THE DAYBOOK

VOLUME 12 ISSUE 1

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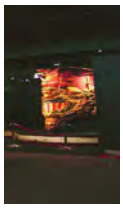

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HAMPTON ROADS NAVAL MUSEUM

Local History. World Events.

About The Daybook *and the Museum*

The Daybook is an authorized publication of the Hampton Roads Naval Museum (HRNM). Its contents do not necessarily reflect the official view of the U.S. Government, the Department of Defense, the U.S. Navy, or the U.S. Marine Corps and do not imply endorsement thereof. Book reviews are solely the opinion of the reviewer.

The HRNM reports to the Naval Historical Center's Museums Division. The museum is dedicated to the study of 225 years of naval history in the Hampton Roads region. It is also responsible for the historic interpretation of the battleship *Wisconsin*.

Call for information on the museum's and *Wisconsin*'s hours of operations. Admission to the museum and *Wisconsin* is free. *The Daybook*'s purpose is to educate and inform readers on historical topics and museum related events. It is written by the staff and volunteers of the museum.

Questions or comments can be directed to the Hampton Roads Naval Museum editor. *The Daybook* can be reached at 757-322-2993, by fax at 757-445-1867, e-mail at gordon.b.calhoun@navy.mil, or write *The Daybook*, Hampton Roads Naval Museum, One Waterside Drive, Suite 248, Norfolk, VA 23510-1607. The museum can be found on the World Wide Web at http://www.hrnm.navy.mil.

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NAVAL HISTORICAL CENTER

HRNM Staff

Director
Becky Poulliot
Curator
Joe Judge
Exhibits
Marta Nelson
Museum Tech/Librarian
Ofelia Elbo
***Editor of* The Daybook**
Gordon Calhoun
Public Relations
Susanne Greene
Architectural Historian
Michael Taylor
***Battleship* Wisconsin**
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Education
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NC1 Michael Woods
LPO
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Education
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Rear Admiral Byron Tobin, USN(Ret.)

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Cover Illustration: Ever since the Columbian Exposition in 1893, world fairs have produced post cards to advertise their events and to make extra money. Postcards at the 1907 Jamestown Expositions were wildly popular and Exposition vendors sold thousands of them. In honor of the 100th anniversary of the Exposition, we present a series of postcards sold at the Fair to give you an idea of what it was like to attend it.

People Giving to People

The Director's Column
by Becky Poulliot

The title of my column refers to a truism in fundraising. Make a project relevant, rooted in the local community and of service to others, and sponsors will see it as a worthy investment. Nowhere is this adage more obvious than in three recently sponsored museum projects.

The first is our education series for 2007—all underwritten by Lockheed Martin. Call me if you haven't received a Calendar of Events (757) 322-2990 that lists the museum's programs for this year. Summer kicks off with a day at Fort Norfolk, commemorating the bicentennial of the *Chesapeake-Leopard* Affair. If you don't know about this pivotal event that ignited the War of 1812, please join us at 1:00 on June 23 to hear historian Spencer Tucker's presentation. Reenactors will be on hand and of course, there's the 1810 fort itself and its preserved structures.

Secondly, do make an effort to visit Nauticus this summer and see "1907: The Jamestown Exposition and the Launching of the Steel Navy." This exhibit exemplifies a partnership between the City of Norfolk and the Navy, and includes community and individual support. The sponsors of the exhibit are listed at the bottom of the page. Special thanks goes to grant sponsors: the Norfolk Foundation and its $50,000 matching grant, the City of Norfolk's $38,000 Tourism Opportunity Grants, and the Hampton Roads Naval Historical Foundation's matching grant of $50,000. See pictures of the exhibit on page 4.

A third program that has been totally underwritten by outside organizations is an underwater archaeology camp for schoolchildren called "The Cumberland Club." Last year Lockheed Martin sponsored a week long pilot program for a Norfolk middle school group. This year the program has been expanded with a grant from NOAA's Ocean Exploration program.

The Club is an intensive hands-on look at the science of underwater archaeology, the discovery aspect and the preservation and interpretation of the found artifacts. Students have an opportunity to examine to the museum's underwater collections.

The Cumberland Club is an application program, merit based, and offered to Norfolk Public School's rising 8th graders. Applicants wrote a 500 word essay on "Why is history important?" The top essays were selected to participate in the Club. The winning essay, written by Emily Poetner of Azalea-Gardens Middle School, will be featured in the next issue of *The Daybook*. This year The Club will go to the wreck site of the sloop-of-war USS *Cumberland* onboard the NOAA vessel the *Bay Hydrographer* and conduct research using NOAA equipment. Educators will instruct the students on how to build a Remote Operating Vehicle. NOAA sponsored The Club in part to celebrate its 300th anniversary.

The students also will learn about conservation of artifacts by examining the Naval Museum's collection. They will select an artifact to be conserved. The Mariners' Museum is hosting a special tour for The Club of its newly constructed *Monitor* Center labs.

The NOAA Ocean Exploration grant has provided extra funds for a teacher workshop that incorporates the practical applications of both history and science. This interdisciplinary approach will allow students a look at future career options.

