colonel Paul Murray and Major James V. Walsh.

It was the only formal ceremony marking the arrival of the Yankee Division which is coming here piecemeal. General Eckfeldt said he was satisfied with arrangements here for housing the troops. He said the soldiers coming here will concentrate wholly on tacti-



Aerial view of the new Camp Edwards, a huge quadrangle of barracks and administrative buildings surrounding a parade ground. Thomas J. Walsh arrived at the site of Camp Edwards in the fall of 1940 with a federal contract for \$7,240,462 to erect a barrack city to house 30,000 men in 75 days. He put out a call for 5,000 carpenters. Within a month he had men working on three shifts, at the November construction peak there were 18,343 employees and buildings were going up at an average of 30 a day. National Archives photo. Courtesy Camp Edwards Public Affairs office.

cal training. The general is expected to move today to the cottage built for him.

Seven women nurses assigned to the new hospital at Camp Edwards arrived Wednesday, the vanguard of a first contingent of 20 which will be increased eventually to 150. They began their duties the following day, caring for about 40 patients.

Miss Vera A. Lawton, who will head the army nursing corps here as chief nurse, is a veteran and upon her arrival renewed a friendship with Lieut.-Col. Harry A. Clark, commanding the station hospital. They first met in 1925 at the Sternberg general hospital in Manila, Philippine Islands, and came back to this country on the same boat after two years' service there.

Miss Lawton has been an army nurse since the war days of 1917. Her home is in Fulton, N.Y. She came here from West Point where she was stationed in the U.S. Military Academy hospital. She was promoted to first lieutenant in the nurses' corps January 8.

"All this reminds me so much of the World War days," remarked Miss Lawton as she surveyed the hospital plant.

The nurses arrived Wednesday individually or in pairs on the train, were met in Falmouth by a medical detachment officer and brought to the camp to meet Colonel Clark. They were settled in the newly built barracks in sparsely furnished rooms, where an iron army cot is the principal item of furniture.

Feb. 14, 1941 Six of the eight new cottages built at Coonamessett Ranch by the Coonamessett Ranch Association are already occupied.

Occupants of the cottages will be these men of the 208th regiment:

Lieut.-Colonel Walton A. Smith, Woodbridge, Conn.

Major Richard Henderson, Hartford.

Captain John J. Eagan, Hartford.

From the 102nd regiment:

Captain John J. Day, Buffalo.

Captain Edwin D. Hogan, Buffalo.

R. H. Hopkins of Hatchville has leased the other cottage. All of the rentals were by the office of Kathryn Swift Greene.

Cottages were all designed by American House, New York architects. They were all pre-fabricated.

There are two sizes for the houses. The large cottage has two double bedrooms, a large living-room with pond view, bath, dining-room and kitchen. Single cottages have one double bedroom, a smaller living-room, dining-room, and kitchen.

The houses are completely furnished. Single cottages rent for \$60. double for \$75. a month.

Feb. 21, 1941 Nazi soldiers in Denmark seem a far cry from the Oceanographic Institution in Woods Hole, yet Woods Hole Oceanographers found themselves missing the good old days when, about a month ago, they found their supply of standard solution for measuring the salinity of water, a basic necessity, running low.

This standard has always been prepared in Copenhagen by Professor Knudsen who personally took it upon himself to see that institutes concerned with oceanography all over the world received the standard which he prepared and thus used as a basis for tests a measure which had been agreed upon by everyone.

If one laboratory's supply was running low, they would notify the professor, and he would start a shipment to them immediately. Then came the Nazi invasion, and Dr. Knudsen's shipments stopped. No one has heard from him since.

Without this accepted standard, there is no way in which experiments in some departments of oceanography can be accurately carried on. Without Professor Knudsen's standard solution, there could be no common measure.

In the face of this difficulty, Floyd M. Soule and Clifford Barnes of the Woods Hole Institution decided to

The Falmouth Marine Railways sheds and facilities on the west side of Falmouth inner harbor were leased and operated by the Army in the early years of World War II, as a center for fitting out and repairing landing craft. For a time there were rows of tents on the opposite side of Scranton Avenue, shelter for the men who were learning the skills of amphibious warfare. The Army also leased the old Tower Hotel across the harbor.

Fred and Beatrice Wormelle had only recently, in 1939, bought the former James Hoyt boatyard and had begun replacing its old buildings. They rebuilt two marine railways, built a new pier, and started on the row of 42-foot wide bays, 100 feet deep between Scranton Avenue and the harbor, which remain substantially unchanged.

Plans changed when Col. Arthur G. Trudeau, who was to be first chief of staff of the Engineer Amphibian Command, arrived to say the Army wanted the yard. The Navy had already taken the biggest vessel in the yard, the Casey-built ketch *Kingfisher*, owned by Mrs. Wormelle's father, Fred C. Phillips.

For the yard, the Army offered a choice: lease or taking. In case of a taking, Mr. Wormelle learned, he would have no priority for buying it back after the Army was through with it. So they leased it, and had a week and a half to get the private boats stored there out. Most were moved across the harbor to the Frost yard.

