

War is an ugly thing, but not the ugliest of things.

The decayed and degraded state of moral and patriotic feeling which thinks that nothing is worth war is much worse.

The person who has nothing for which he is willing to fight, nothing which is more important than his own personal safety, is a miserable creature and has no chance of being free unless made and kept so by the exertions of better men than himself.

John Stuart Mill

English economist & philosopher (1806 - 1873)

The great Escape

Untouched for almost 7 decades, the tunnel used in the Great Escape has finally been unearthed.

The 111-yard passage nicknamed 'Harry' by Allied prisoners was sealed by the Germans after the audacious break-out from the POW camp Stalag Luft III in western Poland.

Despite a huge interest in the subject, encouraged by the film starring Steve McQueen, the tunnel remained undisturbed over the decades because it was behind the Iron Curtain & the Soviet authorities had no interest in its significance.



But at last British archaeologists have excavated it and discovered its remarkable secrets.

Many of the bed boards which had been joined together to stop it collapsing were still in position.

And the ventilation shaft, ingeniously crafted from used powdered milk containers known as Klim Tins, remained in working order.

Scattered throughout the tunnel, which is 30ft below ground, were bits of old metal buckets, hammers and crowbars which were used to hollow out the route.

A total of 600 prisoners worked on three tunnels at the same time. They were nicknamed Tom, Dick and Harry and were just 2 ft square for most of their length.

It was on the night of March 24 and 25, 1944, that 76 Allied airmen escaped through Harry.

Barely a third of the 200 prisoners (many in fake German uniforms and civilian outfits and carrying false identity papers) managed to leave before the alarm was raised when escapee #77 was spotted.



Only 3 made it back to Britain. 50 were executed by firing squad on the orders of Adolf Hitler who was furious after learning of the breach of security.

In all, 90 boards from bunk beds, 62 tables, 34 chairs & 76 benches, as well as thousands of items including knives, spoons, forks, towels and blankets, were squirrelled away by the Allied prisoners to aid the escape plan under the noses of their captors.

Although the Hollywood movie suggested otherwise, no Americans were involved in the operation. Most were British & the others were from Canada (most with experience in mining), Poland, New Zealand, Australia & South Africa.



The site of the tunnel, recently excavated by British archaeologists

The latest dig over 3 weeks in August, located the entrance to Harry, which was originally concealed under a stove in Hut 104.

The team also found another tunnel, called George, whose exact position had not been charted. It was never used as the 2,000 prisoners were forced to march to other camps as the Red Army approached in January 1945.

Watching the excavation was Gordie King, 91, an RAF radio operator, who was 140th in line to use Harry & therefore missed out.

‘This brings back such bitter-sweet memories,’ he said as he wiped away tears. ‘I’m amazed by what they’ve found.’



Gordie King, 91, made an emotional return to Stalag Luft III.





USS Murphy DD 603

To all my shipmates and friends Joe

As I've aged, I've become kinder to myself, and less critical of myself. I've become my own friend.

I have seen too many dear friends leave this world, too soon; before they understood the great freedom that comes with aging.

Whose business is it, if I choose to read, or play, on the computer, until 4 AM, or sleep until noon? I will dance with myself to those wonderful tunes of the 50, 60 & 70's, and if I, at the same time, wish to weep over a lost love, I will.

I will walk the beach, in a swim suit that is stretched over a bulging body, and will dive into the waves, with abandon, if I choose to, despite the pitying glances from the jet set. They, too, will get old.

I know I am sometimes forgetful. But there again, some of life is just as well forgotten. And, I eventually remember the important things.

Sure, over the years, my heart has been broken. How can your heart not break, when you lose a loved one, or when a child suffers, or even when somebody's beloved pet gets hit by a car? But, broken hearts are what give us strength, and understanding, and compassion. A heart never broken, is pristine, and sterile, and will never know the joy of being imperfect.

I am so blessed to have lived long enough to have my hair turning gray, and to have my youthful laughs be forever etched into deep grooves on my face. So many have never laughed, and so many have died before their hair could turn silver.

As you get older, it is easier to be positive. You care less about what other people think. I don't question myself anymore. I've even earned the right to be wrong.

So, to answer your question, I like being old. It has set me free. I like the person I have become. I am not going to live forever, but while I am still here, I will not waste time lamenting what could have been, or worrying about what will be. And I shall eat dessert every single day (if I feel like it).

