



HISTORY OF THE U.S.S. LOS ANGELES (CA-135)

Citizens of Los Angeles City and County have a personal interest in the cruiser U.S.S. Los Angeles, because they matched its cost, from keel to gun batteries, with their war bond dollars.

The one month bond drive to "build the cruiser 'Los Angeles,'" was launched personally on June 30, 1943, by the late Secretary of the Navy, Frank Knox. He first addressed 1,000 civic leaders at a luncheon, then in the evening he was the speaker at a mammoth rally in the Hollywood Bowl.

Quota for the campaign was \$40,000,000, but so enthusiastic was the public's response that at the drive's close on July 31, the total of bond purchases had reached \$80,371,372—enough to build the cruiser and at least three destroyer escorts besides.

Children by the thousands filled savings stamp albums and converted them into bonds so as to have a personal part in "building" the cruiser. Hundreds of thousands of war workers in airplane plants, shipyards and shops bought extra bonds earmarked to help finance the big ship. In fact, approximately 1,000,000 citizens, representing a cross-section of the country's population, swamped the

facilities of bond booths in the area during the month.

Sales of Series "E," "F," and "G" bonds during the drive totaled \$45,763,372, which was 56 per cent above the country's normal monthly average.

Sponsoring the campaign, in cooperation with the Treasury War Finance Committee, was a Citizens' Committee, with Mayor Fletcher Bowron and Gordon L. McDonough, chairman of the Los Angeles County Board of Supervisors, as honorary chairman, and James L. Beebe, former chamber of commerce president, acting chairman. Albert H. Scott, chairman of the War Finance Committee for Los Angeles County, supervised drive activities.

Two replicas of the cruiser "Los Angeles," one of them 36 feet long and both mounted on wheels, were exhibited in all sections of the county at bond rallies during the drive. Many motion picture and radio stars made personal appearances to boost bond sales. Newspapers, theatres and retail stores joined in making success of the drive their No. 1 assignment in July 1943.

Mrs. Fletcher Bowron, wife of

Los Angeles' Mayor, broke the traditional bottle of champagne over the ship's prow at the Philadelphia Navy Yard, August 20, 1944. Mayor Bowron delivered a brief address at the ceremonies.

Almost one year later, on July 22nd, 1945, the "Los Angeles" became the "United States Ship Los Angeles CA-135" in official commissioning ceremonies at the navy yard. As part of a simple but direct ritual, Rear Admiral Milo F. Draemel turned over the command to Captain John A. Snackenber, USN. Mayor Bowron and Mrs. Bowron were present and the mayor delivered an address.

The U.S.S. Los Angeles is the first surface combatant ship of this name. She is a heavy cruiser of more than 15,000 tons normal displacement, a 70 foot beam and length of 675 feet overall. In all respects, she represents the most recent naval developments of this war for ships of the cruiser type.

The predecessor of the present "Los Angeles" in the naval service was the dirigible "Los Angeles." She made many flights and was used extensively in experimental work until she was scrapped in 1932.

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COMMANDING OFFICER

J. A. Snackenberg, Captain, U.S.N.

EXECUTIVE OFFICER

A. Wildner, Commander, U.S.N.

STAFF

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The Commanding Officer, Captain Snackenberg, graduated from the United States Naval Academy in the class of 1917. After graduation, he served aboard the U.S.S. Pennsylvania. His next assignment was to the U.S.S. Galveston, as navigator, staying aboard until June, 1925.

He left the fleet to take post-graduate work in explosives at the academy and at the University of Michigan, and, in 1927-29, Captain Snackenberg travelled among various ammunition depots in the country.

In 1928-29, he rejoined the U.S.S. Pennsylvania, this time as plotting room officer.

From 1929-31, Captain Snackenberg was assistant fire control officer aboard the U.S.S. Oklahoma, whence he went to the Bureau of

Ordnance, serving in the aircraft bomb section from 1931-33.

He went back to the fleet as assistant fire control officer on the U.S.S. Memphis, from 1933 to 1935; was light cruiser gunnery officer in the staff of Commander Cruisers, Battle Force.

In 1936-38, he once more served in the Bureau of Ordnance, in the turret mount section.