The Army hired most of the boatyard crew and also Mr. Wormelle, but had no job, office or even a chair for the boatyard owner, so he worked at machinery maintenance for the duration at his father-in-law's firm in Stoughton. He did occupy a

chair at Camp Edwards for one long day. The Army had taken everything in the yards stockrooms, but had not paid anything. Fred Wormelle sat down in the Camp office and announced that he was staying there until he got a check. After a long, long day, he got one.

It turned out to be a short lease, about a year and a half.

They discovered the harbor freezes over, said Mr. Wormelle. The first winter they shipped all the gear to Carabelle, Florida. The larger landing craft made the coastwise trip by water, smaller ones went by rail. The next summer they were back, but soon the amphibian engineers were needed in the South Pacific, North Africa, Sicily and Italy, and eventually France.

The Army did construct a bulkhead along the shore in front of the boat sheds. A ramp was built from Scranton Avenue directly into a shed for easy transfer of the landing craft. The Army installed a concrete floor in the sheds, which the owners have found practical and useful.

Mrs. Wormelle for some months kept the books of the boatyard in a small house which was just north of the main sheds. She had a front row seat for an incident which generated much laughter in wartime Falmouth. Lieut. General Brehon Somervell, commanding the Army Service Forces, was visiting and launching of a landing craft was scheduled. It slid down the marine railway on a carriage, flags flying. When it reached the water it kept on going down. The drain plugs, removed for its stay on shore, had not been replaced.

take matters into their own hands and duplicate as nearly as they could the work of Professor Knudsen.

Last week the ketch *Atlantis* was sailed to a point 200 miles south of Cape Cod and water from a depth of 500 meters was taken aboard. Returning to Woods Hole Mr. Soule and Mr. Barnes immediately set to work, bottling it in tubes for shipment to other laboratories. When the other labs receive the shipments, oceanography work can again go on, this time with a standard prepared at Woods Hole.

Feb. 28, 1941 Full details of the \$18,000,000 supplementary appropriation required for completing Camp Edwards were explained today by the War Department.

The requested new appropriation is to care for increased costs of the original plans, increased costs of supplementary work and essential additional outlays. The \$18,000,000 is asked in a supplemental national defense bill which was recommended to the House this week by its important appropriations committee.

As far as possible all work now under way will be carried out without letting new contracts and largely in the hands of the same supervisory officers, it was announced.

Just where the new funds will apply on the project is a matter for exact figuring, because in some cases materials cost more than anticipated; in practically all labor classifications rates have been higher than estimated; and weather conditions have been an expensive factor.

The grand total estimate for the project now stands at \$29,000,976.

March 7, 1941 An armed torpedo boat which is expected to better the performance of present units of this country's "Mosquito Fleet" is being developed at the Frost boatyards, Falmouth Heights, by its inventor, Thomas A. Edison Lake, son of Simon Lake, designer of the first successful submarine. Backers of

the project are Morris P. Frost and George B. Cluett, 2nd of Falmouth.

Mr. Frost was ordered to go to Boston this morning with the week's draft quota but at the last minute he obtained a deferment from the draft board on his representation of the importance of his work on the new boat.

Although Thomas Lake's boat is similar in purpose to present torpedo boats, it is a violent contrast in appearance. It has an airplane-like fuselage set upon three pontoons, two forward and one aft. The two units, fuselage and pontoons, are connected on the knee-action principle to eliminate shock.

The fuselage itself rides clear of the water. The two forward pontoons each carry engine and shaft leading to a marine propeller. These pontoons bank automatically when a turn is made. Steering is accomplished by the operator's control of the rear pontoon.

A wide area of private property around Camp Edwards is sought for use in the maneuvers of the soldiers at Camp Edwards. A detail of Army officers and civilian assistants are now interviewing property owners to obtain trespass rights on their land. This practice was followed in northern New York last summer to make possible the extensive field maneuvers there.

The Army pays nothing for the trespass rights. Officers explain, however, that the owner who signs a release is assured of simple procedure in collecting compensation for any resulting damage.

Most of Mashpee, the town center included, will become a training area when collection of trespass rights is complete. Additional areas will be lined up in North and East Falmouth, in Bourne, Sandwich and part of Barnstable. Completion of this work by the Camp Edwards real estate and claims board is set for May 1. Investigators have been at work in Falmouth

town hall listing the owners of the desired property in this town.

Where releases are refused, the plan is to post the land and keep off of it but the Army argues that such refusals put handicaps on the training program.

March 14, 1941 The first dance sponsored by the Outlook Club junior hostess committee, held Saturday evening at Legion Hall, was highly successful. More than a hundred soldiers from Camp Edwards attended, in relays, to dance with 19 junior hostesses and with patronesses. Some soldiers arrived early and announced that they had to leave early. When the early arrivals said good-night at 10:20 their places were filled by boys who had later leave. The junior hostesses were kept busy and reported an enjoyable evening. Boys and girls both wore slips of paper with their names, and cutting in enlivened dancing and gave all the guests an opportunity to share dances with the hostesses.