The Hampton Roads Naval Museum staff are proud to offer entertaining and educational services to a wide array of audiences-Navy (both current and future), local visitors and tourists. Come see us this summer and take advantage of our offerings.

Becky

1907
THE JAMESTOWN EXPOSITION
and the Launching of the Steel Navy
is presented by

HAMPTON ROADS NAVAL MUSEUM
Local History. World Events.

NAUTICUS

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NAVY LEAGUE

Politics, not Protocol

The Sage owns a Navy ball cap with the words USS *United States* (CVN-75). For obvious reasons, the hat gets strange looks as there is no ship by that name. The short explanation for the hat's mistake is that the Navy renamed *United States* to *Harry S. Truman*. Some warship guides will even go so far as to label CVN-75 USS *Harry S. Truman* (ex-*United States*). Why did the Navy do this?

The answer that has been floating around the fleet is protocol. Specifically, many point to the traditional honors rendered to dignitaries coming aboard a ship. For those not familiar with this tradition, it is a time honored practice to ring the quarterdeck bell a certain number of times, depending on the number of sailors placed at the quarterdeck, for that particular official. As a part of this act, the title of the official is announced as either "arriving" or "departing." The President of the United States is given the title "United States" during this act. For the commanding officer of a ship, he/she is given the ship's name as his/her title when coming aboard. Thus, for a ship named *United States*, the commanding officer would be announced as "United States arriving," the same as the President. This, however, is not why there was a name change.

President Dwight D. Eisenhower salutes the captain and executive officer as he comes aboard USS Williamsburg *(AGC-369) for a five day trip down the Potomac River, 1953. Per Navy protocol, Eisenhower would have been piped aboard, "United States arriving." While it might be a protocol* faux pas *to name a ship* United States *as the captain of such a ship would be piped aboard "United States arriving," it is not the reason CVN-75 was renamed from* United States. *(Naval Historical Center photo)*

The Museum Sage

The true reason lies in the halls of Congress. By law, ship-naming authority ultimately lies with the Secretary of the Navy. The Secretary makes his decisions based on recommendations from various sources, mainly the Naval Historical Center (HRNM's parent command). Private citizens sometimes lobby for a ship name and Congress also likes to give its two cents via Congressional Resolutions.

Sometimes, however, Congress likes to go beyond two cents. There have been several cases over the last 150 years where Congress actually mandated that a ship be given a particular name. Researchers at the Congressional Research Service (CRS) informed the Sage that in the last sixteen Congresses, there have been twenty-three Congressional actions either suggesting or mandating ship names.

In the case of CVN-75, originally the ship was to be named *United States*. According to the CRS, Republican members of Congress wanted the next carrier, CVN-76, named after President Ronald Reagan. Democrats objected and proposed that CVN-76 be named after President Harry S. Truman. President Bill Clinton resolved the matter by renaming CVN-75 *Harry S. Truman* and keeping CVN-76 *Ronald Reagan*.

Thus the name *United States* goes back into the name drawer and might stay there for a while. CVN-77 and 78 already have names. The construction of CVN-75 was the third attempt in the last eighty-five years to have a ship named after the nation. So remember, *Harry S. Truman* sailors, it is because of politics, and not protocol, that your ship was renamed.

It's not for lack of trying that there is not a U.S. Naval warship named United States. *The keel of* United States *(the second of three attempts in the 20th century to build a ship by that name) lays dormant at Newport News Shipbuilding in 1948. The Truman Administration cancelled the giant aircraft carrier after deciding for the Navy that it didn't need such warships. (Naval Historical Center photo)*

Museum Opens New Exhibit on Steel Navy and the Jamestown Exposition

In honor of the 100th anniversary of the Jamestown Exposition, the Hampton Roads Naval Museum and Nauticus present a new exhibit honoring the Exposition and the revolutionary "steel navy." Entitled "1907: The Jamestown Exposition and the Launching of the Steel Navy," the new 5,000 square foot exhibit is located in Nauticus.

At the turn of the twentieth century, the United States was a growing world power. With ever expanding industry, increasing numbers of affluent consumers, and a new world view, the United States had awakened from an internal looking nation to one set to take its place on the world scene. The U.S. Navy had to be completely retooled and rebuilt to help meet this challenge.

The exhibit looks at how the Navy transformed itself from a small group of ships designed to protect the coastline to a large fleet capable of a global reach. This historic era in the Navy was symbolized by the 1907 Jamestown Exposition and the sortie of the Great White Fleet from Hampton Roads.

