

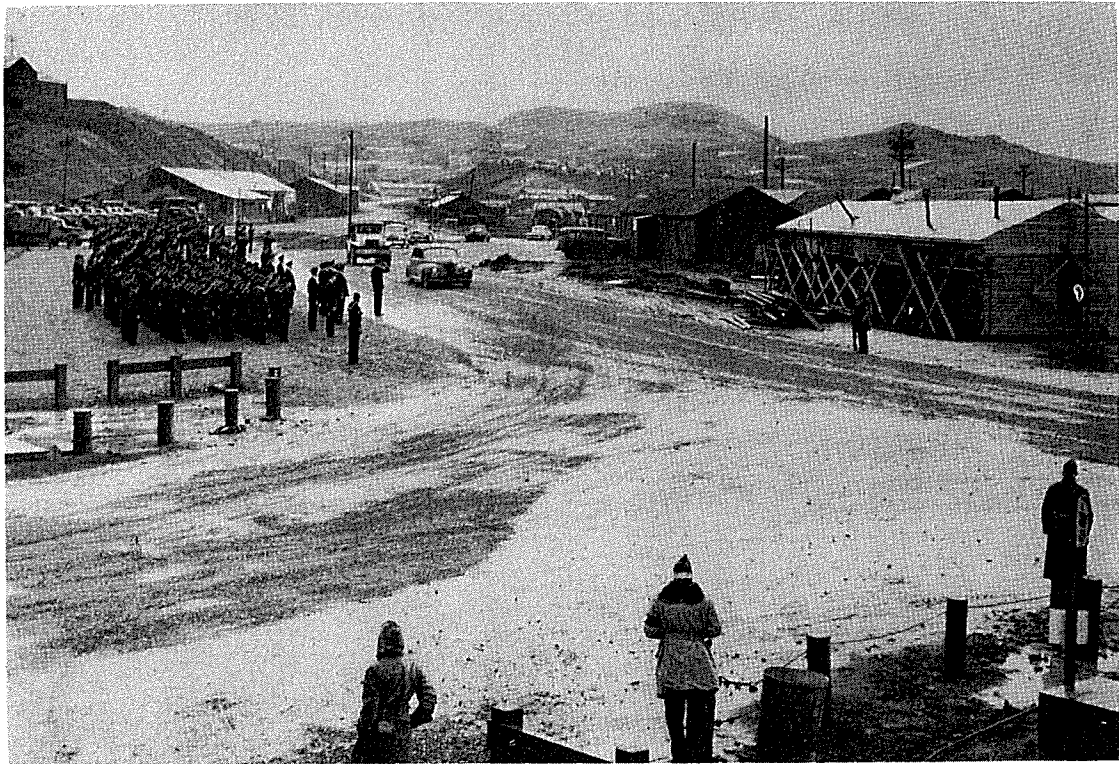
"I have to be in close contact every day with the Army and Navy on the potential defense of the United States. I was thinking a little while ago that if back in 1940, or early in 1941, I had said to the Chiefs of Staff of the Army and the Navy, 'Our next war is going to be in the Aleutians and down in the Southwest Pacific,' they would have all laughed at me. They are the experts at that sort of thing. I am not an expert. I am just an ordinary American. We can see now that we Americans were caught unprepared because we were ordinary human beings, following the best advice we had at the time. No one would have guessed in 1941 that we would be attacked in such an unsportsmanlike manner as we were. No one would have visualized Pearl Harbor, either out there or in Washington. But if we had known then what we know now we would have expected an attack in 1941.

"No one then visualized the great many thousands of our men in the services who would be up here in Alaska, first throwing the Japs out and, secondly, making it impossible for the Japs to come back. Live and learn. That is one thing we are all doing these days. In the days to come I won't trust the Japs around the corner. We have got to make it impossible for them - and we are all doing a great deal to make it impossible for them - to repeat this particular route of access to the United States. That is why it is important, this work we are all doing on this spot. We are going to make it humanly possible to deny access to or aggressive attack by the Japanese of another generation against any part of the United States.

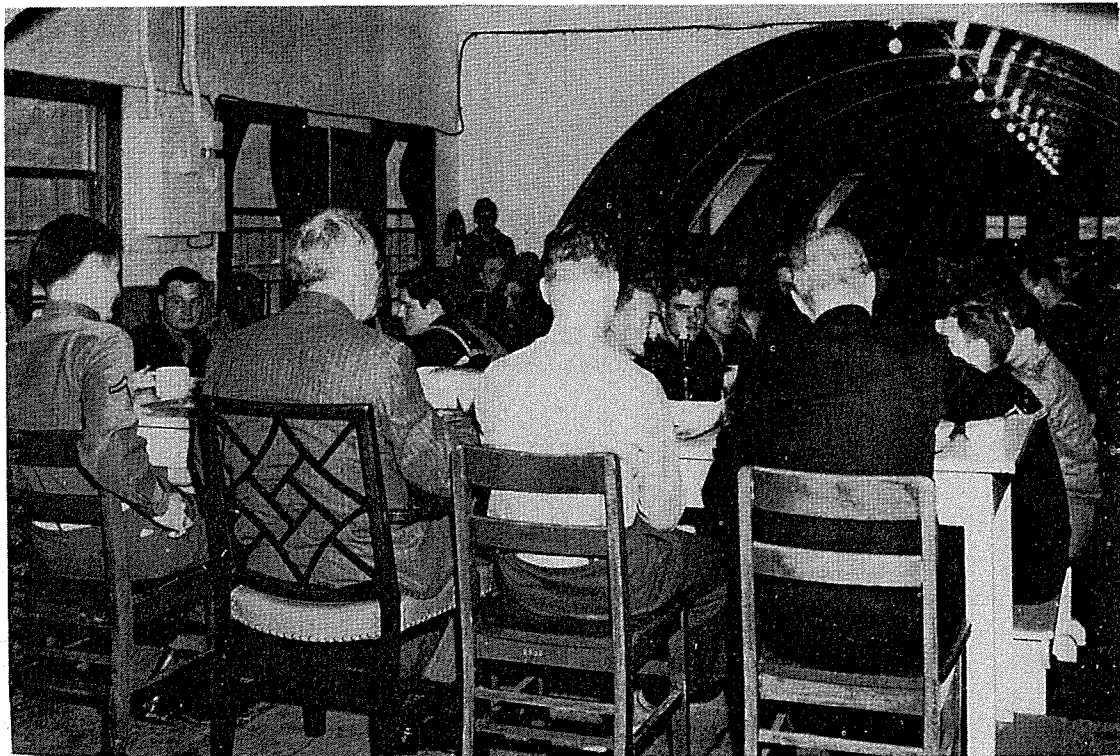
"And so we are all taking part in a very interesting and historical development - the protection of our kind of life, our kind of civilization back home, and at the same time we are gaining a better knowledge of a different part of the United States. We will remember that this is the United States and that it is always going to be a part of the United States.

"It has made me very happy, seeing with my own eyes the development of this place, the greatest part of which is not even one year old. What we are doing here is going to be of real value to our national defense and to our national growth.

"I was talking to Admiral Nimitz down at Hawaii the other day. Talking about the problem of a lot of people - people



The SeaBee camp at "Happy Valley", Adak.



Adak: The President messes with the enlisted men in a hut.

in our services who want to go places after this war. There's a certain percentage of our people who haven't got roots back in the villages, on the farms - people who want to go on pioneering. And after all, the ancestors of most all of us, from one generation back to ten generations, were pioneers in a pioneer country. And although this is not the best climate in the world up here in the Aleutians, it isn't the worst, and Alaska - the mainland of Alaska - is a big country. I was noticing just the other day that if you superimpose Alaska on a map of the United States, one corner of it, the southeastern corner, would land somewhere around Charleston, South Carolina, and these islands - the Aleutian Islands - would end up somewhere near Los Angeles. And the mainland of Alaska would occupy nearly all of the Central and Mid-western states - Indiana, Illinois, Missouri, Iowa, Minnesota, Oklahoma, Kansas, Nebraska and the Dakotas. It's an enormous territory. Well, it is going to open up for those in the services who want to start life in a new spot and there are people like that. I wouldn't say we will bring a hundred thousand people to Alaska but there are those who will at least want to go to a country much of which is good land to live on. There are an awful lot of people in Norway, Sweden and Finland who live in a country very similar to this. In spite of the climate and, in winter, the long nights, they are a thoroughly happy people with a very high type of civilization. That is why I am not particularly sorry for a lot of people in the services. Alaska opens up a new field and a very promising field too from all that I hear of its possibilities.

"It has been a privilege to be with you and to see this pioneer work. You are doing it awfully well. Doing a good job. First, for the defense of your country, and, secondly, you are doing it for the future of our nation. You are making our future secure for the years to come. More so than it has been in the past. And it took this war to make us do it.