Junior hostesses at Saturday's dance were Misses Blanche Hall, Nancy Baker, Hope Cheverie, Bertha Jenkins, Lillian Parker, June Brill, Dorothy Lefevre, Jean Hall, Claire Higgins, Eunice Sylvia, Anna Ferreira, Dorothy Eldredge, Elizabeth Dummer, Mary

Cobb, Winifred Weeks, Barbara Welch, Mary Ade, Margaret Medeiros, and Margaret Wright. Patrons and patronesses included Mrs. Maurice F. Watson, committee chairman, and Mr. Watson who had charge of the recording machine for music, Mr. and Mrs. Russell B. Marshall, Mrs. K. C. Ballard, Mrs. John E. Ellery, Mrs. Charles A. White, and Mrs. Thomas A. Eastman.

May 30, 1941 Tonight (Thursday) will begin the biggest exodus of soldiers from Camp Edwards since it was activated. Seventy-five percent of the men, about 18,000, head for homes and nearby cities on their first three-day furlough ending Sunday night. While troops of the 38th Anti-Aircraft Brigade and special units training here may leave Thursday night, members of the Yankee Division will delay their departure to Friday morning because of the divisional review tonight.

In all, ten trains, the first leaving at 8:15 A.M., soon after the Memorial Mass on the parade ground, will transport thousands of men to all parts of Massachusetts.

A special train to New York and Wilmington, Del., has been arranged to leave shortly after 10 P.M. Thursday with hundreds of members of Delaware's 198th Anti-Aircraft regiment. They will leave Wil-



Longest-lasting reminder of World War II on Falmouth's Main Street was this building, constructed as a service club for soldiers. Still often known as the USO, it was the town's recreation center until it was replaced in 1988. Courtesy *The Enterprise*.

mington Sunday afternoon and arrive here at midnight.

May 30, 1941 Cape Cod Bus Lines started a regular summer schedule connecting Falmouth, Camp Edwards and Hyannis. There might be added another bus later in the season if traffic warrants it. Buses leave the Village Green in Falmouth, stopping at the Community Center and a central depot at Camp Edwards. Passengers will be picked up and discharged anywhere en route.

June 6, 1941 Prepared to participate in the first maneuver of its kind in Cape waters, 1,000 soldiers of the 16th Infantry from Fort Devens were expecting this morning to begin assault boat drills at Old Silver Beach. Members of at least two 68th anti-aircraft batteries, B and G, were encamped on Sandwich shore, preparatory to undergoing similar drills.

Conflicting reports which army officials refused to clear up on the ground that the entire maneuver is "secret" circulated around the Sandwich Coast Guard station, where 300 members of the 16th Infantry and 68th from Camp Edwards are living in tents, and the State Pier in Buzzards Bay where the *S. S. Kent*, a former Merchants & Miners passenger-freighter converted into an army transport, tied up during yesterday's storm.

Original reports indicated the maneuver was designed to drill the soldiers in debarking from a transport and landing on hostile shores but subsequent reports stated it was part of a gigantic First Division plan to defend New England against a mythical invader.

June 13, 1941 Summer visitors turned out strong Monday to watch the First Division's 16th Infantry from Devens demonstrate assault landings on Old Silver Beach, West Falmouth, for Gen. Drum, the First Army commander, and First Assistant War Secretary McCloy.

A thick fog shrouded Buzzards Bay when the soldiers clambered over the side of the transport *Kent* to "Y" boats and lifted as the boats loaded with shock troops dashed for shore, machine guns in their prows spitting fire and smoke from blank cartridges as they neared shore.

Secretary McCloy got sand in his shoes when he footed it across 200 yards of beach to the army headquarters on the shore after his car got stuck in soft sand. Later he ate roast beef and mince pie with Gen. Drum and other officers in a tent on the beach, fanned by cooling breezes from Buzzards Bay.

An \$75,000 yacht, *Dot 3* operated out of Wild Harbor near New Silver to take the visiting celebrities out to observe the operations alongside the *Kent* and dash for shore. It's owned by Clarence M. Cobb of Brookline, who said the yacht is the first loaned to the Coast Guard in this district.

June 27, 1941 What would happen if German bombs fell on Falmouth was discussed Tuesday night at a meeting of the Falmouth public safety committee called at the fire station by chairman James McInnis.

Mr. McInnis named James M. Pafford as town air raid warden. Mr. Pafford has accepted the appointment. When instructions are received from state headquarters, a corps of deputy wardens will be organized by Mr. Pafford. They will function with the town protective committee which will be a sub-committee of the group headed by Mr. McInnis. As a member of this committee, Fire Chief Wells will organize a body of volunteer firemen. As another member, Police Chief Baker will form a volunteer police force.

Chief Wells, who is taking a course in air raid work in Boston, explained that an air raid report center will be set up in Falmouth. Logically, he said, it will be in the central fire headquarters.

"Of course nobody will try to bomb Falmouth", said Chief Wells, "but suppose German bombers try to



Line of LCMs (landing craft mechanized) reach the beach at Washburn Island. The entire 300-plus acre island was leased by the Army for \$3,500 a year. National Archives photo. Courtesy Camp Edwards Public Affairs office.



Heavy wire netting helps trucks unloaded from landing craft cross the soft sand of Washburn Island. National Archives photo. Courtesy Camp Edwards Public Affairs office.