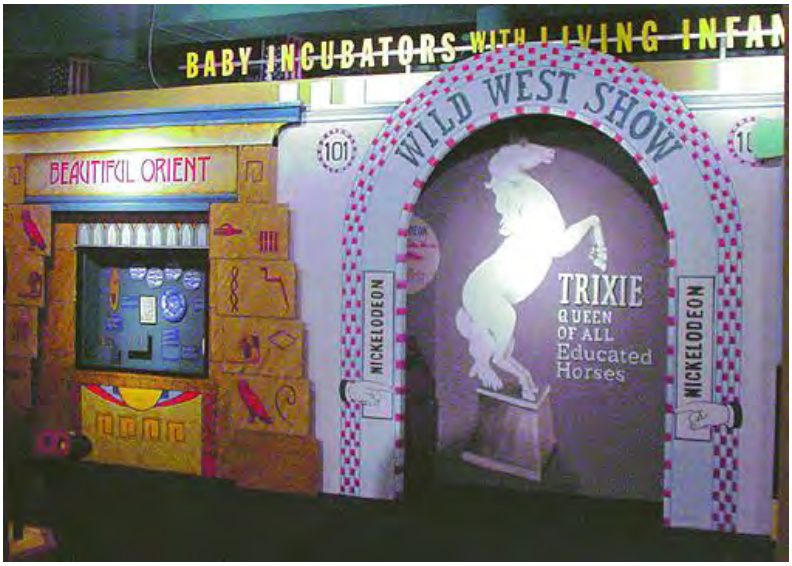
Artifacts of note in the exhibit are a uniform from a member of the North Carolina Naval Militia, personal items of Admiral William Truxtun, an eleven foot wide bow ornament from the armored cruiser USS *New York* (ACR-2), the builder's model of the battleship USS *Virginia* (BB-13), the battleflag of the battleship USS *Oregon* (BB-3), items from the Jamestown Exposition, and items from the Great White Fleet.

Interactive exhibits showcase stereoscope photos of the era and teach visitors concepts such as early fleet communications and the famed crossing the line ceremony. Restored historic film from the Library of Congress and the HRNM's original production, "Enduring Legacy: The 1907 Jamestown Exposition" are also can be viewed in the exhibit.

Call 757-322-2987 for more information about the exhibit. Also, be sure to visit www.hrnm.navy.mil for interactive features on the Jamestown Exposition.

Visitors to the new exhibit "1907: The Jamestown Exposition and the Launching of the Steel Navy" are greeted by an 11x8 foot hand carved wooden ornament. The artifact was originally placed on the bow of the armored cruiser USS New York *(ACR-2). These types of ornaments were common on U.S. Navy ships during this time period. Nonetheless ,* New York's *is by far and away the most elaborate and fancy of them all. (Photos by Marta Nelson and MCSN Kenny Mays.)*

The first section of "1907" looks at the arrival steel hulled ships in the U.S. Navy. An artifact of note in this section is a uniform from the North Carolina Naval Militia, Elizabeth City Detachment. (Photo by Marta Nelson)



A central part of "1907" is a new exhibit on the Jamestown Exposition. The exhibit, shown here, gives visitors a glimpse of the Warpath section of the Exposition, where visitors could for an extra fee see entertaining sideshows. (Photo by Gordon Calhoun)

The voyage of the U.S. Battle Fleet or Great White Fleet, is a major component of the "1907" exhibit. Featured items in this section are artifacts from the voyage (upper left) and the builder's model of the USS Virginia *(BB-13), one of the thirteen battleships that made up the Fleet. (Photos by Marta Nelson and Gordon Calhoun)*

Book Reviews

The Pearl Harbor Myth: Rethinking the Unthinkable

By George Victor
Reviewed Ira R. Hanna

According to George Victor, because of the public's acceptance of the results of the Presidential Commission headed by the prestigious Supreme Court Justice, Owen Robert, "The myth of Pearl Harbor was established as U.S. history." Congress and the American people wanted to know whom to blame for the disaster and once satisfied, they were unified to win the war against Japan and Germany.

After the war was over, information not previously available concerning prior knowledge by Washington of the attack became known. The myth was put under more scrutiny. Was Japanese deception the only reason Hawaii was not prepared for the attack? Were Short and Kimmel not provided with intelligence crucial to the defense of the island and the fleet? Was there a cover up at the highest level of government? Victor, in his latest book, *The Pearl Harbor Myth: Rethinking the Unthinkable*, attempts to answer these questions. How he does this is what makes this book different from the various books on the Pearl Harbor disaster.

George Victor. *The Pearl Harbor Myth: Rethinking the Unthinkable*. Dulles, VA: Potomac Books, 2007. ISBN 1-59797-042-5. $27.50.

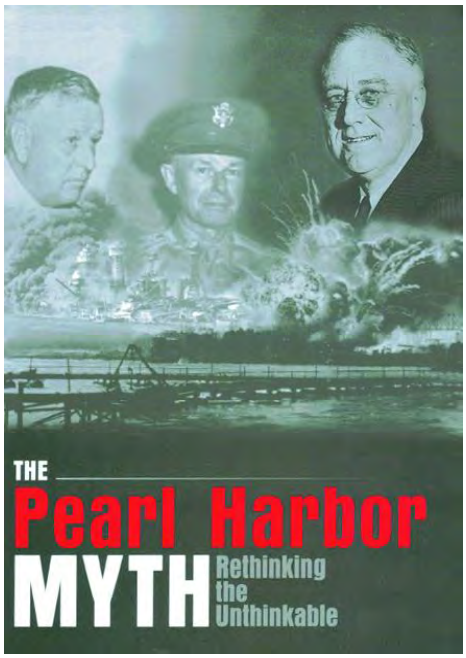
Dr. Victor is a retired psychologist, author of three books and many articles on psychology and history. In this book, he analyzed the meanings and motives of messages between politicians, diplomats, and military commanders, both Japanese and American, before the attack. He rethought the possibility of a political and military conspiracy on one side and deceit on the other. He analyzed the implications of the communications between the American leaders, including President Franklin D. Roosevelt, and the military leaders in the Philippines and Hawaii.