"It is good to be with you. Good luck. I won't say I want to stay longer for I have to see other places too. My time is limited and I have to be careful in scheduling it. By the time I get back home next week I will have been gone thirty days - my limit when Congress is left in Washington all alone." (Laughter and applause).

At 1310 the President left the mess hall to continue his inspection of Adak. The afternoon route took us past the Army Area, located atop one of the many hills overlooking Kuluk Bay, on to the Naval Air Station and thence back to the dock area. Drawn up for inspection inside one of the huge warehouses here was a large contingent of the Army troops (local defense force). Numerous other groups of Army, Navy and SeaBee personnel were paraded in formation along our route about the island.

The President returned to the BALTIMORE at 1445. The BALTIMORE had completed refueling but our destroyer escorts had not and so our departure from Adak was temporarily delayed in order to permit them to complete this operation. Captain MacKinnon had left the BALTIMORE during our absence and had departed Adak in the WOODWORTH for Auke Bay to make preparations for our coming visit to that area. Lieutenant Adams, the pilot, came on board at 1457 and at 1605 the BALTIMORE made an attempt to get away from the dock. However, because of a very strong cross-wind, from broad on the port quarter, the available tugs were unable to unmoor her. At 1852 a second unsuccessful attempt was made to unmoor and as the wind was still increasing in force, it was decided to await more favorable conditions before making another attempt to get away from alongside the pier.

The President was not to be completely outdone by the weather however, for he went forward after dinner and fished over the ship's side from the forecastle, with hook and line, and caught several small Dolly Varden trout and one or two other small fish.

The lowest temperature recorded at Adak today was 42, which held from 0600 to 1000. The strongest wind was force 7, from SSE. The wind held at that velocity during the greater part of the afternoon and evening.

Adak is one of our advance bases. Our North Pacific task forces operate from there and it is the headquarters for the Commander, North Pacific Force, the Commander Alaskan Sea Frontier and the Commandant Seventeenth Naval District. The naval operating base, which is still under construction, has facilities for tending, and to a limited extent maintaining the forces operating from Adak. The Navy activities also include a naval air station and a naval radio station. The Army activities include an Army air base, a radio station and the local defense forces.



Adak: Captain Price, Pvt. Goff, the
President, Pvt. Rutscher and
Brig. General Thompson.



A representative group of our service-
men at Adak mess with the President.

The President was very much impressed with the size of our base at Adak and particularly so since the entire establishment has been constructed during the past two years. Adak is still a treeless island and is located near the western end of the Aleutian Chain. Prior to our occupation and development of it there was not even a native settlement on the island. Today we have a force of nearly 22,000 stationed there - 14,000 Army and 8,000 Navy. The Navy personnel include two battalions of SeaBees, who have done an excellent job of construction there, particularly in the very fine network of all-weather roads that now covers every corner of the island. It is also interesting to note here that while at Adak the President was within approximately one thousand miles of Japanese territory - the Kuriles. This nearness to enemy naval and air forces added a special interest to the visit.

Friday, August 4th - At Adak.

The President did not leave the ship today as we kept ourselves in readiness to get underway immediately the weather broke. During the forenoon Admirals Fletcher and Whiting and Generals Emmons and Johnson called on the President and various members of his party. Admiral Fletcher and Generals Emmons and Johnson had lunch with the President and continued their discussions of the future role of the Aleutians in the war and post-war period. It is interesting to note that officers who have lived and toiled and served in the Aleutians have confidence that the bad weather conditions can and will be overcome by aircraft and ships in transporting men and supplies to the continent of Asia.

The unfavorable weather held on until about 1930 when it modified considerably. At 1949 the BALTIMORE was undocked and departed Adak for Kodiak in company with the destroyers CUMMINGS, FANNING and DUNLAP. Our fourth escort, the WOODWORTH, with Captain MacKinnon embarked, had previously departed Adak for Auke Bay. Our task group proceeded out of Kuluk Bay and at 2128 we entered the Bering Sea. At 2235 course 071 and speed 20 knots were set. Speed was reduced to 19 knots at 2330.

Having been delayed at Adak some twenty-six hours by the weather, and the weather at Dutch Harbor being reported as none too favorable, it was decided to forego the planned visit to Dutch Harbor as there was further risk of becoming weatherbound there.

The average temperature during the day at Adak was 52; a wind from SSE, force 6 to 7, accompanied by a moderate rainfall persisted all day until about 1930. Fog banks were drifting in from the seaward as we departed Adak and some fog was encountered during the night.

Saturday, August 5th - Enroute Kodiak.

Now in the Bering Sea enroute Adak to Kodiak on course 071 at speed 19. 1200 position and data: Latitude 53-49-00 North; Longitude 169-27-20 West; sea, moderately rough; wind, from SSE, force 6; weather, cloudy and misty; average temperature 51.

At 1400 we passed Bogoslof Island abeam to starboard, distant 11.5 miles. At 1553 we sighted Unalaska Island bearing 130 and had a temporary clearing of the weather so as to get one of the famous views of Aleutian snow-capped mountains. At 1840 we changed course to 106.

Except for sighting one friendly freighter and several sea lions along our course during the afternoon, the day's voyage was uneventful.

At 2033 we changed course to 110 and entered Unimak Pass. At 2400 we set all clocks ahead one hour to conform to Zone Plus Nine time.

Sunday, August 6th - Enroute Kodiak.

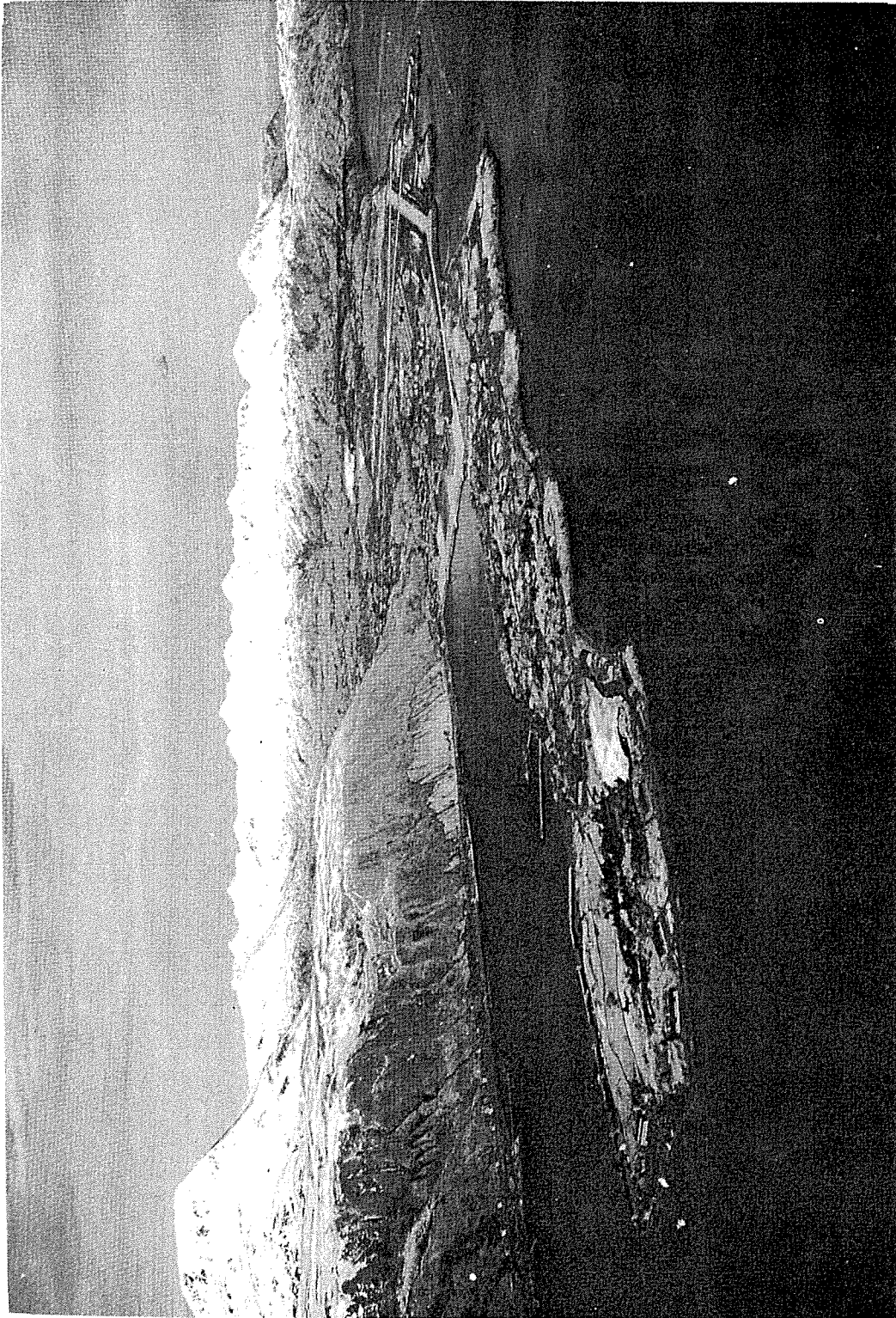
At 0130 we completed southward passage of Unimak Pass, entered into the North Pacific again, and changed course to 090 and reduced speed to 18 knots. At 0720 course was again changed to 071.