MAY OUR FRIENDSHIP NEVER COME APART, ESPECIALLY WHEN IT'S STRAIGHT FROM THE HEART!

PUT ME IN CHARGE . . .

Put me in charge of food stamps. I'd get rid of Lone Star cards; no cash for Ding Dongs or Ho Ho's, just money for 50-pound bags of rice and beans, blocks of cheese and all the powdered milk you can haul away. If you want steak and frozen pizza, then get a job.

Put me in charge of Medicaid. The first thing I'd do is to get women Norplant birth control implants or tubal ligations. Then, we'll test recipients for drugs, alcohol, and nicotine. If you want to reproduce or use drugs, alcohol, or smoke, then get a job.

Put me in charge of government housing. Ever live in a military barracks? You will maintain our property in a clean and good state of repair. Your home" will be subject to inspections anytime and possessions will be inventoried. If you want a plasma TV or Xbox 360, then get a job and your own place.

In addition, you will either present a check stub from a job each week or you will report to a "government" job. It may be cleaning the roadways of trash, painting and repairing public housing, whatever we find for you. We will sell your 22 inch rims and low profile tires and your blasting stereo and speakers and put that money toward the "common good.."

Before you write that I've violated someone's rights, realize that all of the above is voluntary. If you want our money, accept our rules. Before you say that this would be "demeaning" and ruin their "self esteem," consider that it wasn't that long ago that taking someone else's money for doing absolutely nothing was demeaning and lowered self esteem.

If we are expected to pay for other people's mistakes we should at least attempt to make them learn from their bad choices. The current system rewards them for continuing to make bad choices.

AND While you are on Govt subsistence, you no longer can VOTE! Yes, that is correct. For you to vote would be a conflict of interest. You will voluntarily remove yourself from voting while you are receiving a Gov't welfare check. If you want to vote, then get a job.

(KNOWLEDGE is knowing a tomato is a fruit; but WISDOM is not putting it in a fruit salad)

This is one of the best and most useful stories I have read in years. What a life lesson!

Be sure to read to the end

One day a farmer's donkey fell down into a well..

The animal cried piteously for hours as the farmer tried to figure out what to do.

Finally, he decided the animal was old, and the well needed to be covered up anyway; it just wasn't worth it to retrieve the donkey.

He invited all his neighbors to come over and help him. They all grabbed a shovel and began to shovel dirt into the well. At first, the donkey realized what was happening and cried horribly. Then, to everyone's amazement he quieted down.

A few shovel loads later, the farmer finally looked down the well. He was astonished at what he saw. With each shovel of dirt that hit his back, the donkey was doing something amazing.

He would shake it off and take a step up..

As the farmer's neighbors continued to shovel dirt on top of the animal, he would shake it off and take a step up.

Pretty soon, everyone was amazed as the donkey stepped up over the edge of the well, and happily trotted off!

Life is going to shovel dirt on you, all kinds of dirt. The trick to getting out of the well is to shake it off and take a step up. Each of our troubles is a stepping stone. We can get out of the deepest wells just by not stopping, never giving up! Shake it off and take a step up.

Remember the five simple rules to be happy:

Free your heart from hatred - Forgive.

Free your mind from worries - Most never happen..

Live simply and appreciate what you have.

Give more. Expect less

NOWEnough of that crap. The donkey later came back, and bit the farmer who had tried to bury him. The gash from the bite got infected and the farmer eventually died in agony from septic shock.

MORAL FROM TODAY'S LESSON:

When you try to cover your ass, it always comes back to bite you.

WW II Trivia

You might enjoy this from Col D. G. Swinford, USMC, Ret and history buff. You would really have to dig deep to get this kind of ringside seat to history:

1. The first German serviceman killed in WW II was killed by the Japanese (China , 1937), the first American serviceman killed was killed by the Russians (Finland 1940); highest ranking American killed was Lt Gen Lesley McNair, killed by the US Army Air Corps. So much for allies.
2. The youngest US serviceman was 12 year old Calvin Graham, USN. He was wounded and given a Dishonorable Discharge for lying about his age. His benefits were later restored by act of Congress.
- 3... At the time of Pearl Harbor , the top US Navy command was called CINCUS (pronounced 'sink us'), the shoulder patch of the US Army's 45th Infantry division was the Swastika, and Hitler's private train was named 'Amerika.' All three were soon changed for PR purposes.
4. More US servicemen died in the Air Corps than the Marine Corps. While completing the required 30 missions, your chance of being killed was 71%.
5. Generally speaking, there was no such thing as an average fighter pilot. You were either an ace or a target. For instance, Japanese Ace Hiroyoshi Nishizawa shot down over 80 planes. He died while a passenger on a cargo plane.
6. It was a common practice on fighter planes to load every 5th round with a tracer round to aid in aiming. This was a mistake. Tracers had different ballistics so (at long range) if your tracers were hitting the target 80% of your rounds were missing. Worse yet tracers instantly told your enemy he was under fire and from which direction. Worst of all was the practice of loading a string of tracers at the end of the belt to tell you that you were out of ammo. This was definitely not something you wanted to tell the enemy. Units that stopped using tracers saw their success rate