It is Victor's belief that when Presidents are confronted with a dilemma between important U.S. interests and popular opposition to military action used to defend those interests, Presidents have used deception to change popular opinion.

To Victor, the actions of President Roosevelt, certain members of his staff, and the military chiefs in Washington prior to Pearl Harbor were a result of that type of deceit, and not the miscalculation of Japanese intentions as is commonly accepted.

This book is filled with quotations from the 1946 Congressional Investigation, secondary sources, and articles that have been written on the subject. But there is one glaring omission – the 1995 Defense Department Report (Dorn Report) as published in the 2005 Borch and Martinez book, *Kimmel, Short, and Pearl Harbor: The Final Report Revealed*. This is the only investigation conducted by a generation of civilians that had not lived through Pearl Harbor and WWII. It had no preconceptions and determined that Kimmel and Short did make mistakes but were not alone. Washington also shared in the responsibility for the disaster. Other sources that may have helped Victor determine motives and actions were available in the Nimitz Library at the U.S. Naval Academy and included first hand accounts. By ignoring these sources, Victor missed some insights that could have improved his analysis.

To his credit, Victor does analyze Japan's moves to dominate East Asia, and Roosevelt's tentative moves against Germany and his secret alliance with Winston Churchill. Of particular interest is his interpretation of the "countdown" in Tokyo, the similar countdown in Washington, and the November turning point. Perhaps the political changes in Tokyo in 1941 did cause an immediate



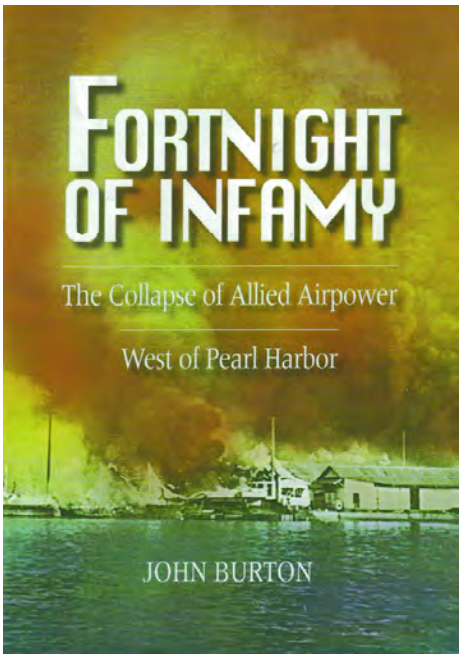
unexpected reaction by the Japanese fleet. Combined with the Japanese diplomatic deceit, Washington political and military chiefs could have been taken off guard even though intelligence gathered from the breaking of the Japanese military and diplomatic codes gave Americans an advantage.

While there are no new facts in this book, Victor does bring a historical perspective to the causes and results of Pearl Harbor. Still, one wonders why should it have been written? The answer lies with the publisher, Potomac Books Inc., that chose Pearl Harbor as one of a series of books on military controversies. Potomac Books chose a psychologist/historian to write to work. It is not hard to see why it led him to conclude that just as the diplomatic, political and military deceptions of the past have faded from our memories and certainly our interest, Pearl Harbor's unthinkable deception will fade and be replaced by new unthinkable myths.

An unintended result of this book may be the examination of the communications among political, military, intelligence and diplomatic leaders before, during and after the disaster of September 11, 2001, to determine whether the American public was misled, purposely or not, into another war. Will that incident become the new myth – the new Pearl Harbor – about which many books will be written and just as few able to establish the facts and find the truth? It does appear to be a possibility, if not a probability.

Fortnight of Infamy: The Collapse of Allied Airpower West of Pearl Harbor

By John Burton
Reviewed by Howard Sandefer



December 1941 was not a good time for the nations allied against the Axis powers. The war in Europe was in its second year when the Japanese attack at Pearl Harbor opened another front that the Allies had to address.

John Burton's book is an account of the fifteen days after the attack on Pearl Harbor, specifically focusing on the loss and consequences of the air power of the Allies in the Far East. Allied airpower had been completely destroyed throughout the Pacific. As a result, the Allies could do little to the Japanese air offensive. As a result, the fortnight saw the loss of the battleship HMS *Prince of Wales* and battlecruiser HMS *Repulse,* and the fall of Wake Island on December 23, 1941. Later events set up by the loss of almost all Allied aircraft in the Pacific area included the fall of Malaya (January 31, 1942), Singapore (February 15, 1942), the Philippines (Bataan on April 8 and Corregidor on May 6, 1942.)