Divine services were held in the BALTIMORE this forenoon. Because of the inclement weather the services were held in the hangar deck aft.

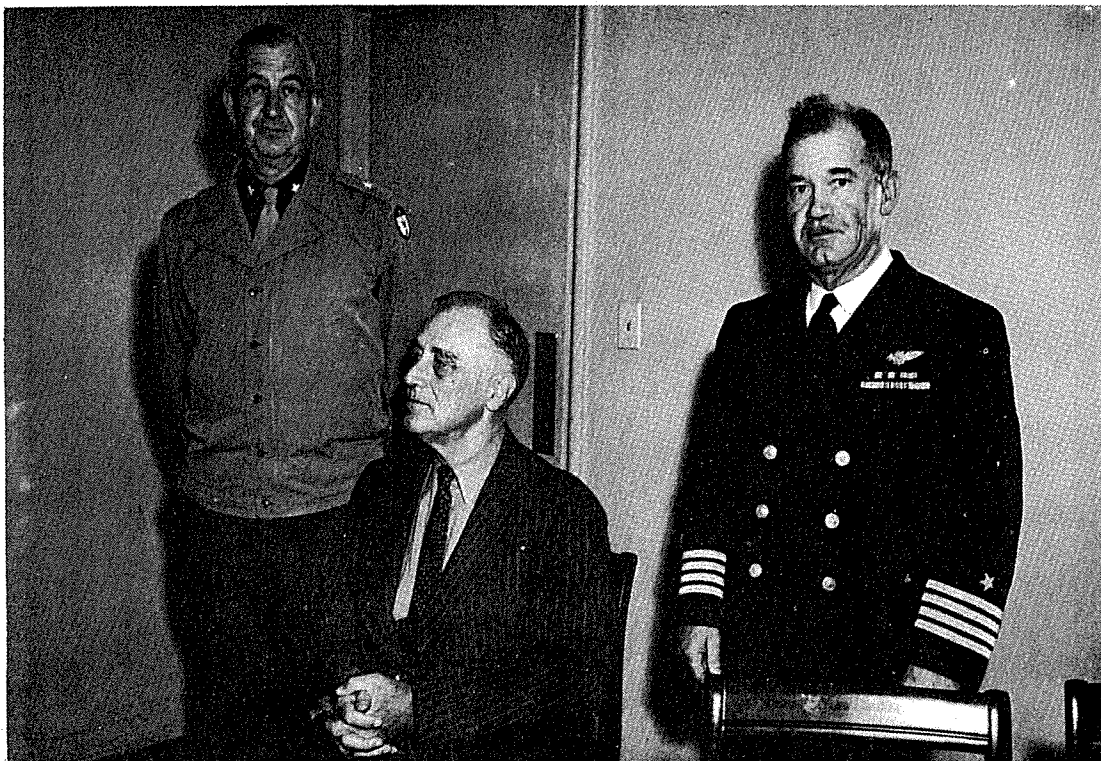
1200 position and data: Latitude 54-27-00 North; Longitude 157-43-40 West; weather, cloudy with light rain prevailing most of the day; moderately rough sea, running from the south; wind from SSW, force 4; average temperature 54.

The President spent the afternoon working on the speech he was later to deliver at the Puget Sound Navy Yard, Bremerton. After dinner he attended a showing of movies of his visits to Canada (July-August 1943); Cairo and Teheran (November-December 1943); and "Hobcaw" (April-May 1944) made by Lieutenant Rigdon.

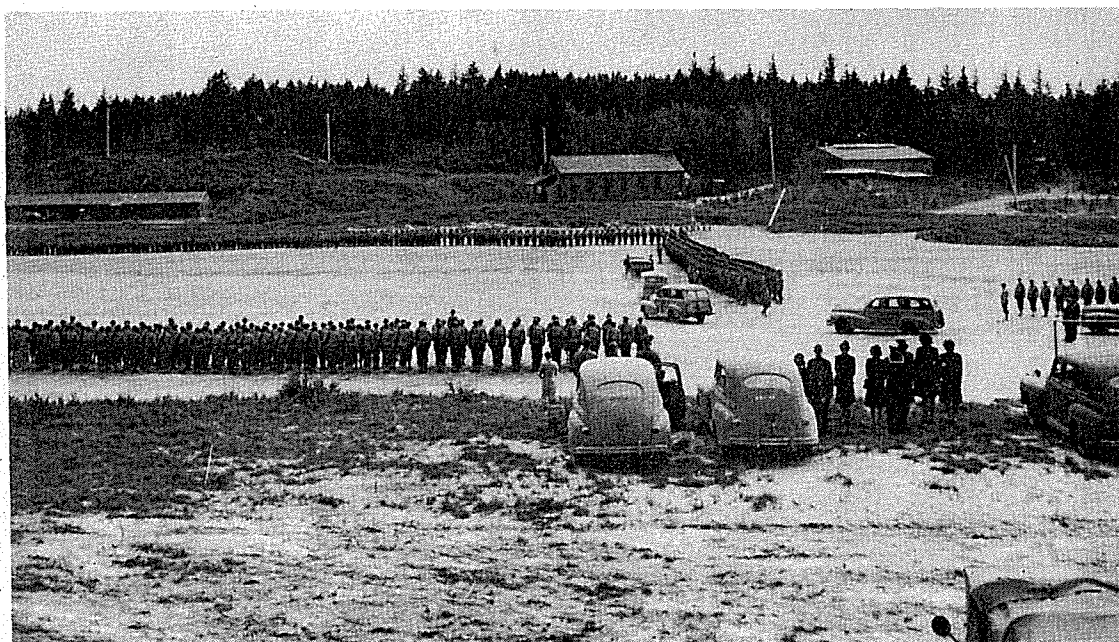
At 1725 we changed course to 041 and at 2400 we changed course to 000.



A birdseye view of Kodiak, showing the naval air stations, naval operating base and submarine base.



At the Commandant's quarters, Kodiak.
Brig. General Robinson, the President
and Captain McDade.



The President reviews troops at
Fort Greely, Alaska.

Monday, August 7th - Enroute to and at Kodiak.

We changed course to 041 at 0100 and to 000 at 0400. At 0439 we sighted Kodiak Island. At 0605 the task group commenced steering various courses and using various speeds while making approach to the entrance channel to Kodiak Harbor. We arrived off the entrance to Kodiak Harbor at 0730 but could not enter because of fog. Offshore the visibility was good but a curtain of fog hung over the harbor entrance. The task group stood off to await better visibility for entering. Distance steamed, Adak to Kodiak, 1056 miles.

At 0923 Captain William M. McDade, USN, Commandant of the Naval Operating Base at Kodiak, (and Lieutenant (j.g.) Johnson, USNR, the local pilot, came on board from a harbor launch. They had made their way from port through the fog. At 1015 Captain H. P. Smith, USN, Commander Destroyer Squadron Four, came on board from the DUNLAP to call on Admiral Brown.

By 1100 the fog inshore had dissipated sufficiently so that the task group got underway and proceeded into St. Paul's Bay, Kodiak. The BALTIMORE anchored here at 1154 and at 1205 the CUMMINGS came alongside to receive the President. The FANNING and the DUNLAP proceeded on in to the Naval Operating Base to refuel. At 1237 the President and his party left the BALTIMORE and went on board the CUMMINGS. The CUMMINGS shoved off from alongside the BALTIMORE at 1240 and at 1330 moored to a pier in Women's Bay at the Naval Operating Base, Kodiak.

On leaving the CUMMINGS at 1350 the President was met by Brigadier General Robinson, Commanding General at Fort Greely, and was accompanied by Captain McDade, Commandant of the Naval Operating Base. Honors were rendered at the head of the pier by the Marine guard and base band. This was an all colored band, the first such Navy band noted on any of the President's inspections. The President and party proceeded direct to Captain McDade's quarters on the base where he, his staff and General Robinson were the guests of Captain McDade for luncheon.

At 1530 the President and party left the Commandant's quarters by motor car to make an inspection of the various service activities at Kodiak. The weather had cleared by now and the sun was shining brightly.

The submarine base was visited first; then a short stop was made at the recreation building - opposite the Operating Base administration building, where a number of the senior naval officers on duty here were presented to the President. From there the President visited the naval air station, where there was assembled on the huge apron between the hangars and the seaplane ramps the greater part of the naval personnel on duty in the Kodiak area. It was noted that the majority were members of the SeaBees. The President was driven up and down the lines of officers and bluejackets who presented a very smart appearance.

