

Lt. Charles V. Gardiner Writes Of His Work and Part His Ship Took In Japan

Lt. Charles V. Gardiner, son of the Clarence V. Gardiners, 607 Hawthorne road, writes from Japan telling his impressions of that country, of the war damage, life ashore and aboard his ship, the USS Montpelier. This ship has been one of the busiest of the entire Pacific fleet but escaped heavy loss of personnel despite its many engagements. It is said only two men have been lost from war wounds. Also serving aboard this ship has been Destin Young, son of Mr. and Mrs. J. C. Young, 1951 Harvista. Lieutenant Gardiner's wife and young son reside on Oakland avenue.

Tells of Japan
The letter from Lieutenant Gardiner, believed an enroute to the States from the conquest of Japan, says:
"A great deal has happened to the Montpelier since the last letter covering the evacuation of recovered Allied military personnel at Wakayama and there is much truth in the words of Fleet Admiral Nimitz who said: 'The Navy's job in the Pacific did not end with the surrender of Japan. The Navy still faces a tremendous task involving transportation and supply in connection with the occupation of the Empire and its possessions, the return to the United States of hospital patients, repatriated prisoners of war, and high point personnel of all Armed Forces.' Yes, we have been out here for some time doing this job, but before the real news comes true about the Monty's return, I better get along with my story."

Lives Through Typhoon
"Before we left Wakayama, a typhoon of great intensity tossed us around in the bay. The Montpelier with other larger warships and destroyers, by good seamanship and powerful engines to ease the strain on anchor chains, rode out the storm without major damage. However, three LSTs and one YMS were not so fortunate and were found beached the next morning when the storm cleared. The typhoon had followed an erratic course up the East China Sea before passing into the Pacific and heading inland across Shikoku. Despite the shelter of a harbor landlocked on three sides, the night proved to be an anxious and sleepless one at Wakayama. As the barometer fell to 280 inches

the wind increased, reaching a velocity of 90 miles per hour at times. After the typhoon had passed over, many of us decided we would rather have a Kamakaze plane overhead than go through another such storm. It is an interesting comparison, for the Japs, since the time an attempted invasion of their islands by Genghis Khan, was broken up by a typhoon, have called these storms Kamakaze or Divine Winds. To us, however, there is nothing divine about them.

Impressions of Japan
"So we remained in Wakayama Wan (Bay) until the morning of October 4th, standing by in readiness for fire support as the 33rd Infantry Division was landed on 22 September. All of us had a chance to get over on the beach at Wakayama and observe the Japanese more closely. Some of the impressions I remember are: the throes of Japanese kids that surrounded us at every opportunity; the poor clothes and comparatively low standard of living; their readiness to obey and carry out our commands; and the great desire for American cigarettes. There wasn't much of value to buy with the Yen we were provided with, and most of what we could get was the same thing we find in our 5c and 10c stores. However, it was all new and different for me and I shall have many memories of Japan to tell you more about later."

"On the 4th of October we got under way from Wakayama Wan for Hiro Wan, near Kure, Honshu, Japan. Passage was then made through the island of Shikoku to the entrance of Bungo Suido (Channel). The Montpelier was the first large warship of the Navy to enter Bungo Suido since the beginning of the war. Navigation through the channel in the early morning of the 6th was made difficult by heavy seas, rain, and winds of almost typhoon intensity. As dawn broke and the weather cleared, many small mushroom-like islands appeared like sentries guarding the passage that would have been almost impossible in wartime, for Japanese gun emplacements and caves could be spotted on many of these islands. The ship threaded its way between these islands and minefields, passing into the Inland Sea at 1128. Two Japanese naval officers

Obtains Souvenirs

"Then riding back from Hiroshima we took a turn through the Kure Naval Basin, which was Japan's Naval Center, and see what is left of their navy—also their two-man submarines which are now being destroyed. It was there in Kure that the ship obtained enough Japanese rifles so that each of us can bring one home as a souvenir—they don't compare with ours in workmanship, but they sure will make a good trophy."
"Well, this scenic beauty of Japan and all the sightseeing is great stuff, but there's still no time to take your breath away when we will be back, but I can tell you that the Monty's home Navy Yard is now Brooklyn, New York, and to us that sounds good. The last phase of occupation has been completed over here and the Army will soon be taking over most of the control—that means your fair-haired boy will soon be back—I hope. And incidentally, I have another ribbon to wear—the World War Two Victory Medal."

"As of now the Monty is still at anchor in Hiro Wan, serving as flagship for six area commands. But, keep your hopes up and start breaking out my civilian clothes—that that day is just around the corner."

Who knows, maybe the Victory Bond you buy today will pay your way out in an emergency, later.

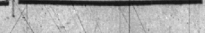
Speeding Has Doubled Number of Accidents

Came V-J Day in Mid-August and America rejoiced.
Came time of wartime speed regulations and America was launched on a joyride that threatens to become a national calamity.
In Michigan, auto accidents during September cost 105 lives and injured 2,792 persons in communities covered by Michigan State Police reports.



Injuries in rural areas nearly doubled and the rate still soars. . . . Prior to getting rolling more Americans were killed annually through auto accidents than were killed in World War I. Must we have a return of speed laws or will American common sense reassert itself. . . .
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"Me... I'm staying in the Army!"
★
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- "First, I keep my present grade. That means a lot."
- "By reenlisting for 3 years I pick my own branch of service in the Air, Ground or Service Forces, and can go to any overseas theater I wish."
- "I get my mustering-out pay, even though I'm reenlisting. Also, I get \$50 a year reenlistment bonus for each year I've been in the Army. My dependents receive family allowances for the full term of my enlistment. And I'll be eligible for GI Bill of Rights benefits when I get out of the Army."
- "My food, clothes, quarters, medical and dental care are all supplied to me. And I can learn any of 200 skills or trades in the Army schools."
- "All of us who are reenlisting are going to have from 30 to 90 days furlough at home with full pay and our travel paid both ways. And we'll have 30 days' furlough every year with pay."
- "Any time after 20 years I can retire at half pay increasing year by year to three-quarters retirement pay after 30 years of service. And the time I've already served in active military or naval service counts toward my retirement time. Added up—reenlistment seems pretty sound to me!"

JANUARY 31, 1946
AN IMPORTANT DATE FOR MEN IN THE ARMY

Men now in Army who reenlist before February 1 will be reenlisted in present grade. Men non-regularly discharged can reenlist within 30 days after discharge in grade held at time of discharge, provided they reenlist before February 1, 1946.

You may enlist AT ANY TIME for 1½, 2 or 3 year periods. (One-year enlistments for men now in the Army with at least 6 months of service.)

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For 20 Years	20 Years	25 Years	30 Years
Master Sergeant	\$138.00	\$90.70	\$153.23
First Sergeant	114.00	74.10	128.23
Technical Sergeant	96.00	62.40	108.00
Sergeant	78.00	50.70	87.73
Corporal	66.00	42.90	74.23
Private First Class	54.00	35.10	60.73
Private	50.00	32.50	56.23

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Your dollars are needed in Victory Bonds to help pay the colossal costs of winning the war . . . to provide the fine medical care we owe to our wounded!
Your dollars invested in Victory Bonds, instead of in high-priced scarce goods, will help prevent dangerous inflation with its follow-up of depression. They will provide a reserve, if current income drops temporarily, for the farm improvements you are planning for better stock, for more land.
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