John Burton. *Fortnight of Infamy: The Collapse of Allied Airpower West of Pearl Harbor*. Annapolis: Naval Institute Press, 2006. ISBN 1-599114-096-X. $32.95.

The conflict between East and West had been brewing for years but the danger was minimized in the West, while preparations continued in Japan. Cultures clashed, largely because each culture did not fully realize the intentions or resolve of the other, and Burton goes into some detail about the mutual ignorance shown in both camps.

Japanese ambition and desire for natural resources combined to lead the Japanese into a bold, aggressive stance in the region. They relied on the spiritual superiority of the bushido warrior versus the decadent Westerners interloping on the natural Japanese sphere of influence. It seemed to be an article of faith that Japan was destined to control the Western Pacific area, with the natural resources so needed by the Japanese industry.

The people of the United States "knew" that the average Japanese soldier was near-sighted, buck-toothed and feudal. Japanese technology was discounted, and the phrase "Made in Japan" usually connoted something cheap and easily broken. Unknown to the Allies were the products produced by Mitsubishi and Nakajima, although observers in China had sent in many reports of the use and capabilities of Japanese airpower. The Allies did not give the Japanese threat much credence, although Manchuria and China had already felt the conqueror's heel.

This denial resulted in serious delays to any rearmament. The Allied forces in Asia were thus forced to fight with inadequate and obsolete aircraft, little or no warning system, inadequate bases and lack of proper maintenance facilities. The most modern fighter deployed was the P-40E. Most squadrons were equipped with 1930s airplanes like the F2A Brewster Buffalo and the P-35A. The best bomber was the B-17D Bolo.

Burton shows in complete and frustrating detail the failure of men and machines in meeting the challenge presented by the Japanese. He has tracked down every Allied aircraft present at the beginning of the war and recorded the fate of every aircraft lost, day by day.

The author also presents some of the conclusions of the various review boards after the incidents had been concluded. It was found that air power was lost due to lack of security and mobility. Aircraft were lost needlessly because dispersal areas and camouflaged service areas were limited. Lack of unit coherence occurred because of unstable unit assignments, which exacerbated the problem of obsolete aircraft, lack of early warning radar, and unprepared depots of supplies and fueling facilities.

Difficulties included unresponsive senior officers unable to adjust pre-war thinking to wartime requirements. Aircraft were not dispersed, were left in exposed positions, ground and naval forces were not given air cover, and panic was allowed to develop in some cases. Timely retaliatory air strikes were not launched, were too late, or inadequate. In most instances the pilots did the best they could with the equipment at their disposal, and those who lived and were not captured did not give up, but continued the struggle from Australia.

The fortnight after Pearl Harbor was a lesson in the danger of wishful thinking and in complete reliance on the power of diplomacy in the face of hostile intent. The Japanese were relentless in striking Allied airfields in their determination to gain air supremacy, and the aggressive pursuit of this goal was rewarded with success.

Perhaps the best lesson to be learned from this book is the reminder that we need to be ready to defend our nation at all times, and to believe foreign leaders who say they wish to destroy us. Whether or not the leaders of foreign nations are bluffing, we need to be ready to defend ourselves should they attack. This book is an excellent piece of scholarship with a very readable style, and will be a valuable resource for those who cannot get enough of the study of the Pearl Harbor debacle and its aftermath.

The Officers and Directors of the JAMESTOWN EXPOSITION request the honor of your presence on Friday, the Twenty-sixth day of April, 1907, at the Formal Opening of the JAMESTOWN TER-CENTENNIAL EXPOSITION, Hampton Roads, Virginia, by the President of the United States, in commemoration of the Three Hundredth Anniversary of the First Permanent English Settlement in America at Jamestown, in Virginia, in the year One Thousand Six Hundred and Seven.

Going to the Fair

by Gordon Calhoun

After all the planning, fussing, building, and speeches, the Jamestown Exposition opened its doors to the public on April 26, 1907. The Company managing the great fair nominally charged the public anywhere between 45 and 50 cents to get in (it varied depending on the day) , with additional charges for the entertaining sideshows, concessions, and souvenirs. Though if you knew someone, well you could get in for free!

Like all destinations past and present that cater to tourists, the Jamestown Exposition sold postcards. We present here a few of the postcards that patrons purchased at the Fair, wrote a few lines and mailed off to friends and family. Follow them around! A detailed interactive map of the Fair can be found at our website: **http://www.hrnm.navy.mil/1907exposition.html.**

Commercial Exhibits

Visitor :*"We took in the War Path last night and the Fountain, it was beautiful. We stayed on the grounds until 9 p.m."*

After entering the Exposition grounds, the first big structure they would have seen would have been the Administration Building. The facility housed the Exposition's auditorium where many speeches and concerts were given. It was one of the few buildings finished before the Exposition opened.