From the naval air station the President then proceeded to adjacent Fort Greely, passing enroute the giant runways used jointly by the Army and Navy air forces here. At the baseball field in Fort Greely the troops attached to that command were drawn up, in single file, in a mammoth square around the edges of the field. The President first met a number of senior Army officers and then, from his car, made an inspection of the personnel. These men, like the naval contingent, were very smart appearing despite the fact that our delayed entry had kept them waiting for more than six hours. After an inspection of the Army area, the President took a drive into and through the village of Kodiak, located approximately two miles distant from Fort Greely. This was the first Alaskan town he had ever visited and most of the delighted populace was out to welcome him to their midst.

From Kodiak we backtracked through Fort Greely and then turned off to visit nearby Buskin Lake - a beautiful lake at the foothills of the majestic Kodiak mountains. Here the President transferred from his motor car - a station wagon - to an open motor boat and spent approximately an hour casting for lake trout. Other members of the party fished from the banks of the lake. The fishing was not so good today as but two fish were caught - small Dolly Varden trout. The President caught one and Lieutenant Branham, USNR, the fishing guide, caught the other one.



Kodiak: Showing defense housing area, with
Old Woman Mountain (left background) and
Barometer Mountain (right background).

ORIGINAL RETIRED FOR PRESERVATION

From Buskin Lake we returned to the CUMMINGS, arriving there at 1755 and embarking at once. The CUMMINGS left the dock at 1805, proceeded to St. Paul's Bay and, at 1856, went alongside the BALTIMORE. The FANNING and DUNLAP, having completed fueling, had gotten underway from the Naval Operating Base and had anchored in the vicinity of the BALTIMORE.

At 1905 the President left the CUMMINGS and returned to the BALTIMORE, and at 1930 the task group was underway again for Auke Bay - in Southeastern Alaska on the "Inside Passage". At 2008 the task group set course 091, speed 25 for the night.

Just before leaving the dock in the CUMMINGS the President was informed that Mr. Charles Madsen, President of the Alaskan Guides Association, Kodiak, had presented him with an Alaskan bearskin rug. The rug was delivered to the President on his arrival at Seattle a few days later by Mr. John Campion, a Secret Service Agent.

Kodiak itself is but one of our many outlying bases, but having just come from bleak and lonely Adak it seemed like getting back home to most of us with its trees, its conventional houses and sprinkling of civilians. This base is but a few years old but it is one of the first to be developed on our chain of defenses in the Aleutians.

The average temperature at Kodiak today was 56. After the fog had cleared we enjoyed clear skies and strong sunshine. This was fortunate as we were able to enjoy the many charming mountain and harbor views for which Kodiak is justly famous. Were the island more accessible to thickly populated areas the possibilities of camping, shooting, sailing, fishing and hunting would rival the physical attractions of Scotland and Switzerland.

We received mail on arrival at Kodiak. The President signed official mail while on board the CUMMINGS on the way in to the pier at the Naval Operating Base and outgoing mail was despatched to Washington via the same courier who had delivered the incoming mail.

Tuesday, August 8th - Enroute Auke Bay.

In the Gulf of Alaska now, making passage from Kodiak to the Icy Straits, on course 091, speed 25.

1200 position and data: Latitude 57-57-00 North; Longitude 140-32-00 West; weather, light rain or mist entire day; moderately rough sea, running from the south; wind from west, force 4; average temperature 56.

During the afternoon the President worked on his forthcoming speech.

At 1703 we changed course to 083 and speed to 15 knots. At 1736 we passed Cape Spencer Light abeam to port in a moderate fog and commenced steering various courses and using various speeds. At 2033 the task group anchored in Icy Passage off Pleasant Island. Pleasant Island is just south of Glacier Bay and Admiralty Island. On a clear day many of the large glaciers in the vicinity are visible from where we were anchored. Unfortunately the visibility this evening denied us a view of this scenic grandeur.

After dinner the President viewed a showing of some of the newsreel motion pictures taken of his visit to Hawaii, and afterwards he went on deck to try fishing from the ship. No bites and a fairly heavy cold rain drove the fisherman below after a half-hour try.

Wednesday, August 9th - At Auke Bay.

At 0600 we were underway from our anchorage off Pleasant Island for Auke Bay. Our task group anchored in Auke Bay at 0951. The WOODWORTH which had proceeded directly from Adak to make preliminary arrangements for us, was at anchor here awaiting us.

Auke Bay is a small arm of the Lynn Canal and is about twenty miles northwest of Juneau and at the very foot of the Mendenhall Glacier. Total mileage, Kodiak to Auke Bay, 598 miles.

At 1010 the CUMMINGS came alongside the BALTIMORE and transfer of baggage and miscellaneous gear of our party was begun. Our plans called for us to proceed from Auke Bay to Bremerton in the CUMMINGS.

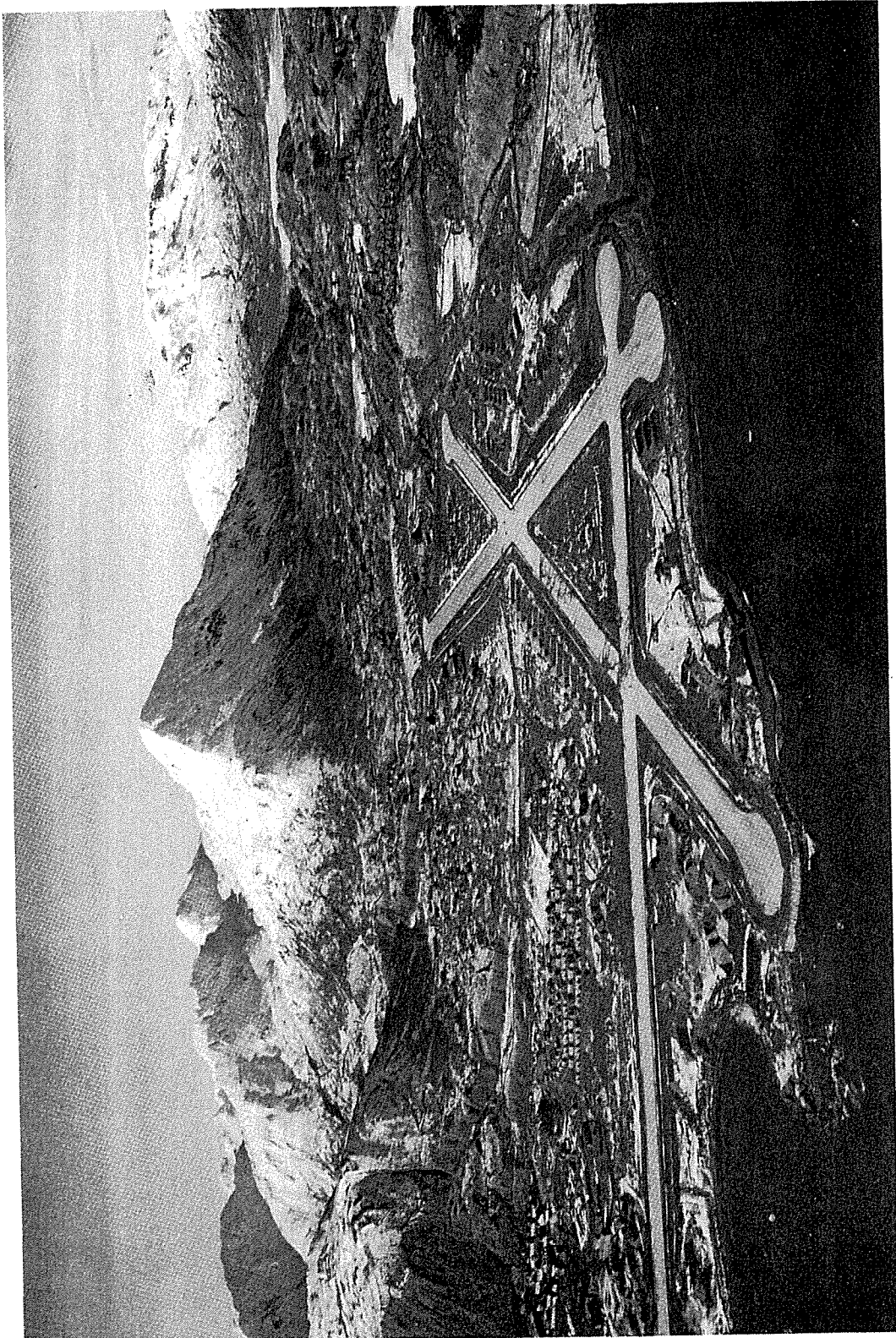
At 1210 the Governor of Alaska, the Honorable Ernest Gruening, and Captain McLain, Seventeenth Naval District Coast



Trout fishing in Buskin Lake, Kodiak.