Even a jeep bogs down in deep sand as it tows a 37- mm. gun from landing craft to Washburn Island beach. EAC photo. Courtesy *The Enterprise*.



Landing Ship Tank brings a deckload of Army trucks to the beach at Washburn Island during an Engineer Amphibian Command exercise in 1943, in preparation for invasions in Europe and the Pacific. EAC photo. Courtesy *The Enterprise*.

reach Boston and are driven off! They might conceivably fly over Cape Cod and unload their bombs."

June 24, 1941 Trinidad is not full of insects and snakes, and weather in Trinidad is not oppressively hot, John R. Augusta reported this week. Mr. Augusta, who went to Trinidad in April with the first of the Walsh company employees from Falmouth, returned Sunday for treatment in a Boston hospital after a slight accident. He slipped on a wet board in a tropical rainfall and fell full length face down. Physicians at the Trinidad hospital feared he might have internal injuries because of a serious operation a year ago, and urged him to return home for x-rays.

Mr. Augusta was by no means on a vacation. He was foreman of a crew of 500 natives, on the job from 8 A.M. to 4 for seven days a week, with Easter Sunday his only day off in the four weeks he was putting through a construction job in record time. He and Harry W. Backus of Tennessee, engineer on the job, were highly commended for erection of the radio site for the Walsh government construction, a job completed in four weeks instead of the seven allotted for it. The two white men with the crew of 500 natives cleaned a jungle area of 1200 square feet, built a road, drained a swamp, and erected buildings, antennae poles, and fence, ready to be taken over by government officials.

Other Falmouth men in Trinidad are in good health and on the job, Mr. Augusta reports. George DeMello is working as a carpenter, John DeMello as a plumber. William G. Caldwell is a labor foreman. Ralph D. Simoneau is in the delivery room of the carpentry shop. Benjamin Azvedo is in the sawmill. Robert Carey and Gordon D. Massie are working as machinists. Mrs. Charles A. Jordan is in charge of the big special switchboard installed by the Walsh company.

Mr. Augusta plans to return to the Walsh company after he has had x-rays at Massachusetts General Hospital and made sure that he was not injured in his fall.

"If I could gain weight on my job it shows it's a good place to work," he says.

Dec. 12, 1941 Part of Falmouth had air raid "nerves" on Tuesday. Most of Falmouth went about its business as usual. Volunteers in the civilian defense organization quickly responded to what they had every reason to believe was genuine warning of enemy airplanes.

While the air raid force coolly manned stations, business stopped in the vicinity of many radios. Hectic bulletins of the approach of mysterious bombers and defense flights from American fields upset clerks. Customers listened and discussed war instead of shopping.

By word of mouth, news of the air raid warning center activity spread. Dismissal of school children seemed to add weight to the threatening tone of radio broadcasters. It was a unique day in Falmouth history with an atmosphere of excitement and suspense on the one side and on another apparent indifference or unawareness of what was in the air. Main street activity went on as usual. Business as usual was the order in town hall, at the bank, in the post office and many other places.

As the day waned, puzzlement succeeded apprehension in the minds of the public. Evening newspapers which came into Falmouth treated the day's alarm as genuine and made a mystery of what had happened to the sighted enemy planes. Consensus of the next day's investigation was that the scare started in misunderstanding of a telephone conversation between Governor's Island in New York harbor and Mitchell Field. A wild rumor was translated into coastwide alertness to repel invaders. Army commanders sent planes aloft and trained anti-aircraft guns on the sky.

Falmouth folk had the consolation that officials generally took the warning as authentic. In Massachusetts even the governor was hoaxed.

"Although the raid turned out to be a test, rather than the real thing, it certainly was valuable experience," said Dean F. Bumpus, chief air raid warden after the day was over.

Women of Falmouth have an important part to play in defense of the town. Training of volunteer workers, which began early last fall, is continuing with formation of new classes for air raid wardens, motor transport corps, first aid, and canteen work next week. Enrollment has already begun for the short courses which when completed will make any woman eligible for real defense work. Work ranges from driving ambulances filled with wounded to caring for children whose mothers are out driving ambulances. There is a place for almost every woman's talents in the defense plans of the town committee.

Mrs. Chandler H. Wells is head of the women's defense division of Falmouth. Mrs. Wells has completed courses in motor transport and passed examinations which brought her a certificate in that branch of work and the rank of lieutenant in the motor corps. Her first assistant is Mrs. Roger A. Murray, who also holds the rank of lieutenant in the motor transport corps. Mrs. Wells said this morning that volunteers are wanted as ambulance drivers, as first aid workers, air raid wardens, and canteen workers. The main report center, at Falmouth fire station, also needs volunteer workers as clerks, telephone operators, and map spotters.

Mrs. Francis Minot is in charge of ambulances. Mrs. Arthur Goldberg is head of the first aid center. Beach wagons, with or without drivers, are needed to serve as ambulances. Registered nurses and women who hold Red Cross first aid certificates are wanted as first aid workers.

Dec. 19, 1941 Falmouth's two air observation posts, at the Fred S. Howard home in Falmouth Heights and the airport in Hatchville, will continue on 24-hour duty until contrary orders are received from State

Legion headquarters, Allan C. Williams, chief observer, said this week. With Alton J. Pierce, legion commander, Mr. Williams issued a second urgent appeal for volunteer observers, to relieve pressure on the men and women now giving their services.