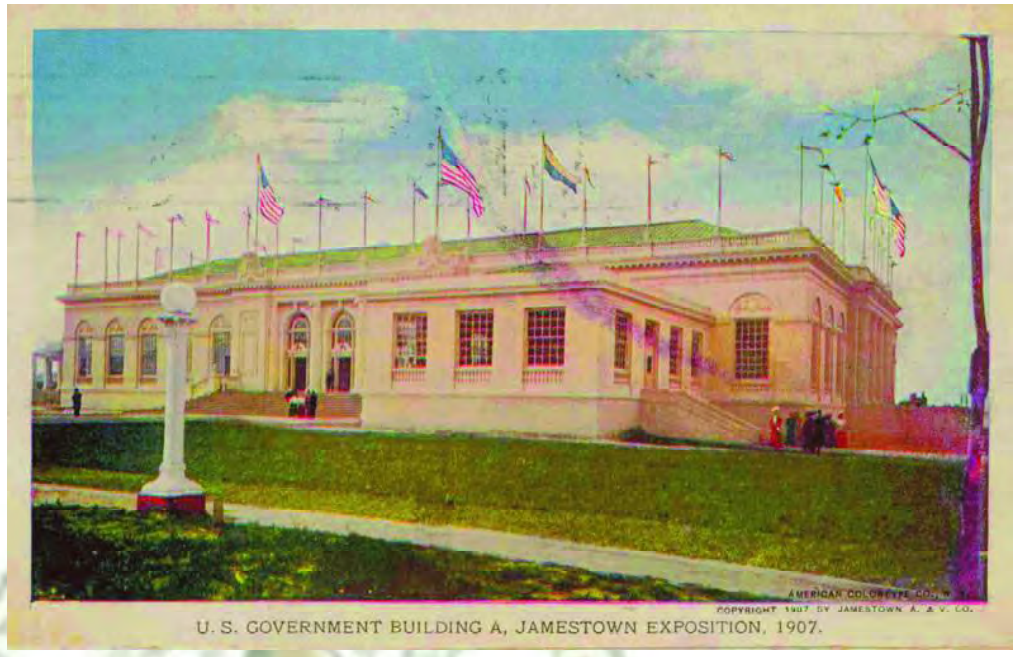
Visitor: *"Have been to 16 buildings. Today [we] saw a teapot lounge and walked about in it. Are seeing too much to take time to write. Wish you were here, Mamma."*

To the west of the Administration Building stood the Pure Food Exhibit Building. America's food processors, eager to demonstrate the quality of their products and their compliance with the 1906 Pure Food and Drug Act, installed exhibits and often provided free samples. The visitor referred to a giant porcelain teapot produced by the Martin Gillette Company where they served hot and cold teas to patrons.

Visitor: *"Have some of the rice you threw in my shoe. Yet I'll get even with you. We are now on the Exposition grounds."*

To the north and across the street from Pure Food was the Palace of Manufactures, which housed hundreds of exhibits from America's leading companies seeking to promote their products.

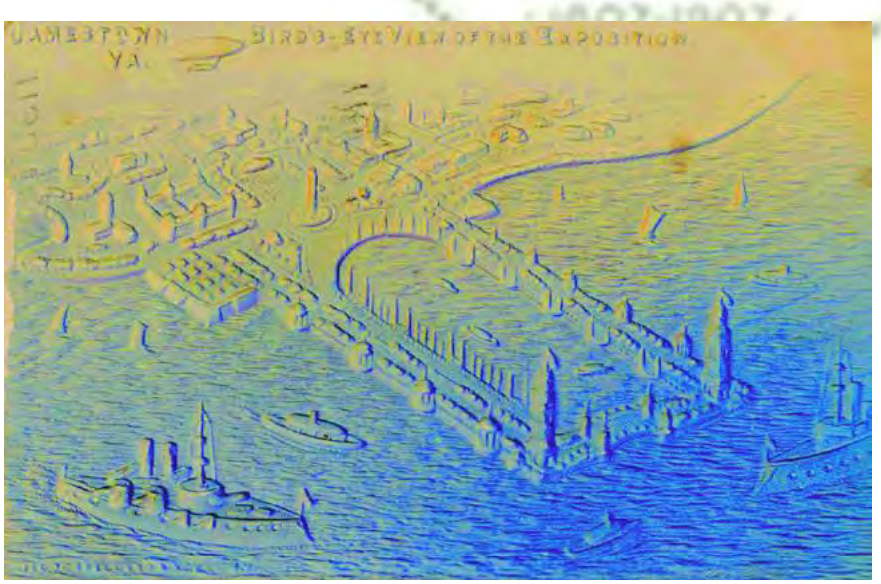
U.S. Government Participation



U. S. GOVERNMENT BUILDING A, JAMESTOWN EXPOSITION, 1907.

Visitor: ***"We are in this building now sitting down after seeing soldiers, ships, etc. We looked at 8 buildings and walked about 18 miles."***

To the north and across Powhatan Street from the Palace of Manufactures was U.S. Government Building "A." Here exhibits displayed information from the Departments of State, Justice, and Treasury, the Post Office and the Library of Congress. The visitor came on September 10 and is referring to seeing soldiers parade for Maryland Day and the anniversary of the "Star Spangled Banner."