In 1938-40, Captain Snackenberg was gunnery officer on the U.S.S. Idaho, joined the staff of Commander Battle Force, as assistant operations officer from 1940 to 1941.

In 1941-44, Captain Snackenberg joined the ammunition research section of the Bureau of Ordnance, taking part in the development of the rocket during that period.

In 1944, he again joined the fleet as Captain of the U.S.S. George Clymorer, APA, taking part in the Leyte operation.

In January of this year he was ordered to take command of the U.S.S. Los Angeles.

The ship has just successfully completed its shake down cruise and training period, during which it broke many records for initial cruisers. Five of the six 5"-38 caliber mounts of the secondary battery received Navy "E"'s for excellence in gunnery. In shore bombardment practice off Culebra Island during September, the ship received a rating of "superior" and was commended as having shown the finest overall performance of any of the sixty large ships to have fired there during the past three years.

When Rear Admiral Bryant, Commander of Fleet Operational Training Command, United States Atlantic Fleet, inspected the U.S.S. Los Angeles at close of the cruise, he stated that the ship had the finest appearance of any of the ships he had previously inspected.

Immediately following the admiral's inspection, the ship transited the Panama Canal and proceeded to the city for which it is named to participate in Navy Day ceremonies.

THE EXECUTIVE OFFICER

Commander W. E. Kaitner, U.S.N., was born in Leavenworth, Kansas, which he considers his home town. He entered the U.S. Naval Academy in 1923 and upon graduation in 1927, was assigned to the light cruiser U.S.S. Omaha.

Being a destroyer man, he was transferred for duty at the destroyer base in San Diego, Calif., during the latter part of 1929. Here he remained until 1931 at which time his next assignment was aboard a destroyer at the Asiatic Station.

In 1934 he reported for duty at the Naval Academy where he remained for three years. From 1937 to 1939 he was in command of mine sweeping operations at Honolulu. It was during this latter year that the Hawaiian detachment was formed.

From 1939 to 1941 he served aboard the U.S.S. Nevada as control officer of the Secondary Battery. Incidentally, it might be added that the Nevada at one time was known as the ship of "E"'s.

When he was transferred from the U.S.S. Nevada in 1941, he returned to Annapolis for a post graduate course and upon completion, took over the command of the U.S.S. Conner, a destroyer that participated in many operations during the war. From the initial landings in the Gilbert Islands, to the strike at Lingayen Bay, the U.S.S. Conner took part in 35 strikes and landing operations. When Commander Kaitner returned to the United States from the Pacific area, he was next assigned his present duty as Executive Officer aboard the U.S.S. Los

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Angeles. The Commander was detached on the 15th of October at which time his promotion to Captain became effective.

His next duty is on the staff at Pearl Harbor and while he hated to leave the ship, it was his desire to express his best wishes to the officers and men of the U.S.S. Los Angeles for their cooperation during the shakedown and hopes to become shipmates again. In the meantime, bids goodbye and good luck to all.

Commander A. Wildner, U.S.N., became our new Executive Officer since the detachment of Commander Kaitner.

From 1941 to 1943 the Commander was Executive Officer aboard the U.S.S. Stringham, APD (6), an auxiliary transport, flagship of the original division that trained the first Marine Raider and Army Ranger Battalions. The Stringham participated in the initial landings of the Solomon Islands.

Commander Wildner assumed command of the ship late in 1943. In early 1944, he was transferred to Destroyer Escort duty. Shortly after commissioning the U.S.S. Enright, he was ordered to duty as Commander Destroyer Escort Division 17, participating in North Atlantic operations.

In February 1945, he was ordered to duty fitting out and commissioning the U.S.S. Los Angeles as the First Lieutenant and Damage Control Officer. Upon the detachment of Commander Kaitner on October 15th, Commander Wildner was ordered as our new Executive Officer.

The officers and crew of the U.S.S. Los Angeles wish to extend their very best wishes to Commander Wildner in taking over his new duties and hope that we all can make the ship the best in the Fleet.



"I understand he draws down quite a bit of longevity!"