"We need 116 men and women to properly organize these posts on the basis of three-hour shifts for each observer," Mr. Pierce said. "The posts are our first line of defense. If we can intercept the enemy's planes before they reach their objective, we will not experience the disaster which occurred at Pearl Harbor. We must sacrifice some of our pleasures at this time of need. Stop and think of the extreme sacrifices the boys in the military services are making."

The posts now operating were first set up by the Legion a year ago. Except for a few drills, they did not go into action until Sunday of last week, when the Japanese attack on Pearl Harbor came. Since that time they have been on 24-hour duty, with women, drawn mostly from the Legion auxiliary, watching during the day, and men serving from 6 P.M. to 9 A.M.

Functioning of the post follows the army's highly-developed plan. Observers are equipped with prepared blanks, known as "flash message forms". On these, under numbered headings, are spaces to note (1) the number of planes sighted or heard; (2) the type of planes—single, double, or multi-motored; (3) whether the planes were seen or heard; (4) the altitude estimated; (5) the code name of the observation post; (6) the direction of the planes from the observation post; (7) the distance of the planes from the post; and (8) the direction in which the planes seem to be headed.

When a plane is sighted or heard, the observer immediately notes as many of the details provided for on the blank as he can, and rushes to his telephone. When the operator answers, he says only "Army flash", and he is immediately connected, by a high-priority, Government-collect long-distance call, to the

Army information center. The army receiver, on the other end of the phone, answers by saying "Army Go Ahead Please", and the observer begins by repeating "Army Flash". He then reads off the details noted on his message form. When he is through, he waits until the receiver has said "Check-Thank You", and then hangs up to leave the lines clear for other messages. He then files the message for the post records and returns to his outside position.

It is expected that an observer be on the phone within 15 seconds after sighting or hearing a plane.

May 15, 1942 Oswald H. Beames of Quissett was elected commander of Buzzards Bay flotilla No. 602, Coast Guard auxiliary, at a meeting held Saturday evening at the Cape Codder hotel. Mr. Beames transferred his membership from Falmouth flotilla No. 610, of which he had been secretary. Also elected were Charles L. Eldred, vice-commander; and John R. Peterson, junior vice-commander.

The meeting was conducted by Commodore H. Perry Collins, First Naval District, U.S.C.G.A., of Boston and West Falmouth. He explained the necessity of two separate flotillas in Falmouth because of the two bodies of water surrounding the town. The area of the Falmouth unit will include the sound waters, that of Buzzards Bay the eastern half of Buzzards Bay, roughly from the northern part of West Falmouth to Cuttyhunk Island.

Membership in auxiliary flotillas requires a 25 percent ownership of an eligible boat. All seaworthy in-board craft more than 16 feet in length are eligible. When placed on duty the boat becomes a reserve vessel of the Coast Guard for the period of service, to be available at all times to supplement or relieve boats of the regular Coast Guard.

What will probably be final rules and regulations for small boats were issued April 27 by the Navy and Coast Guard, announced Chief Boatswain John L.

Wilson. The rules now permit the owner, agent or master of a motor boat to obtain from the captain of port a license to operate, good for one year, in local waters. This license replaces the departure permits formerly required every time a vessel left port.

Mr. Wilson expects to exercise the rule permitting him as captain of port to issue necessary war regulations on boating by forbidding most boats to travel at night except in emergency.

Anyone who applied for an identification pass may call at the Coast Guard office in Woods Hole during office hours, 8:00 to 4:30, to learn if his pass is ready.

Three days of registration for gas ration cards ended last night with Falmouth issuing the most cards of any Cape town. Paul Dillingham, county registration director, said soldiers from Camp Edwards swelled Falmouth figures until they topped Barnstable's registration by 9 cards.

Fifty-two per cent of Falmouth registrants received the coveted B-cards which provide 57 gallons of gas for use between now and July 1. The county percentage for B-3 cards was 45. Mashpee with 75 per cent was the only town to exceed Falmouth in percentage of B-3 cards. Barnstable average was 45 per cent; Bourne 50 per cent.

Out of a total registration of 2,637, Falmouth gave out 1,383 B-3 cards.

Beginning tomorrow gasoline station sales are restricted to 50 per cent of their sales volume in the same period last year. So far Falmouth dealers have been operating under a third cut from last year's sales. Commercial users with private tanks are not affected. The commercial station which depends upon a dealer must count upon that dealer rationing his supply so as to spread it out and keep all his customers running. There is no shortage of gas in the Falmouth area.

May 15, 1942 (An editorial) It was, of course, an inspiration to delegate sugar and gasoline rationing to the teachers. By the mere device of closing school, a force of registrars was immediately at hand with time and training in paper work. Moreover, this is a paid force. There would be hardship and difficulty in creating any comparable registration force from other groups in a community.

But this doesn't mean the teachers aren't entitled to credit. They signed up to teach school. Like good soldiers they cheerfully switched over to another and a difficult job. We owe the teachers thanks for applying their intelligence to a difficult task which their efficiency made easier to the public. We owe them thanks

for the out-of-working hours they have devoted to draft, as well as sugar and gas registration.