Visitor: ***"I am now in Norfolk having a fine time at the Exposition. Will write you a letter this evening. Got all the cards you want except three."***

If a visitor continued his walk north from the Government Building, he would encounter the Government Piers. This concrete structure jutted 1,200 feet into Hampton Roads and gave visitors an excellent view of the international fleet at anchorage.

The State Houses, Part 1

Visitor: ***"Hope your wife is doing you a great deal of good. What do you think of this Virginia Building? Pretty?"***

Stretched out along the waterfront on both sides of the Government Piers were the State Houses. On the western side, the first two buildings were the Pennsylvania Building and the one shown in this postcard, the Virginia State Building. Designed by Norfolk architects Charles Bruce and Benjamin Mitchell, the house represented a typical large plantation house. The Exposition's managers used the Virginia structure often for high level receptions such as one for state governors.

Visitor [from Camden, New Jersey]: ***"I have just returned from Jamestown."***

The visitor sent a friend this postcard of the Georgia Building. Down the street from Virginia House, it was modeled after Bulloch Hall, the home of Theodore Roosevelt's mother. The President visited the building twice.

Fun Goes on the Warpath

Washington Post **Reporter: *"Warpath is Amusing, All Sorts of Eccentric Things to Be Found. Place Alive with Fire."***

No visit to the Exposition would be complete without a visit to the Warpath. Located just south of the Georgia House, this four block section was the fun and entertaining portion of the Fair. For an extra fee (usually 10 cents per attraction), visitors could see exotic animals and belly dancers at Gaston Amouk's "Beautiful Orient and Streets of Cairo." They could learned about the Battle of Hampton Roads via a cyclorama at the "Battle of the Merrimac and Monitor" building (by far the most visited attraction at the Exposition). They could also see cowboys and Native Americans from Oklahoma perform trick shooting and fancy horseback riding at the Miller Brother's "101 Ranch and Wild West Show."

Why don't you come too?

Visitor [to a friend in Minnesota]: ***"Pine Beach, VA This is where we stayed."***

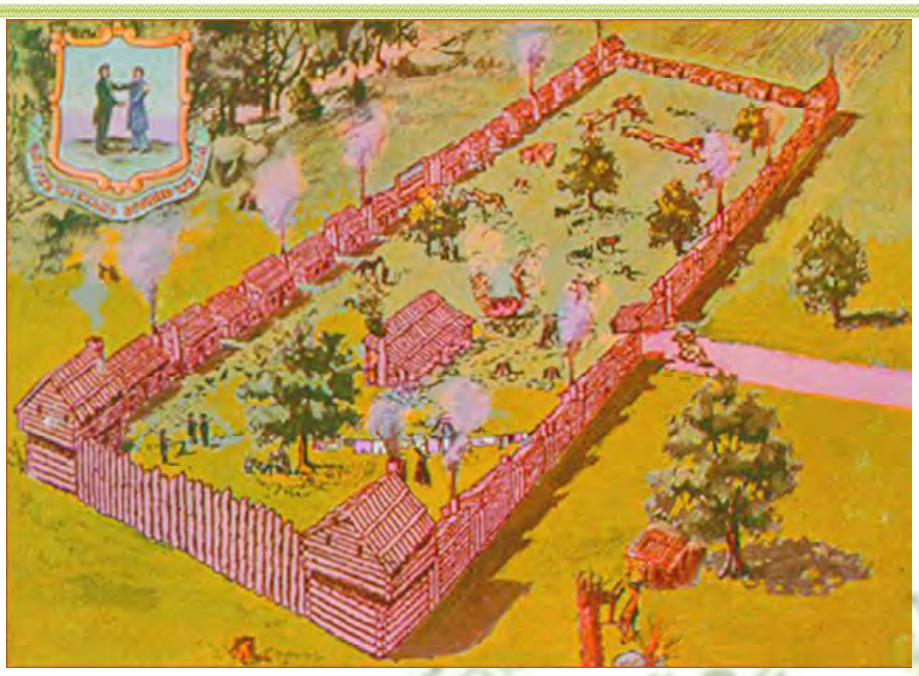
The Pine Beach Hotel was one of several constructed just for the Exposition. It was a 1,000 room establishment constructed on the eastern side of the Exposition ground, with a beautiful beachfront that looked out into Hampton Roads. The Navy later bought the building in 1917 and turned it into a barracks for Atlantic Fleet Marines.

Visitor: ***"We went all through the Exposition Grounds today." [Card Caption: "Meet me at the Jamestown Exposition, Norfolk, Virginia, 1907."]***

This is one of the early postcards sent. By today's standards, a man being strung up from the nearest high tree seems in bad taste and even horrific. However, the postcard was a tongue-in-cheek gesture by Exposition management at its critics who said the Fair would never get off the ground.