CR DIVISION—NEWS AND VIEWS

(By R. T. McMillan)

In this division, all hats are off to Artie (Red) Stevens, Richard D. (Nemo) Levis and James T. Mabrey, who are homeward bound. The three boys have their accumulated points and have departed for a separation center. We all wish you the best of luck, fellows.

It seems that Jimmy Synodis is giving Chief Hizny some hard times. Jimmy always likes to hang around the Radio Shack, message blanks or no message blanks.

It is reported that Stanley (Pappy) Fryc is joyously happy about our expected arrival in Los Angeles Harbor. Probably due to his recent correspondence with a fair lass from that city of fame.

Two additional ratings have been named. They are, Pete Ferracuti, and Hilton Farley, who have achieved the crow by their excellent work.

Robert Spooner is our new Com-Yeoman due to the fact that Eddie Florino leaves us shortly. Florino was advanced to Yeoman Third.

To Lieut. Comdr. Brod, our Communication Officer, we wish the best of luck and a happy honeymoon, and our gang won't forget the pleasant cruise we spent working for you, Mr. Brod.

"B" DIVISION

(By W. W. Slaton, MM2c)

There seems to be a noticeable difference during the past couple of weeks regarding the weathered domes of several "B" division men. Several of these fair lads seem to have a sprouting of crop called "fuzz" on the old knowledge spot. It wouldn't be caused by the news that they will be shortly discharged, could it?

Certain lads have the idea that cable cars could be installed within the compartments where a few of the old timers reside. This would aid them in traversing from one area to another, generally on account of their poor old laigs, which can't bear the weight.

It is recalled that one of the firemen of number two fireroom was able to navigate back to the ship without the aid of his faithful "seeing eye" dog. Wonder how he done it?

The ship's MAA force have a new-comer by the name of "HATUEY"; her caretaker is Johnson, WT3c.

A certain watertender was wondering if it couldn't be possible to charge the boys an admission for a ringside seat to the tune of the World Series. That way, he contends, the Cub fans would really be handicapped due to the distance from the speaker and therefore be unable to obtain the actual play by play description of the game.

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5TH DIVISION

(By S. Schmerkin, S1c)

Phil De Cresento, S1c, of Port Chester, N. Y., celebrated his 21st birthday this month. He has been in the service two years. In the meantime, it's good to see Dick Kwapil and Russell Penberthy back on the deck again. They are said to have been placed in a cooler room for various reasons. But, according to reliable reports, their experience seems to have done them a lot of good.

Bill Krupa, S2c, of Garfield, N. J., will go home from Los Angeles even if it's just enough time to marry the prettiest girl he has in mind from New Jersey.

One of a few from this division, Frank Fitzgibbons, of Clifton, N. J., has received his first hash mark this month, which is, incidentally, his 21st birthday. He will also receive his old rate of Coxswain again.

Sam Penzato, S1c, of Tampa, Fla., is being discharged according to rumors flying around the division. He rates two battle stars and has been in the service 16 months. His 16-year-old daughter is one of Florida's beauties.

Malcolm Stampe, S2c, of Richlands, Va., and George Skarlos of Manchester, N. H., both 18, are two of the youngest men aboard, according to gossip around the compartment. Jim Lubbesmeyer, S1c, just had his 19th birthday. He is a native of St. Cloud, Minn.

Jim Scoggnamiglio, S2c, of North Bergen, N. J., has been steadily corresponding with Shirley Temple for the past year. His display of Pin-ups are the envy of the gang.

From Worcester, Mass., hails Stanley Ostraszewski, Gm3c, whose discharge from the service will net him the honor of being called "Pappy," according to intimate reports from his

friends. He has 39 months' service with three battle stars.

2ND DIVISION

(By Andy Skrip, S2c)

The men of this division want to express their best wishes for a prompt recovery to Chief Jones who was seriously injured through an accident and who is now recovering at the Guantanamo Bay Hospital. Hustle up and get well, Gerry, we all want you to come back, and we do mean soon.

As happy as a fox in a hen-house is Sidney Emery, S2c, who has just recovered from a leg injury.