In the hands of the teachers mass registration has been conducted with an impressive smoothness in Falmouth.

Mostly, we take it, the public has been appreciative. Stories reach us of disappointed registrants who took out their tempers on the helpless registrars. The rest of us also owe thanks to the teachers for putting up with the few boors which the community was bound to turn up.

May 22, 1942 There will be no starting guns for yacht races this summer. This is one of the points brought



German prisoners of war at Camp Edwards processed more than eight million board feet of lumber salvaged from trees toppled by the September 1944 hurricane. US Army Signal Corps photo. Courtesy *The Enterprise*.

out in a letter to club members of Southern Massachusetts Yacht Racing association from Arthur Besse, its secretary. The letter from Mr. Besse gives advice on meeting restrictions which the war imposes upon this season's yachting.

"A Coast Guard identification card must be carried by the owner or skipper of a boat and it is desirable that all regular members of the crew secure such identification cards. . . . Enemy aliens may not be on board in any capacity either within or without harbor limits."

May 29, 1942 (An editorial) Nobody would have criticized Lawrence high school seniors had they gone ahead with plans for a senior prom as usual. Their decision not to hold the dance shows patriotic appreciation of the demand of the hour. As Lyle Long, class president, points out they have made a sacrifice which can be made a help to the war cause. The announced purpose is to buy War Savings stamps with money that otherwise would have gone for flowers, dance frocks and dance pumps.

Pupils and teachers of Falmouth schools have made an enviable record through purchase of \$12,345. worth of War Savings stamps. With the help of the seniors that total will become even more impressive by the end of the school year.

It is appropriate that young men and women who have reached the point of graduating from high school should recognize the serious side of life and be eager to take their part in it. Without any prompting they have seen the chance to do something worthwhile. Parents and the community have reason to be proud of the class which called off the prom to buy a bomb.

May 29, 1942 All householders in the dim-out area were this week asked to pull down window shades at night. The request came from George W. Hill Jr., regional blackout officer. In fact it is a "must" in the revised regulations issued by Mr. Hill.

Brace C. Pinney, Falmouth blackout officer, put it in the form of a request. "I can't see that pulling down shades will inconvenience anybody very much," Mr. Pinney said. "It will help prevent sky glow. Greatest difficulty may be to remember to do it."

Mr. Pinney intimated that the defense officials will have all they can do to see that windows looking out directly on Buzzards Bay and the Atlantic are "completely darkened". He hopes public cooperation in the practice of drawing shades will be willingly given.

Mr. Hill's revised dim-out regulations:

1. Where exit lights are necessary on porches or outside steps anywhere in Region 7 (Cape & Islands), they must be either 6, 7 1/2, or 10 watts each, and installed in or under an opaque shade directing the light downward and allowing no upward light.

2. Windows or openings through which lights would be visible from Buzzards Bay, Cape Cod Bay, and the Atlantic Ocean must be completely darkened.

3. Window shades in homes must be pulled in lighted rooms in all of Region 7 to reduce skyglow. (Street lights are on for reasons of highway safety, and where necessary they have been or will be shaded. House lights, however, are useful only to those inside the house—so pull your shades and reduce skyglow.)

4. Restrictions on auto lights remain the same. Parking lights and 15 miles per hour where lights are visible from Buzzards Bay, Cape Cod Bay, and the ocean side. Down beam is permitted elsewhere.

"Schools must cooperate this year in getting the strawberry crop picked," said Paul Dillingham, school superintendent, after attending the meeting of strawberry growers at East Falmouth school last Tuesday night. It is important to the war effort that Falmouth, which raises 50 per cent of the state's strawberries, should have the \$200,000 crop harvested. Of this money \$60,000 goes to the pickers.

At the meeting a tentative plan was drawn up by which parents of children ten years or older will sign a blank releasing them from school to pick until the crop is in. Growers will call the school stating how many pickers they need. Trucks or cars will call for the children, take them to the fields, and bring them back at night. The pickers will be paid three cents per basket, a cent more than other years. Experienced pickers have earned as much as \$7.50 a day.

In past years the school department has constantly fought the large number of absences during the strawberry season. Since only 25 percent of the normal number of pickers are available now due to defense jobs and to taking the places of those employed in defense work, schools will cooperate with growers as far as possible. Mr. Dillingham says, "It will not only give the children a chance to earn some extra money but since so few days of school remain, the absences will not affect their school work."

Picking hours are apt to be irregular, depending largely on the weather since the berries are never picked while wet. Generally the day starts after the dew is dry and ends at dark.

Strawberries will be ready for picking by the end of next week and will be in season for about three weeks.

A committee of strawberry growers asked help of the selectmen on Wednesday in obtaining transportation for the child pickers. William E. English, chairman of the selectmen, suggested that transportation could be paid from the work relief fund appropriated by annual town meeting. Mr. English will ask the committee which handles this fund to approve the expenditure. He thinks school buses should be used. Calling on the selectmen were Joseph Perry Rose, Waquoit; Jack Sambade, Teaticket; Manuel Souza, Falmouth; and Belmiro Souza, East Falmouth.