Visitor [mailed from the Exposition to a doctor of the 70th Virginia Regiment camped at the Exposition]: ***"Sorry, I missed you yesterday. Have been looking for you everyday. Come out when you can."***

This beautiful dreamscape is supposed to portray Discovery Landing/Raleigh Square, a concrete landing located on the waterfront where many of the celebrities and personalities made a grand entrance. Unfortunately, the artist presented a picture that is more like St. Mark's Square in Venice, Italy (notice the gondolas) than Discovery Landing. It is possible that the painting is one of many conceptual illustrations produced before 1907.



State Houses, Part 2

The senders of some cards apparently felt that the subject of the card was intriguing enough that additional notes were not needed. This card was mailed directly from the Fair to a friend in Mohawk, New York. The subject of the card is Fort Boonesboro, the Commonwealth of Kentucky's contribution to the Exposition. Located on the extreme western section of the Fair, the fort was a reproduction of Daniel Boone's settlement. It was one of the most popular of all the state structures largely due to the site managers' generous hospitality.

Visitor: ***"Mrs. Overman is meeting friends. I shall be in Elizabeth City [North Carolina] either Friday or Saturday and will stop to see you in a short while."***

With over 10,000 square feet of space, the Rhode Island House was one of the largest state houses. Located on the waterfront, east of the Government Piers, the house reflected the state's enthusiasm for the Exposition. Rhode Island was one of the first states to accept the Exposition's formal invitation. At the house itself, the State Commission threw an 18th century Colonial style ball, displayed several artifacts from the state's 18th century colonial days, and had a large reception hall for visitors.

Visitor: ***"Dear Friend, I have intended writing to you but I have been on the go so much. This is an odd card I send to you. Notice the 'window in the chimney.' Hope to be home soon."***

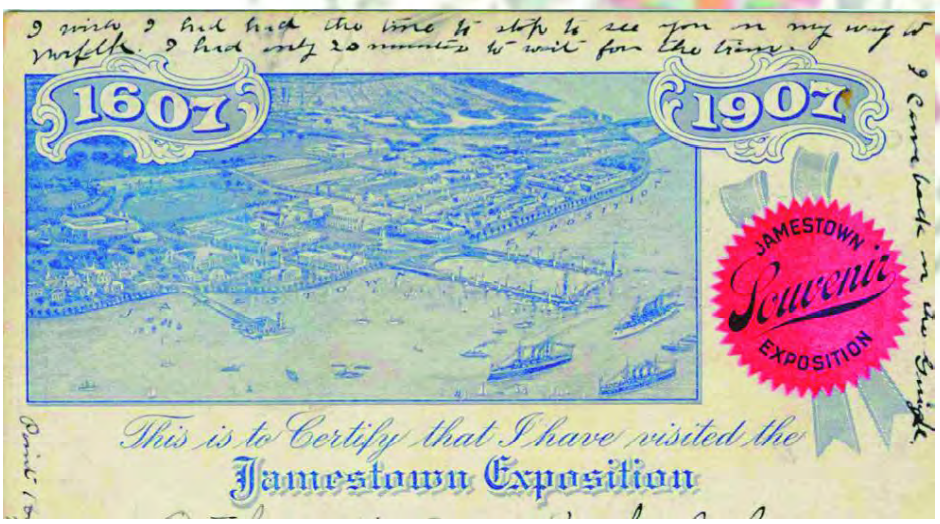
The building that the visitor finds "odd" is the Delaware House. Located at the far eastern edge of the row of state houses, "odd" was a common phrase used by visitors when they first saw it. The official history of the Exposition described it as "a pen picture of two chimneys" that happened to have a small house between them. The structure was modeled after a typical 18th century homestead house that made full use of fireplaces to heat the house.

Visitor: ***"I am [going] to Norfolk on way to Expo. We think to spend tonight here and go home on the 8 o'clock train Sunday."***

This is the New Hampshire House, a reproduction of American Revolution leader John Langdon's home in Portsmouth. The visitor mentions trains in the card. Four major railroads, the Pennsylvanian, Norfolk and Western, the Virginian, and the Chesapeake and Ohio, all serviced the Exposition. They even lent money to the Exposition to keep the Fair running through the summer for more fare paying passengers.

Thanks for Coming!

Visitor: ***"When this you see, Remember me"***
The legendary scene of Pochantas saving Captain John Smith from one of Powhatan's warriors remains a powerful historical image of the Jamestown Colony. Though we are not sure if the letter writer was implying that he was Smith, Pochantas, or the warrior.



Visitor: ***"I wish I had had the time to stop to see you on my way to Norfolk. I had only 20 minutes to visit before the train."*** [Card reads: ***"This is to Certify that I have visited the Jamestown Exposition***."]

Visitors came from across the nation to see the Exposition. When the Fair closed on November 30, 1907, the chief of admissions reported that 2,850,735 people visited. Unfortunately for the accountants, he also reported that over 1.3 million visitors got in for free.

In Our Next Issue...

-Enlightening the Ignorant and Educating the Masses: Grassroots Progressivism at the Exposition

-The Great White Fleet Assembles

-Book Reviews: *Ironclad Down: CSS* Virginia *From Construction to Destruction* and *Africa Squadron: The U.S. Navy and the Slave Trade, 1842-1861*