nearly double and their loss rate go down.

YOU'VE GOT TO LOVE THIS ONE.....

7. When allied armies reached the Rhine , the first thing men did was pee in it. This was pretty universal from the lowest private to Winston Churchill (who made a big show of it) and Gen. Patton (who had himself photographed in the act).
8. German Me-264 bombers were capable of bombing New York City , but they decided it wasn't worth the effort.
9. German submarine U-120 was sunk by a malfunctioning toilet.
10. Among the first 'Germans' captured at Normandy were several Koreans. They had been forced to fight for the Japanese Army until they were captured by the Russians and forced to fight for the Russian Army until they were captured by the Germans and forced to fight for the German Army until they were captured by the US Army.

AND I SAVED THE BEST FOR LAST.....

11. Following a massive naval bombardment, 35,000 United States and Canadian troops stormed ashore at Kiska, in the Aleutian Islands . 21 troops were killed in the assault on the island. It could have been worse if there had been any Japanese on the island.

Christmas stories from Peter Bailey.

Christmas 1966, Naples Harbor, Italy

It was cold, dark and damp that time in Naples Harbor as part of the Sixth Fleet was in Italy for Liberty. As a Radioman on board the USS Spiegel Grove LSD-32, my enlistment was about over.

Years later, as I remember back, two messages come to mind.

The first was an unclassified message from the skipper of an LST in the harbor saying, "Ready to be towed at any speed". The supply line emphasis was to the Pacific and Vietnam. The Sixth Fleet in the Mediterranean was hurting.

The second memorable message was in the form of a "Dear John" letter to me from my Fiancé' (A girl that I had been smitten over since she was fourteen) The letter read, "For a moment of Pleasure I have lost the right to choose". I HAD BEEN GONE TO LONG, A YEAR TO LONG. I was heading home to a crash landing.

Christmas 1968, Jamestown, Rhode Island

This Christmas was spent with my mother in her home on Conanicus Island in Narragansett Bay.

At the time I was a Geology student at the University of South Carolina. A mysterious Christmas card reappeared. From a town in South Carolina addressed to my father, Rear Admiral Leonard W. Bailey, like clockwork this Christmas card came. My mother gave me the assignment to go to this place and tell the sender that my father was dead, that he had shot himself on the Ephinany of 1959. I was, also, requested by my mother to find out the reason for such devotion.

AWOL in War-Time

I arrived to this one cotton mill town in central South Carolina and the small cluster of employee houses. To meet with a sailor from the USS Murphy and his wife. To thank them for the Christmas Cards, that he sent every year.

He told me the following story. He was before my Father in a Captain's Mast for having been a week AWOL in War-Time. He thought his future was grim.

Captain Bailey asked this Sailor, "WHY".

His reply was that he had a week's liberty, but his wife, because of transportation difficulties, was a week late getting to the ship, so he spent the next week AWOL with her on a second honeymoon.

Captain Bailey then asked, "Do you love your wife?"

The sailor answered, "Yes." To which Captain Bailey rendered his decision and said, "You are restricted to the ship for two weeks." The ship got underway a few hours later and would be gone for two weeks.

The Captain's mast was over and time would prove this sailor's fidelity to vows and duty by his extreme loyalty.

Captain Bailey and the Murphy

Courtesy of Peter Bailey

Typed notes from Ernest Russell Hager, Leonard Bailey's cousin:

I shall try to set down the story Leonard Bailey told me while I was visiting him at Jamestown, Rhode Island, on Saturday, April 29, 1944. It all seemed to me most thrilling and unique. Leonard did not tell it as a connected account, and I shall try to put it in order. There may be some errors.