Oct. 23, 1942 Falmouth women answered an emergency call from the army this week and did a big job

never rehearsed in civilian defense classes. Soldiers of the amphibian troops all got new sleeve insignia this week and were expected to wear it by the middle of the week. Falmouth women, from grandmothers to high school girls, armed with thimbles and scissors, rode out to Washburn's island in army jeeps and trucks, and faced a mountain of army overcoats, field jackets, and blouses, and an enormous pile of little cloth shields to sew on them. They sewed all day Tuesday, Tuesday evening, and all day Wednesday. By Wednesday night the last sleeve had its new blue and gold shield and the job was done. There were some thumbs and forefingers bound up in adhesive next day, and some weary backs. But all of the women agree they wouldn't have missed the army sewing bee. "It seems



Shoulder patch of the Engineer Amphibian Command showed, in gold on a blue field, an eagle, submachine gun and anchor, representing the Air Force, Army Ground Forces and the Navy, which combined to carry combat troops into action. In one crowded week, 342 girls and women of Falmouth put in 2,309 work hours sewing the insignias on an estimated 20,000 garments. Courtesy Camp Edwards Public Affairs office.

pretty dull just to be at home facing the housework today," said one who had done a two-day stint at the island. "I went right out leaving my breakfast dishes in the sink," said another. "After all, the dishes would keep and the job wouldn't".

March 5, 1943 Taxi service between Falmouth and the camp expanded rapidly during the war. Membership in the Cape Cod Taxi association grew from 13 to 25 and the cabs represented from 50 to 90 by early 1943.

Complaints that the lucrative camp business was limited led to a charge of unfair labor practice filed by Falmouth Local No. 22 of the American Labor Union Inc. with the state Labor Relations commission. Non-association taxi drivers could not take fares within the camp gates. Harold Cummings, president of the local, and Edwin W. Dube, a member, claimed discrimination against members of the union, who were not accepted as members of the association.

May 21, 1943 One of Falmouth's fine old summer homes is joining the war effort this summer by transformation into a home for army families. The A. E. McVitty house on Surf Drive is being arranged to house eight army couples who will have kitchen privileges, maid service, and use of the big living and reception halls, lawns, and private beach of this handsome summer estate. Mr. and Mrs. A. E. McVitty Jr. who will operate the new housing project plan to have it ready for occupancy on the Memorial Day weekend.

No structural changes are being made in the house, which is so arranged that it is no problem to give privacy and convenient living quarters to eight couples. A large electric refrigerator in the kitchen and big ice-box on the back porch will provide space for food storage. The roomy kitchen pantry and the butler's pantry have glass-doored cupboards and drawer and shelf space which will give each couple its own place for dishes and linen. The kitchen has three laundry tubs and facilities for ironing.

Feature of the first floor is the big room known during McVitty occupancy as the music room. It has big bay windows on three sides looking out on Vineyard sound and across a stretch of lawn to Oyster Pond. A huge fieldstone fireplace allows a cheerful fire on cool days, a big grand piano is in place. Cushioned window seats and comfortable upholstered chairs complement fine old furniture including an old-fashioned spinet with rosewood case. The big windows are furnished with dark shades and additional blackout shades to project beyond the window casing as well as lined drapes to conform to blackout demands of windows looking over the water.

May 17, 1945 As President Truman finished his V-E Day proclamation and radios all over Falmouth broadcast the *Star Spangled Banner*, fire department whistles shrieked on Tuesday morning. Chairman William E. English of the Selectmen on Monday morning gave the firemen explicit instructions to make sure the second siren announcement of German capitulation came at the right moment. The sirens almost drowned out rebroadcasts of Winston Churchill's announcement to the British.

While sirens still blasted, Dickie Brackett detonated the charge in a small cannon at his father's North Main street service station and students began to march from Lawrence high and Hall school to church at St. Barnabas or St. Patrick's. Police began to make calls on all license-holders to instruct them to stop liquor sales for the day.

Stores Close Early

On Main street, merchants gathered in a knot on the curb and agreed to close their stores at noon.

The goggle factory in the Eastman block opened as usual with most of the girls at their machines. Most of the girls were released to attend church. At noon the plant closed for the day.

Work went on at the Oceanographic Institution at Woods Hole. Stores followed Falmouth village lead and generally closed at noon.

The sirens were Falmouth's only vociferous demonstration. When radios were muted there was Sunday morning quiet along the street although many pedestrians and cars were about. In the afternoon there were fewer cars and few strollers. Almost everybody had gone home.

Schools turned on radios to permit all the students to hear President Truman and then held simple exercises. Paul Dillingham, superintendent, said the majority of pupils went to church. Most of them returned to classrooms and finished out the day.