The "Marines" pull a good one.



The Naval Air Station, Kodiak, showing Barometer Mountain and runways.

Guard Officer, came on board the BALTIMORE to call on the President. The Governor was luncheon guest of the President.

At 1515, speaking from the fantail, the President bade goodbye to the officers and crew of the BALTIMORE. "Captain Calhoun, officers and men of the BALTIMORE. I wanted to say just a word of goodbye to you, but before doing so I want to say a word of thanks to you. I have had a wonderful trip. It has been a grand privilege. First, to get away from Washington and secondly to have had this wonderful cruise with you. I have learned a lot. That is one reason why I am still taking trips whenever I get a chance, and I prefer trips on cruisers of the United States Navy. I have never been on one of these post-war, post-treaty cruisers before, but I am very familiar with the old heavy cruiser of the 10,000-ton class. It is an amazing thing to me to see the improvements that have been made. I think this is not only a wonderful ship but also a happy crew, because of all that I had read before I came on board of the really grand record this ship and you people on the BALTIMORE have made. That is something the whole Navy will always be proud of. Not many ships in the entire service have had as many opportunities for combat in time of war as this ship has had or have conducted themselves better, or made a greater record.

And now there comes the time when I am going back to work and I take it that you are going back, I hope, for a chance to play a little. And you richly deserve it. I hope you have a very happy liberty and when the time comes all of you will be back in service continuing this tremendously important work, the work of winning this, the greatest of all wars. And when you get through and get home I wish for you many years of happiness with your families and a sense that you have done your part for your country, and furthermore that the President of the United States has told you that he is mighty proud of you. Good luck. Goodbye."

At 1530 the President, accompanied by Governor Gruening and Captain MacKinnon, left the BALTIMORE in a ship's whaleboat for the fishing grounds off Tee Harbor, north of Auke Bay. Members of the party followed along in other craft. The President and his party arrived at the fishing grounds at 1630 and for the next three hours enjoyed some excellent fishing and perhaps some of the most beautiful weather and

scenery of the entire trip. Five large salmon, two flounders, one halibut and several cod were reeled in by the party. The President accounted for the halibut and one of the flounder.

The weather had cleared beautifully by the time we left the BALTIMORE so that we had the opportunity to enjoy the magnificent scenery - timber covered islands in the foreground with jagged snow-covered mountains crowding close behind, all in the clear-cut outline that is found only in northern latitudes. Two glaciers could be seen.

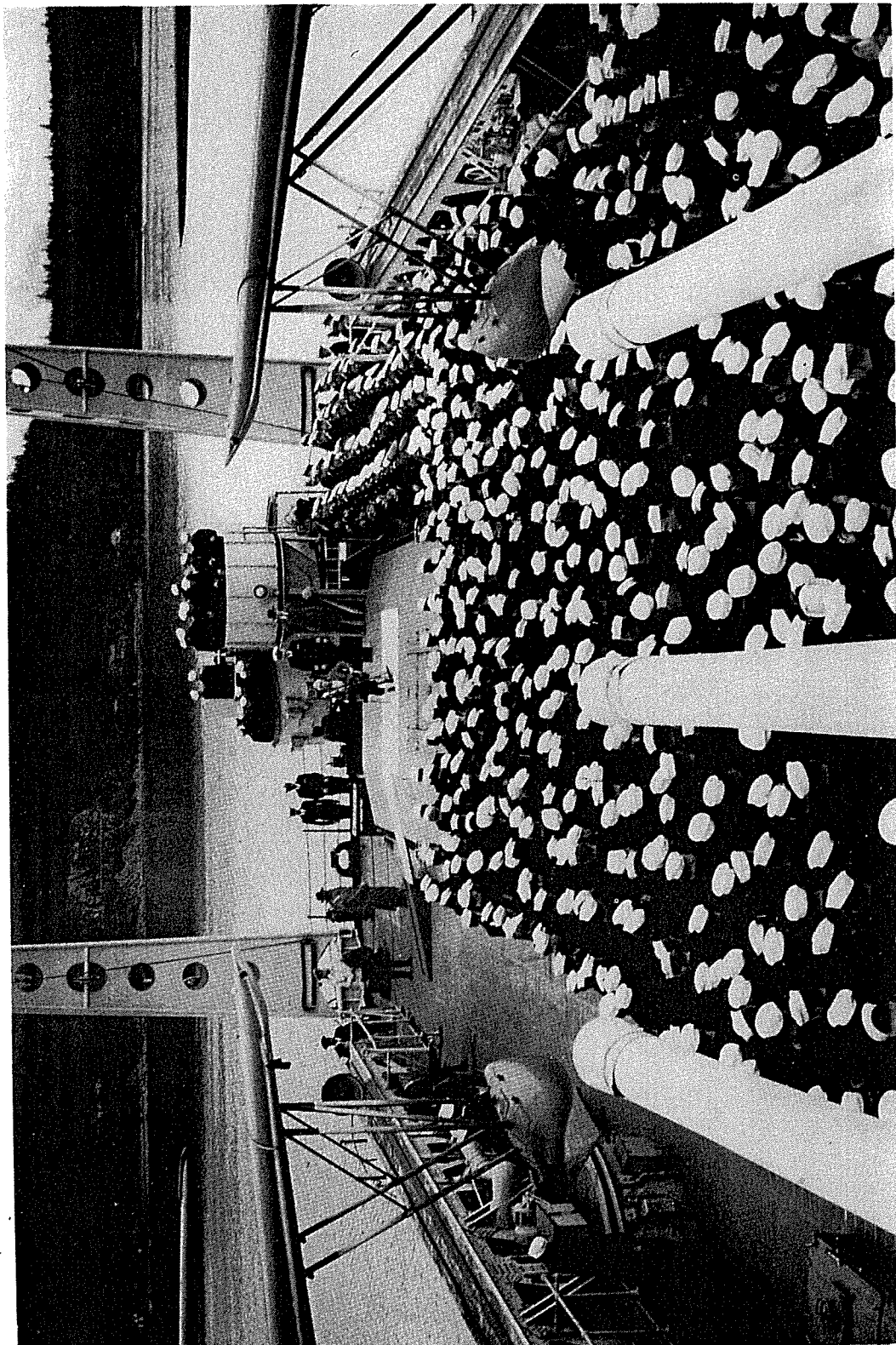
We returned to the BALTIMORE at 2055 and at 2105 left the cruiser and went on board the CUMMINGS, which was still alongside. Governor Gruening bade the President and his party goodbye from the deck of the destroyer and as soon as he had left the ship the CUMMINGS left from alongside the BALTIMORE. The modified task group (CUMMINGS, DUNLAP and FANNING) departed Auke Bay at 2110 for Bremerton, Washington. The BALTIMORE and WOODWORTH remained at Auke Bay until the following morning and then proceeded southward on a course which took them via the Gulf of Alaska and the North Pacific.

Just before leaving the BALTIMORE the President was presented his flag that had been flown while he was embarked in that ship. It is a "home-made" flag that was manufactured by the signal force of the BALTIMORE.