In those extensive operations when the Americans and British made their landing in North Africa, Lt. Commander Bailey (not Commander) had orders to proceed with his destroyer, the

Murphy, to the Atlantic coast south of Gibraltar at Fedala near Casablanca. A cruiser, larger with heavier guns, accompanied him farther off shore. He was to cover landing operations by troops. His particular concern was the French fort at Fedala. It was not known whether the fort would resist, and his orders were not to fire unless he were fired upon.

I should interpolate here that the hulls of destroyers are made of steel plates less than a half inch thick. For strength they depend on a system of bracing. For example, the heaviest gun turrets (3 or 4 inch) are supported by a cylinder that is built up from the keel. (A sort of stove pipe). There is no armor plate protection as on battleships. For defense, they depend on the speed provided by the engines.

"To see whether they would be fired upon" meant that they would be subject to a first volley from the fort, if the French were to resist. Leonard kept his destroyer in motion, maneuvering the time he kept his guns trained on the fort, constantly on the target. Should the fort open fire, all he would need to do would be to give his gunnery officer the order, "commence firing".

At dawn came a salvo from the fort. A shell passed right through his boiler room and exploded in the sea beyond. Armor-piercing shells are timed to explode an interval after penetrating. The destroyer walls offer no resistance "fortunately". The electric switch board was hit and flying pieces of bakelite injured some of the crew. Three of the engine room crew were killed and one had to have an arm amputated.

(Leonard's mother had told me that he had told her that one shell started a fire on the Murphy and another hit the automatic sprinkler system and put the fire out).

Of course, the Murphy returned the fire and the shelling was on. After an interval the fort ceased firing. He moved in and the fort resumed firing. He replied, the fort stopped, he moved in and again the fort opened up. This happened several times until the fort surrendered.

At some time later Leonard went ashore, got a ride in an army jeep the seven miles up to the fort. Fort was now in the hands of American army. Leonard looked about to see the effect of his shots. All shots landed in the target. Some hit specific objects that were most fortunate for the welfare of his ship. He talked with the French gunners. One of the first hit their range finder, a beautiful instrument made in Germany. Without it, they no longer had so precise knowledge of the range. Another hit the power transformer. Another hit the control tower driving out the French commander, a lieutenant. He now had only his brains and paper and pencil with which to calculate for his gunners. Those pauses between bursts from the fort were the intervals while he was doing his calculating. One shell from the ship nicked the concrete cover over a gun emplacement, glanced down into the powder room where French powder was spread out, exploded the powder, blew up gun, crew, and everything. Only one gun was left in position in the fort. Leonard showed me a snapshot of that one. On it he pointed out to me the telescope sight. As Leonard was admiring the telescope the soldier took out a screw driver, removed it and gave it to him.

A friend of Leonard's has made a beautiful mounting for it from old shell cases. He has it in his bedroom at Jamestown, and I looked down the bay through it; a very fine glass.

One of the French gunners told him in answer to questions that he had been firing at four destroyers and two cruisers. There were only the one destroyer and one cruiser. The Lieutenant in command was a fine type of military man well trained. It was only when a shell or grenade from the army fell into the fort wounding him, and he had only one gun left to fire, that his men ran up the white flag.

Leonard saw the Lieutenant when he came back to Fedala after his next trip across the ocean doing convoy duty. He had sought him out. I forget his name, but it begins with S. Leonard invited him aboard the Murphy and Lt. S. accepted his invitation. Leonard sent a small boat ashore for him, and he entertained him aboard the destroyer. Lt. S. expressed the hope that he would recover sufficiently so as to be appointed gunnery officer of a French destroyer that the U.S. was refitting for the Fighting French. Leonard's crew men had made a shamrock which they could screw in place on the smoke stack when there was no official inspection. Lt. S. observed it as well as other things of interest aboard, including the effect of his shell that went through the boiler room.

Some time later when Leonard was in the officers' club in New York, he walked Lt. S. He greeted Leonard, invited him as his guest aboard the French cruiser where he had his wish and is gunnery officer. They parted firm friends.

Then came the collision, freighter and Murphy. Murphy was convoying to Iceland. Running at night without lights and zigzagging, Leonard's ship was struck at about the bridge. The freighter went on about a mile before it could stop. It cut through the Murphy as a knife goes through cheese. The rear two-thirds of the Murphy remained afloat. The front third floated away then listed then sank. Leonard was thrown onto the deck of the front third. As it was about to go down he ordered all hands on that section overboard. He floated about for two hours before being picked up. The crew managed exceptionally well. They knew the front end had gone down with the skipper and part of the crew. They removed the dangerous parts of torpedoes and the like as safeguard against fire. They found they could run their propeller and so started backwards toward New York. Coast Guard came out and towed them in. Some of the crew had been killed in the collision, some were drowned. Leonard had a fractured sternum.