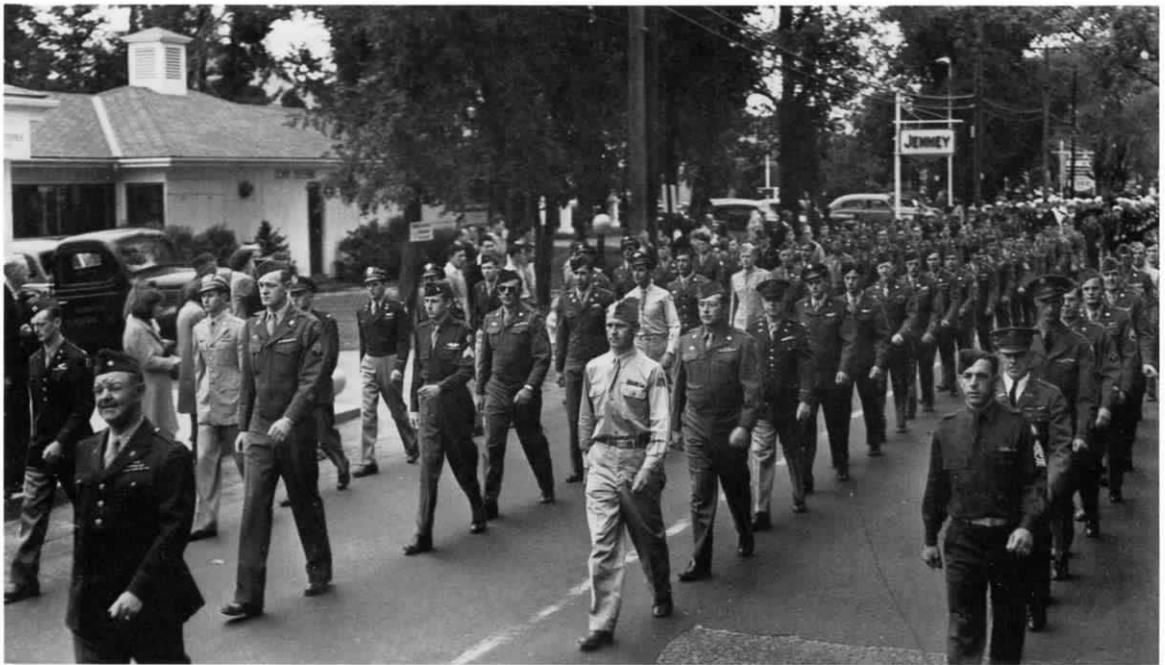
In the afternoon C. Eliot Lawrence, Cape & Vineyard [Electric Co.] manager, went around notifying busi-

nesses of the official lifting of the dim-out. Ernest Helmis at once turned on the neon sign in front of his New York restaurant.

Parade at Edwards

A parade review Tuesday afternoon at Camp Edwards was official recognition of V-E Day. About 4500 marched in the review, including 50 semi-ambulatory patients from the Convalescent Hospital, walking with crutches and canes over a part of the line of march to the reviewing stand. They all volunteered to take part.

The parade was led by the 319th ASF band. Marchers included detachments from 704th MP battalion; 1114th SCU with 619th MP escort guard companies; ECPC; General Hospital; Convalescent Hospital; and 300 WACs.



One hundred and eighty-nine veterans marching up Main Street on September 12, 1946, when the town celebrated a Welcome Home Day for its soldiers, sailors, marines and airmen of World War II. Courtesy *The Enterpriser*.

April 20, 1945 The Roosevelt Falmouth Knew

"Hello, Mr. Roosevelt, may we come aboard?" called young Dick Hewins. From the deck of schooner yacht *Amberjack 2d* at anchor in the shelter of Naushon a voice which through the years became the most familiar and authoritative in America responded in welcome. So, in Hadley's Harbor on Sunday, June 18, 1933, five Falmouth boys, age 10 to 14, met Franklin Delano Roosevelt and under his guidance inspected his yacht.

After ten thrilling minutes the boys returned to their motorboat and chugged away from the idling schooner. That night *Amberjack 2nd* spent in Edgartown harbor. The next day it was off for Nantucket. The 31st president, then in the first year of his first term, was on one of those going-to-sea vacations which he loved. Escorted by destroyers, the President was on a coastwise sailing cruise.

Once again President Roosevelt came almost into Falmouth waters. That was in August, 1941, when aboard the presidential yacht *Potomac*, Mr. Roosevelt spent a night in Tarpaulin Cove at Naushon before he transferred to cruiser *Augusta* and, again with naval

escort, steamed to his meeting with Winston Churchill which brought proclamation of the Atlantic Charter.

Few Falmouth folk talked as intimately to Franklin D. Roosevelt as Dickie Hewins, Henry Rogers, Lawrence Palmer, George Potter and John A. McDonald Jr. Yet, thanks to the radio, this presidential voice was as familiar in every Falmouth home as the voices of its own occupants. Thanks to the movie news reel, all Falmouth knew every characteristic Roosevelt expression and gesture. No other president had been so long on radio and in news reel. No other president had functioned in an age of such radio and movie activity. This observation is obvious but its corollary may not be. No president ever lived and died who was so real a person to the people of this community. We, as all other Americans, seemed to know him in the flesh.

Fred Turkington spent many months in Army posts with great similarities to Camp Edwards, after being drafted early in 1941. Later in the Air Force Reserve at Otis, he was curious about the hundreds of barracks and supply rooms left over from the World War II days, most of which have finally disappeared. He spent half a lifetime on the staff of *The Enterprise*, and enjoyed the chance to read through the microfilm files at the Falmouth Public Library to extract items for this history.