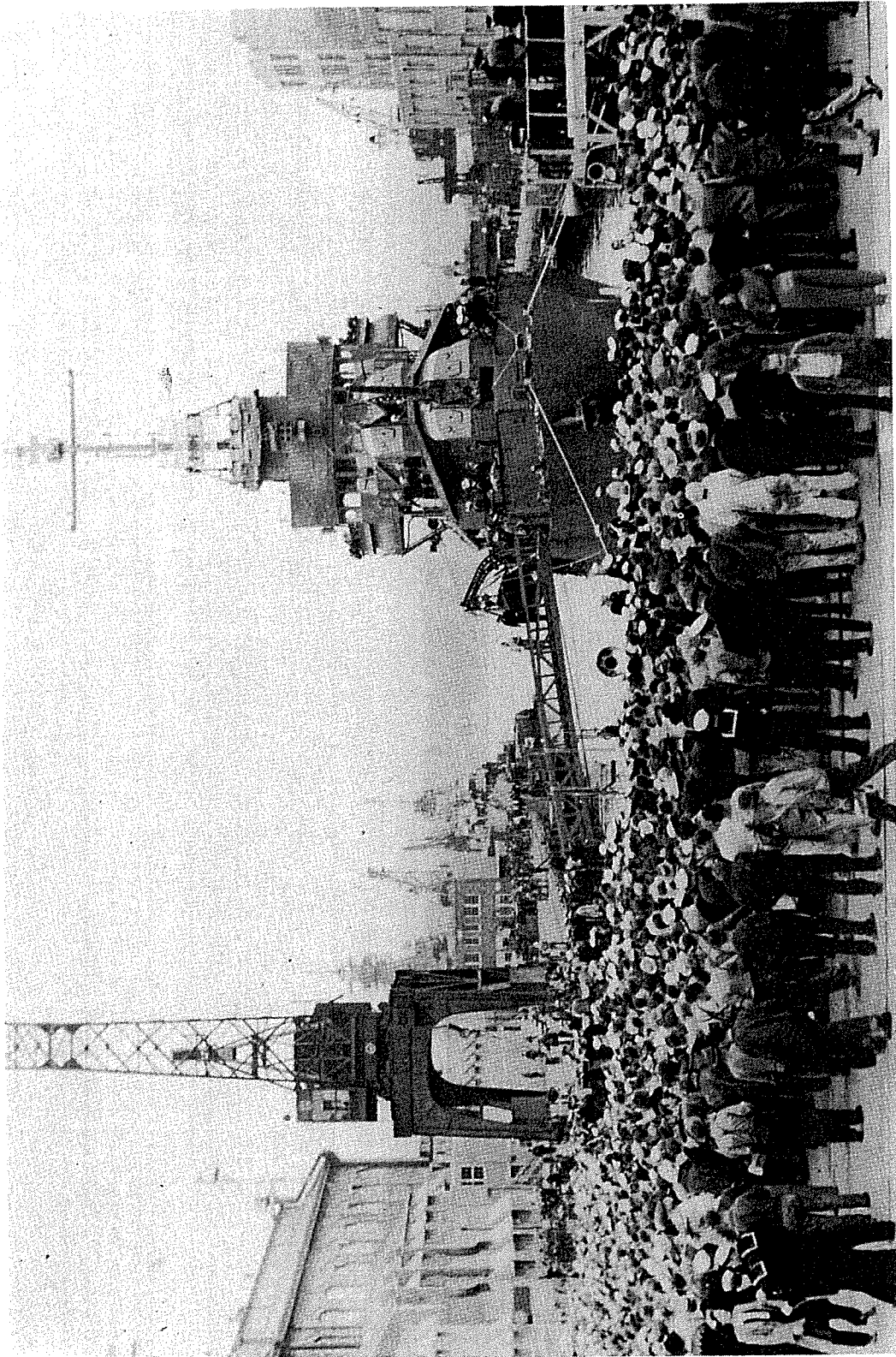
Thursday, August 10th - Enroute Bremerton.

Enroute Auke Bay, Alaska, to the Puget Sound Navy Yard, Bremerton, Washington, in company with the DUNLAP and FANNING, and following the "Inside Passage" route south from Juneau.

While in the CUMMINGS the President occupied the division commander's cabin and stateroom; Admiral Leahy the captain's stateroom and Admiral McIntire the executive officer's stateroom, all on the forecastle deck. The other members of the party were quartered in the wardroom and c.p.o. country on the main deck. The entire party, immediate and staff, except for six of the Secret Service agents, was transported in the CUMMINGS. Considering the size of the ship, the accommodations available and the number in the party, we were very well cared for. The President's immediate party messed with him in the division commander's cabin. Other members of the party messed in the officers' mess.



Auke Bay, Alaska: The Commander in Chief
addresses the crew of the BALTIMORE.



The President, seated on the forecattle deck
just forward of #1 gun (port side), arrives at
Bremerton in the CUMMINGS.

The CUMMINGS (DD365), in which the President and his party were now embarked, is a destroyer of the MAHAN class, the third class of our new post-war destroyers. She is 341 feet overall in length; has a 34 foot beam and a displacement of 1465 tons; and can steam at a top speed of 36 knots. The CUMMINGS was built at Staten Island, N.Y.; was launched on December 11, 1935 and commissioned on January 26, 1937. She carries an armament of five 5"/38 dual purpose guns and three quadruple 21" torpedo mounts, and a crew of 20 officers and 240 enlisted men. She is commanded by Commander Paul D. Williams, USN.

The CUMMINGS was at Pearl Harbor at the time of the Japanese attack on December 7th, 1941, and sustained minor damage as a result thereof. She has operated continuously since that date in South Pacific and Central Pacific waters, on convoy duty, escort duty, and as a unit of numerous carrier task forces on offensive missions. One of her most recent such assignments was as a unit of the American carrier task force that operated with the British Eastern Fleet in air strikes against points in the Netherlands East Indies. The CUMMINGS' skipper unhappily informed us, however, that despite her continuous employment in all these various theatres of war not since "Pearl Harbor" has a Japanese force of any description been sighted by his ship and they are still chafing for their revenge at the Jap.

1200 position and data: Latitude 55-49-06 North; Longitude 132-28-00 West, weather, moderate to hard at times rain throughout the day, with attending poor visibility; average temperature 55.

At 1310 we anchored in Tolstoi Bay along the Inside Passage. It had been planned to spend a few hours here fishing but after we had anchored the rain grew heavier, so at 1548 we got underway again to continue our journey southward.

Friday, August 11th - Enroute Bremerton.

Enroute from Auke Bay to Bremerton via the Inside Passage of Southeastern Alaska. Because of a persistent rain and mist we were not able to see and enjoy the natural beauty of Southeastern Alaska along this, the world famous Inside Passage, nor did the President have the opportunity for the few hours fishing that he had hoped for. The day on board ship was quiet and uneventful. The President worked on his speech.

Our noon position was latitude 52-08-08 North; Longitude 127-56-04 West. The average temperature was 56.

Saturday, August 12th - In Puget Sound Area.

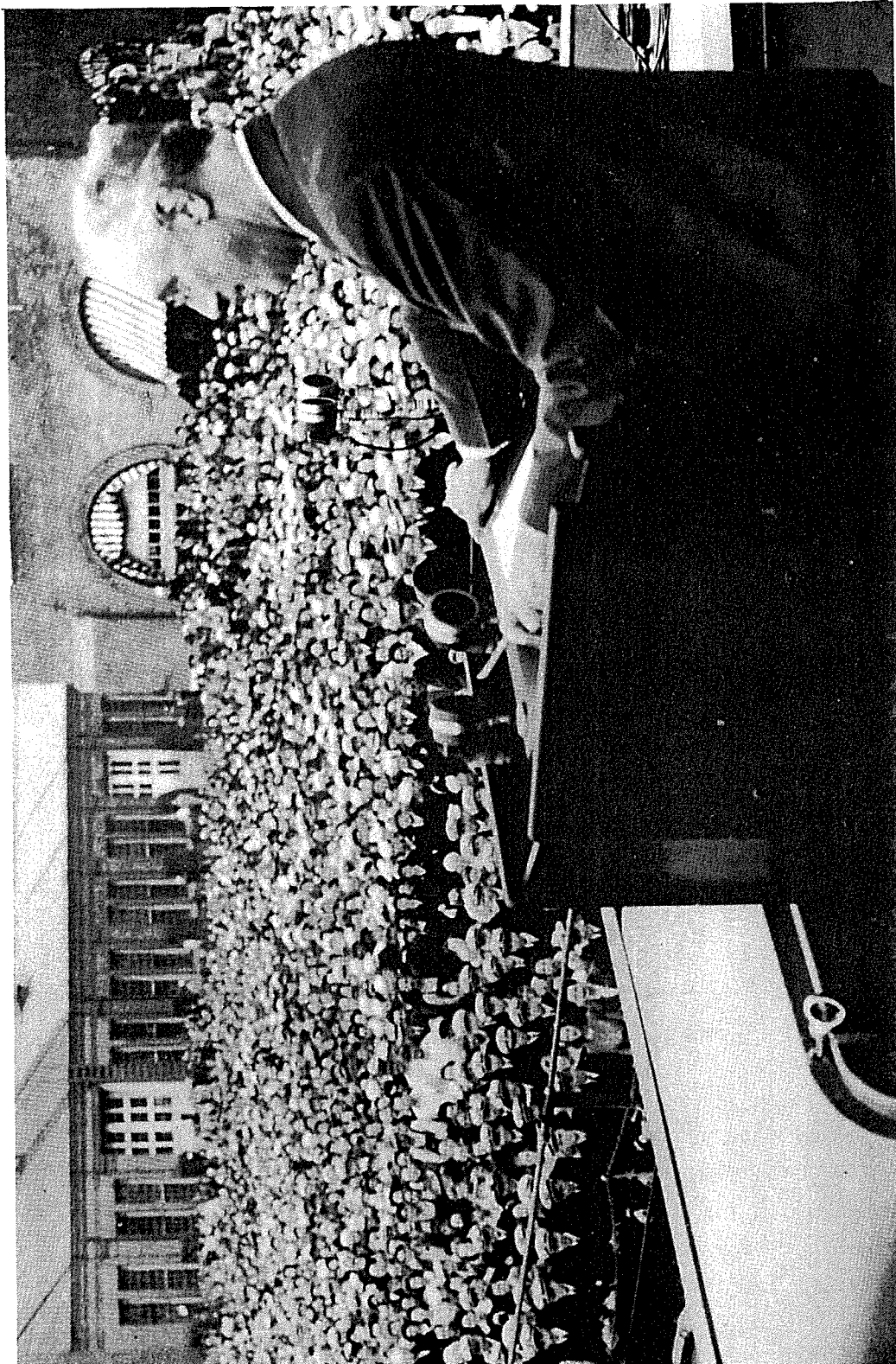
The rain which had plagued us since leaving Juneau ceased during the night, so that when we entered Puget Sound this morning from the Inside Passage we were greeted with the best weather for several days. It was still hazy and a bit cool, however. The task group (CUMMINGS, DUNLAP and FANNING) arrived off Restoration Point at 1530 and at 1545 Mrs. John Boettiger, Mr. Reilly, Mr. Carlton Smith and the navy yard pilot came on board the CUMMINGS from a navy yard tug. Mr. Leo DeWaard also came on board at this time bringing with him official White House mail.