I saw a snap shot taken by the Coast Guard of the front end of the two thirds. It seems the crew rigged up a boat hook as a kind of bowsprit where the bow should be and ran out the flag, and so they were towed into Brooklyn Navy Yard.

Leonard learned afterwards that Lt. S. saw the Murphy being towed in. He recognized the shamrock on the smoke stack. He talked with some of crew who told him the skipper had gone down with the front end.

Leonard's fracture was very slow to knit, but he was finally reported fit for duty and has been working in a Navy office in New York. He was in that officers' club a few weeks ago when in came Lt. S. The Lieutenant saw him at first with unbelieving eyes. Then ran to him to grasp his hand saying, "My dear Bailey, I thought you were at the bottom of the sea."

Well I do not know if I have all of the "facts" correct. Leonard is not very demonstrative. He does not go into details, not realizing that civilians do not understand the things that do not give him a second thought. But this is about what happened, I think.

E.R.H.

Ernest Russell Hager

(Leonard Bailey's cousin)

A note from Bill Grom

Just wanted to let you know that the 1500 participants in the "Susan G. Koman, Three Day-60 mile" walk for breast cancer, to which members of the Murphy generously donated, raised over four million dollars for breast cancer research. Unfortunately, Peg incurred a double fracture of the metatarsal bone in her right foot at mile 4 of the last day, but still continued to walk the final 12 miles. She was placed in a boot the next day, and hopefully it will finally come off this morning after 7 weeks.

Happy, Healthy New Year to the Murphy Family

Joe

Subject: Congressman West

Congressman West sums it up best!

I have sat back and assessed the incident with the video of our Marines urinating on Taliban corpses. I do not recall any self-righteous indignation when our Delta snipers Shugart and Gordon had their bodies dragged through Mogadishu. Neither do I recall media outrage and condemnation of our Blackwater security contractors being killed, their bodies burned, and hung from a bridge in Fallujah.

All these over-emotional pundits and armchair quarterbacks need to chill. Does anyone remember the two Soldiers from the 101st Airborne Division who were beheaded and gutted in Iraq?

The Marines were wrong. Give them a maximum punishment under field grade level Article 15 (non-judicial punishment), place a General Officer level letter of reprimand in their personnel file, and have them in full dress uniform stand before their Battalion, each personally apologize

to God, Country, and Corps videotaped and conclude by singing the full US Marine Corps Hymn without a teleprompter.

As for everyone else, unless you have been shot at by the Taliban, shut your mouth, war is hell.

RIGHT ON

Joe

The sad passing of Bob, he will be greatly missed by the USS Murphy Family. Our condolence to his family.

Robert C. Downs
CHIEF ELECTRICIAN MATE

January 20, 2012



Robert C. Downs 86 of Natick died Friday, January 20, 2012 at the Mary Ann Morse Nursing Home in Natick.

He was the beloved husband for 58 years of the late Rita E. (Hayes) Downs who died in 2004.

A Natick resident for 62 years he was born in the Brooklyn section of New York City, son of the late Charles Lehman and Helen R. (Norkus) Downs.

Mr. Downs was with IBM Corporation for 41 years retiring as a systems engineer in 1991.

He was a proud veteran of the United States Navy serving during World War II aboard the much heralded destroyer, the USS Murphy. During the D-Day Invasion of Normandy at Omaha Beach the USS Murphy provided fire support, screen duty, engaged in gun duels with the German shore batteries, and repelled numerous German U-boat and torpedo attacks.

In late 1944 his ship escorted President Franklin D. Roosevelt to the Malta and Egypt conferences. The USS Murphy was the first U.S warship to enter the harbor of Jidda in Saudi Arabia to transport King Ibn Saud to a treaty meeting on a larger ship with FDR. The king had previously never left his country or traveled by ship.

Mr. Downs remained active with the USS Murphy reunions and maintained friendships with his shipmates throughout his life.

He was a devout member of St Patrick Parish in Natick was active in the Knights of Columbus, Holy Name Society and taught CCD for many years.

He is survived by 8 children, Robert C. Downs Jr. and his wife Nancy of Bedford, Maureen O'Neil and her husband Pete of Brookline NH, John Downs and his wife Hazel of Bellingham, Joseph Downs of Bellingham, Rita Bell and her husband Andy of Holliston, Daniel Downs of Boston, David Downs of Boulder CO, Helen Downs of Sarasota Fl, one brother Vincent Downs of Jupiter Beach FL, 13 grandchildren, 4 great-grandchildren and many nieces and nephews.

He was also the father of the late Charles Downs, Jeanne Finnerty, Anna Margaret Downs, brother of the late Charles Downs and Eugene Downs.

Relatives and friends are invited to attend the funeral on Tuesday at 9:00 A.M. from the John Everett and Sons Funeral Home 4 Park Street, at Natick Common, followed by a Mass of Christian Burial in St Patrick Church at 10:00 A.M.

Visiting hours are Monday from 4:00 to 8:00 P.M.

Burial with Naval Military Honors will take place on Tuesday at 1:15 P.M. at The Massachusetts National Cemetery in Bourne.

**On his Head Stone
Loving Husband Father of 11
Tin Can Sailor USS Murphy**

Subject: Pin Drop

At a time when our president and other politicians tend to apologize for our country's prior actions, here's a refresher on how some of our former patriots handled negative comments about our country.

These stories are good reminders of how proud and thankful we should always be as Americans:

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JFK'S Secretary of State, Dean Rusk, was in France in the early 60's when DeGaulle decided to pull out of NATO. DeGaulle said he wanted all US military out of France as soon as possible.

Rusk responded, "Does that include those who are buried here?"

De Gaule did not respond.

You could have heard a pin drop.

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When in England, at a fairly large conference, Colin Powell was asked by the Archbishop of Canterbury if our plans for Iraq were just an example of 'empire building' by George Bush.

He answered by saying, "Over the years, the United States has sent many of its fine young men and women into great peril to fight for freedom beyond our borders. The only amount of land we have ever asked for in return is enough to bury those that did not return."

You could have heard a pin drop.

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There was a conference in France where a number of international engineers were taking part, including French and American. During a break, one of the French engineers came back into the room saying, "Have you heard the latest dumb stunt Bush has done? He has sent an aircraft carrier to Indonesia to help the tsunami victims. What does he intend to do, bomb them?"

A Boeing engineer stood up and replied quietly: "Our carriers have three hospitals on board that can treat several hundred people; they are nuclear powered and can supply emergency electrical power to shore facilities; they have three cafeterias with the capacity to feed 3,000 people three meals a day, they can produce several thousand gallons of fresh water from sea water each day, and they carry half a dozen helicopters for use in transporting victims and injured to and from their flight deck. We have eleven such ships; how many does France have?"

You could have heard a pin drop.

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A U.S. Navy Admiral was attending a naval conference that included Admirals from the U.S., English, Canadian, Australian and French Navies. At a cocktail reception, he found himself standing with a large group of officers that included personnel from most of those countries. Everyone was chatting away in English as they sipped their drinks but a French admiral suddenly complained that, whereas Europeans learn many languages, Americans learn only English. He then asked, "Why is it that we always have to speak English in these conferences rather than speaking French?"

Without hesitating, the American Admiral replied, "Maybe it's because the Brit's, Canadians, Aussie's and Americans arranged it so you wouldn't have to speak German."

You could have heard a pin drop.

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AND THIS STORY FITS RIGHT IN WITH THE ABOVE...

Robert Whiting, an elderly gentleman of 83, arrived in Paris by plane. At French Customs, he took a few minutes to locate his passport in his carry on.

"You have been to France before, monsieur?" the customs officer asked sarcastically. Mr. Whiting admitted that he had been to France previously.

"Then you should know enough to have your passport ready."

The American said, "The last time I was here, I didn't have to show it."

"Impossible. Americans always have to show their passports on arrival in France!"

The American senior gave the Frenchman a long hard look. Then he quietly explained, "Well, when I came ashore at Omaha Beach on D-Day in 1944 to help liberate this country, I couldn't find a single Frenchmen to show a passport to."

You could have heard a pin drop.

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*Have **many** a great Day*

Subject: Who Was Haym Solomon?

FOR SENIORS HERE'S AN INTERESTING REFRESHER COURSE ON THE MEANINGS OF ITEMS WITHIN THE TWO CIRCLES ON A DOLLAR BILL THAT SHOULD BE PASSED ON TO THE YOUNGER GENERATION.