The CUMMINGS, now flying the President's flag, proceeded on to the Puget Sound Navy Yard and moored at the upper end of number two drydock, which had been flooded for use so that the President's ship could be moored inside and a larger crowd accommodated for the President's address to the navy yard workers and to the nation. We moored here at 1625 and the radio and sound technicians immediately boarded the ship to make the shore connections and other preparations incident to the broadcast. At the President's request, no honors were rendered on our arrival. A crowd of some five thousand yard workers and service personnel was on hand to greet the President on his arrival and to acknowledge his waving to them with rousing cheers. By the time the broadcast began the crowd had increased in size to perhaps eight or ten thousand.

Admiral Taffinder, Commandant Thirteenth Naval District, and Admiral Griffen, Commandant of the Puget Sound Navy Yard, were the first to come aboard after our mooring to call on the President. Miss Tully and Mrs. Brady rejoined the party here.

The President spoke from the forecastle deck of the CUMMINGS, standing just forward of number one 5" gun-mount. He began his address at 1700 and spoke for thirty-five minutes, the talk being broadcast over all the national radio hookups.

Plans for an auto drive about the navy yard after the broadcast were cancelled and the President did not leave the ship. At 1755 the CUMMINGS was unmoored and got underway for Seattle. She arrived there and tied up at Pier 91, inside the Naval Station limits, at 1900. The train had been moved up from San Diego and was parked on a siding on the same pier as we were moored to, so that our transfer from the CUMMINGS to the train was a simple matter.



Bremerton: The President speaks to a gathering of navy yard employees and service personnel and to the nation from the deck of the USS CUMMINGS.

The President and his party left the CUMMINGS at 1915 and went aboard the train. Admiral Taffinder, who had accompanied us from Bremerton in the CUMMINGS, left us here.

Transfer of baggage and miscellaneous equipment was effected and at 2030 we departed Seattle on the return journey to Washington. Mrs. Boettiger, Miss Tully, Mrs. Brady, Mr. Reilly and various other Secret Service agents, Mr. Long, Mr. Cook, Major Greer and his communications personnel, Mr. Dan L. Moorman of the Baltimore and Ohio, the newsmen, radiomen and photographers rejoined us at Seattle for the trip home.

Distance steamed, Auke Bay to Bremerton, 953 miles. Distance steamed, Puget Sound Navy Yard, Bremerton, to Seattle, 21 miles. Total miles traveled by sea this voyage, 7248 miles.

The trip from Seattle to Washington was made at a leisurely pace too, permitting the President and members of the party an opportunity for a bit of rest and to work on the large mail that we received on arrival at Bremerton. The weather enroute was generally cloudy and cool with light rain prevailing from Spokane eastward as far as Western Minnesota. The train attracted considerably more attention on the eastbound trip because of the general knowledge of the President's presence in the Northwest Pacific Area only a few days previously.

The President held an informal press conference in his private car on Tuesday afternoon, August 15th.

The fine scenery of the Great Northern - crossing the Rockies and along stretches of the Mississippi - made up in part for some of the scenery we missed in the Inland Passage because of the rain and fog.

Our route and itinerary from Seattle back to the Nation's capital was as follows: Departed Seattle at 2030, 12 August via Great Northern; arrived Minneapolis 1700, 15 August; departed Minneapolis at 1745, 15 August via Chicago, Burlington and Quincy Railroad;

arrived Chicago at 0630, 16 August; departed Chicago at 0730, 16 August via Baltimore and Ohio Railroad; arrived Washington (Bureau of Engraving station) at 0600, August 17th. The President and members of his party remained in the train until 0830 when they disembarked and motored to the White House.

The total mileage for this journey was: Rail 6314 miles; sea 7248 miles; automobile 350 miles (estimated). Total, 13,912 miles.

Submitted:

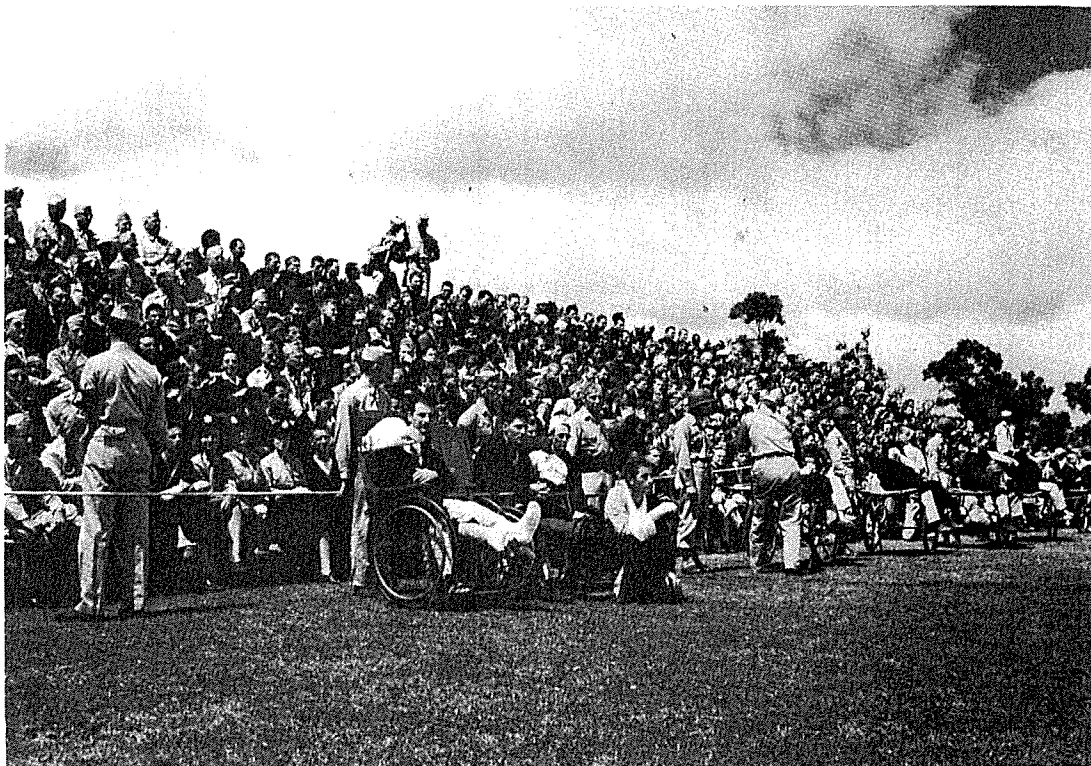
William M. Rigdon

William M. Rigdon,
Lieutenant (jg), U.S.N.

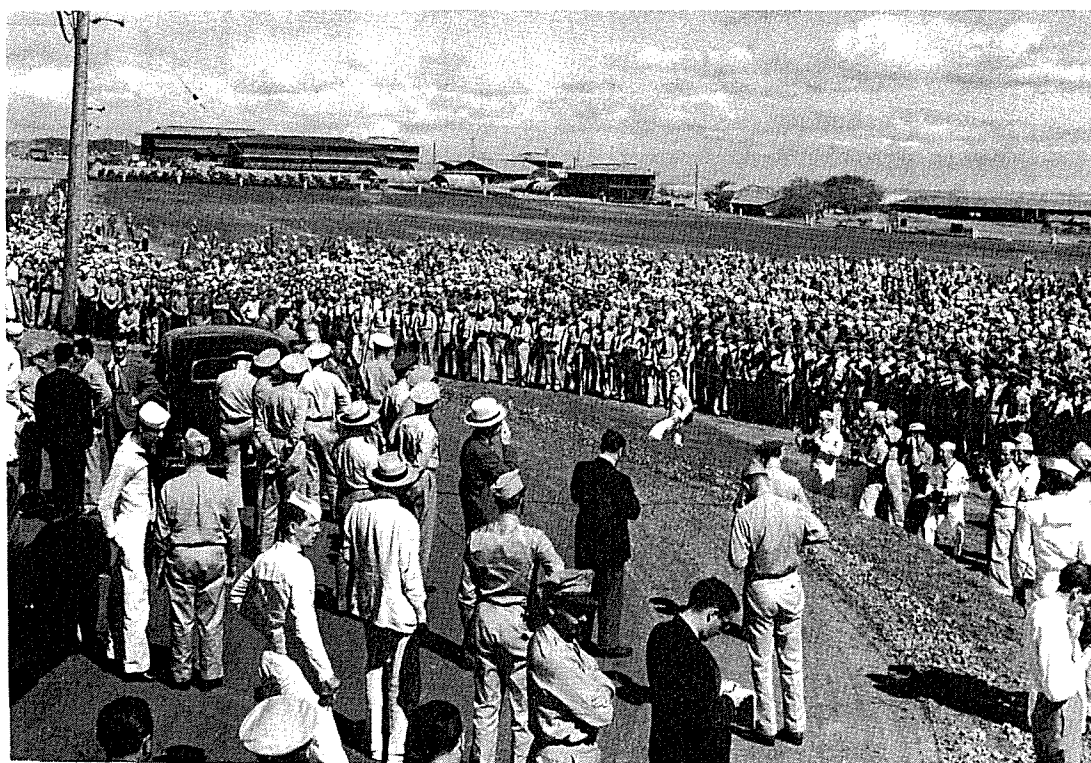
Approved:

Wilson Brown

Wilson Brown,
Rear Admiral, U.S.N.,
Naval Aide to the President.



Schofield Barracks: Part of the
"Seventh's" cheering section.



Pearl Harbor: The President (in his car)
addresses his first group of SeaBees.

POSTSCRIPT

The President's visit to Hawaii, the Aleutians and Alaska accomplished the following:

- (a) Focused the attention of the entire world on our Pacific campaign as an integral part of the world war.
- (b) Encouraged our American forces in the Pacific with the knowledge that the President gave his personal attention to Pacific matters at a time when most of the headlines in the newspapers had to do with the European phase of the war.
- (c) Brought about discussions and conferences which will help greatly the final major decisions.
- (d) Gave the President and some of his personal advisers a clearer understanding of the Pacific war problem and of the magnificent national accomplishments in laying the groundwork for the complete destruction of the autocratic power of the Japanese.

ON THE TRAIN IN NORTH DAKOTA, August 14, 1944.

"MARY HAD A LITTLE LAMB" - 1944 version.

Shortly after leaving Honolulu, clear blue sky, calm sea, no wind, there appeared over the horizon a cloud as small as a man's hand. It saw us and approached slowly.

It turned out to be one of those rather rare animals known as a "low". The party was on deck and as soon as the "low" saw us it recognized Rear Admiral Wilson Brown, U.S.N., and headed straight for us.

We cannot shake it off.

It smiled all over, circled us several times and took a position just off the stern. It followed us all night and the next day and the next.

After three more days, we reached Adak, where it went ashore and played happily in the wake of Admiral Brown. With it came wind and rain and fog.

We all realized that it was a nice little cloud but to be accompanied everywhere by a "low" was getting to be monotonous. Its presence became so persistent that the tug boats were prevented by it from pulling us off the dock. In other words, it was an annoying "low". Our expert said it would pass us to the eastward and finally when it went off to gambol on the horizon for a few minutes, we got underway and had only been headed for Kodiak for an hour or two when the little "low" turned up again from nowhere and accompanied us. All the way to Kodiak it hovered around us and while it was kind enough to run away while we caught a fish, there it was back again all the rest of that day and all the next day and accompanied us in to Auke Bay.

By unanimous cursing, we persuaded it to go away while we caught some more fish and the sun actually came out. But having transferred to a destroyer, Admiral Brown seemed to be somewhat worried and sure enough his little "low" appeared again that evening. He was so glad to see it that it never left us. We think that he fed it surreptitiously under the table.

It was with us all the way down the Inland Passage day after day and actually followed us into the Puget Sound Navy Yard. We pleaded with the Admiral to say goodbye and leave it there. He said he would do his best and we think he did do his best, but to no avail.

In the late afternoon, we went to Seattle and boarded the train and to our horror the next morning after we woke up across the Cascade Mountains there was the little "low" following us. It kept on going all the way into Montana and the following day across Montana and into North Dakota.

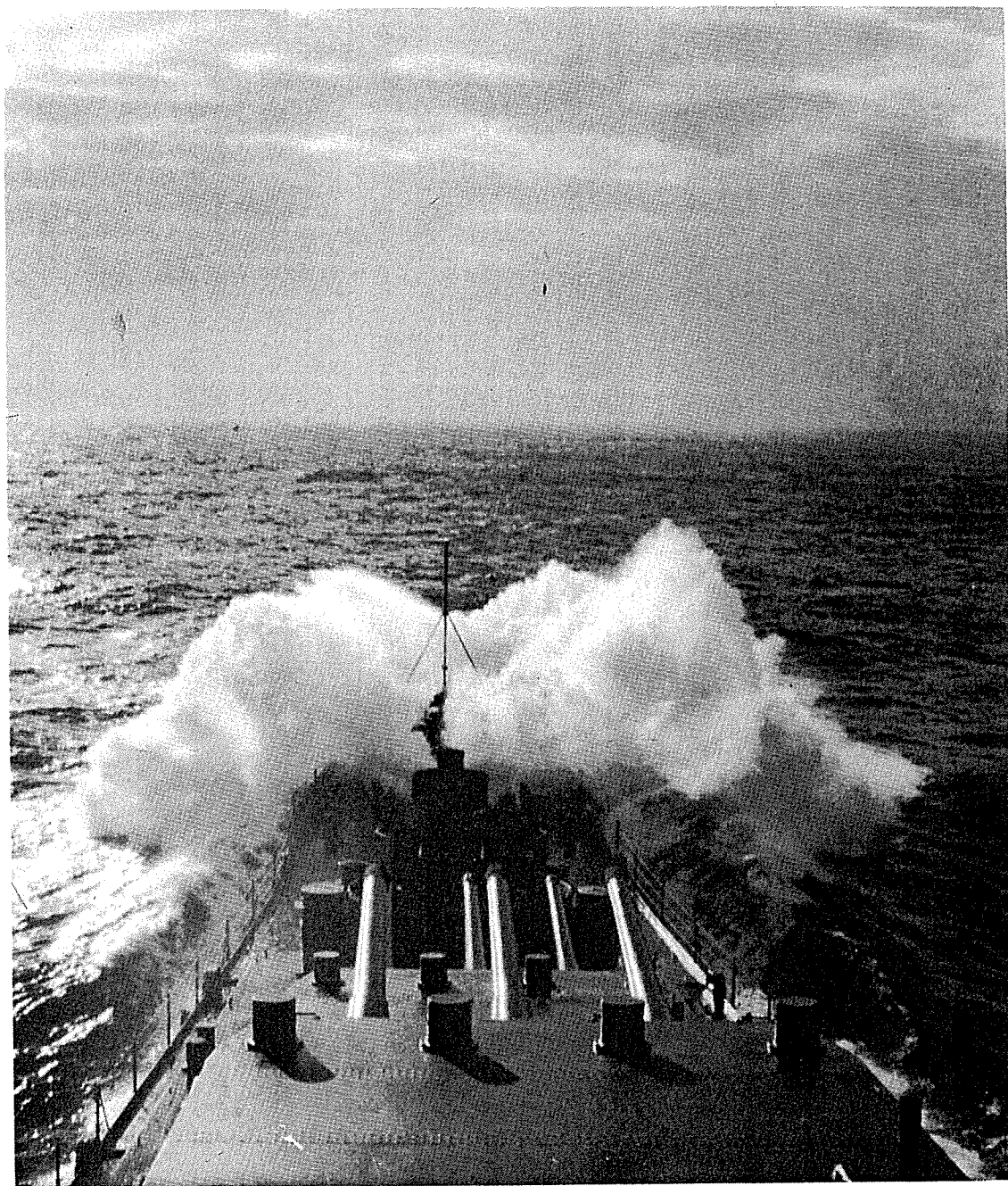
What can we do about it?

The trouble is that it has lots of friends in the party. For instance, it has encouraged Admiral McIntire to use a new word with almost every sentence. If we cannot see the horizon we are told it is an "occluded front". It seems to me that is a very long word to apply to a little lamb or a little "low". Anna and the girls had never seen an occlusion. They think it is just a nautical term for bad weather and we tell them that it is just an old Navy custom.

So here we are approaching the Twin Cities and we have got the bright idea that Admiral Brown should continue to feed his little "low" and bring it with us all the way to Washington. Washington needs a little "low" and so we must never forget that Wilson had a little "low" and write a new children's book about it.

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Note: The consistently adverse weather that we encountered from the night of July 31st until August 16th was the subject of much conversation at mess by members of the President's party. This account of it, or of Admiral Brown's "low" was dictated by the President while on the train enroute from Seattle to Washington.



Our cruiser knifes its way through a Pacific swell.