Thirteen is considered an unlucky number until...in 1776 great men put that number to use. Read on!

Read this fascinating history of the \$1 bill –

all the way to the bottom to know about Haym Solomon

You may be in for quite a surprise!

On the rear of the One Dollar bill, you will see two circles. Together, they comprise the Great Seal of the United States. The First Continental Congress requested that

Benjamin Franklin and a group of men come up with a Seal. It took them four years to accomplish this task and another two years to get it approved.

if you look at the left-hand circle, you will see a Pyramid .

Notice the face is lighted, and the western side is dark. This country was just beginning. We had not begun to explore the west or decided what we could do for Western Civilization. The Pyramid is uncapped, again signifying that we were not even close to being finished. Inside the Capstone you have the all-seeing eye, an ancient symbol for divinity. It was Franklin's belief that one man couldn't do it alone, but a group of men, with the help of God, could do anything. 'IN GOD WE TRUST' is on this currency.

The Latin above the pyramid, ANNUIT COEPTIS, means, ' God has favored our undertaking .'

The Latin below the pyramid, NOVUS ORDO SECLORUM, means, ' a new order has begun .'

At the base of the pyramid is the Roman numeral for 1776. (MDCCLXXVI)

If you look at the right-hand circle, and check it carefully, you will learn that it is on every National Cemetery in the United States.

It is also on the Parade of Flags Walkway at the Bushnell, Florida National Cemetery , and is the centerpiece of most heroes' monuments.

Slightly modified, it is the seal of the President of the United States, and it is always visible whenever he speaks, yet very few people know what the symbols mean.

The Bald Eagle was selected as a symbol for victory for two reasons:

First, he is not afraid of a storm; he is strong, and he is smart enough to soar above it.

First, he is not afraid of a storm; he is strong, and he is smart enough to soar above it.

Secondly, he wears no material crown. We had just broken from the King of England.

Also, notice the shield is unsupported. This country can now stand on its own.

At the top of that shield there is a white bar signifying congress, a unifying factor. We were coming together as one nation.

In the Eagle's beak you will read, ' E PLURIBUS UNUM' meaning, ' from many - one

Above the Eagle, we have the thirteen stars, representing the thirteen original colonies, and any clouds of misunderstanding rolling away. Again, we were coming together as one.

Notice what the Eagle holds in his talons. He holds an olive branch and arrows. This country wants peace, but we will never be afraid to fight to preserve peace. The Eagle always wants to face the olive branch, but in time of war, his gaze turns toward the arrows.

An (untrue) old-fashioned belief says that the number 13 is an unlucky number. This is almost a worldwide belief. You will almost never see a room numbered 13, or any hotels or motels with a 13th floor. But think about this:

America, which relies on God (not a number) to direct and lead, boldly chose:

13 original colonies,

13 signers of the Declaration of Independence,

13 stripes on our flag,

13 steps on the pyramid,

13 letters in 'Annuit Coeptis',

13 letters in ' E Pluribus Unum,'

***13 stars above the eagle,
13 bars on that shield,
13 leaves on the olive branch,
13 fruits, and if you look closely,
13 arrows.***

And finally, notice the arrangement of the 13 stars in the right-hand circle.

You will see that they are arranged as a

Star of David.

This was ordered by George Washington who, when he asked Haym Solomon, a wealthy Philadelphia Jew, what he would like as a personal reward for his services to the Continental Army . Solomon said he wanted nothing for himself , but he would like something for his people. The Star of David was the result. Few people know it was Solomon who saved the Army through his financial contributions ... then died a pauper. Haym Solomon gave \$25 million to save the Continental Army, money that was sorely needed to help realize America's – our - freedom and independence from England.

. Therein lies America's Judeo-Christian beginning.

Most American children do NOT know any of this.

They are not taught because their history teachers do NOT know this.

[They were not taught!]

On America's Freedom:

Too many veterans gave up too much to let the meaning fade.

Many veterans came home to an America that did not care.

Too many veterans never came home at all.

They served, they died for you ... for me .

I hope you will share this page with many-so they can learn about the UNITED STATES DOLLAR BILL , and what it stands for.

America is at a critical juncture.

Let's do whatever we can to save her

while never, ever forgetting:

It is God in whom we put our trust!

Continue to next page.

The Officer is John Overhiser, I believe the 2nd class yeoman is Frank Zanin, can anyone identify the rest?