Another gent in the future is James McKrell, S2c, who is changing from skivvies to civvies soon. Mucho Lucko, Old Man:

Oh Oh, we have a life-saver among us. This personality happens to be none other than Frank Dennis S1c, married and a pop of a three year old daughter. He believes the seafarer is certainly lucky and recommends the sea to those who like to travel—he doesn't!!!!

Seaman Skrip was really surprised when he met his step-brother, Chief Hizny, for the first time. Skrip is with the fighting 2nd Division, whereas Chief Hizny is with the Communication Department as Traffic Chief.

"E" DIVISION

(By "Glasses" White)

The party that was held in the work shop recently proved to be a great success: Five gallons of ice cream was consumed, while the rated men passed out Corona-Corona cigars as freely as though they were campaign buttons. Congratulations were given to all of the new EM 3/c's.

And then there is Spider Watkins and Stash Rossiter who are dream-

ing away the days till discharge time. (Does that mean snoozing?)

Incidentally, somebody in this division is going to be called "Da-Da" pretty soon according to reliable reports.

We also hear of a Romeo from Allentown, Pa., whose girl-friend is just dreaming of the day that she is led to the altar.

"Clean and Sweep-down" Ash, was furiously working to have a 4.0 compartment for Admirals' inspection. While a little short fat sort of a man keeps muttering to himself "Golden Gate in '48."

The gang is curious to know what 1/c Watertender gave up his transfer just so that Walters could go first. ????

"Smythe" says: "If them there farm gals can rewind motors while minding their young-uns and doing chores, I certainly believe we can do simple little things like rewinding motors."

"Ride a Horse-Sella-Meter" Belcher, who was one of the boys repatriated, is being wished the best of luck by the gang who hope that his return to the shipping-over section will not be necessary.

Then there happens to be a young man who saved the distribution gang from disaster while he wonders how peculiar it is that the compass just won't stay North.

And why shouldn't somebody pat the best Gyro Technician on the back?

Cool-Air Gray is going to hit the Jack-pot when we hit L.A.

LEATHERNECK—LASHUP

(By Corp. F. M. Hayes)

Our detachment already feels the loss of two of our men, namely, Gun. Sgt. Pritchett and Pfc. Modena who were pointed out in Cuba. Both

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are now headed stateside. These Marines just love to swap yarns about Cuba and its vast romantic areas, particularly the swimming pool and the Hatuey that was consumed in huge quantities.

Our husky grid star from Indiana, Bammer, is apparently getting the works from the boys about the powers of the "Fighting Irish" from Notre Dame. He doesn't like the team at all, and everyone wonders why ??

The future civilians are listed as follows: Blue, Spies, Chandler, and Cruickshank, who are dreaming of those double breasted Zoot Soots mit silk ties. They are scheduled for departure upon our arrival in L.A.

Collins, our 240 pound youngster, has moved up into first place, that is, in the tonnage department, since Modena left. But he fears, he'll waste into little nothing if the heat doesn't let up. (What kind of heat, "Tiny"?)

Another man, Staraley, our Chef, is losing pounds rapidly in the galley. He attributes this to grappling with coffee urns instead of steaks. His total weight, skivvies and all, hits a high at 120.

On the other hand, Keddie, his running mate, still consumes more chow than any other Marine we've ever encountered.

Sgt. Henke and Pvt. Anderson seem to be doing excellent work on the baseball diamond during their try-outs recently. But all hands are amazed at the rate Binkley perspires.

No effort at all, he just lets it ooze out in buckets. In the meantime, several "Dear John" letters have been received by one of the boys, other than that, all goes well.



"He asked me what I had that his wife didn't—so I showed him."

LT. COMDR. ARTHUR BEAUMONT
U.S.N.R. - INACTIVE
"WAR ARTIST"

Mr. Beaumont, our War Artist, comes from the City of Los Angeles where he has resided since 1912. His interest in art dates back to his early childhood which was greatly encouraged by his mother who was also an artist.

Born in Norfolk, England, he came to the United States as a youth, later studying at the University of California where he graduated with an Art Major. Two and a half years of post-graduate work were done in universities, academies and museums in Europe. He attended the Slade College (of Art) of the University of London. Mr. Beaumont is a registered life member of the Academie Julian of Paris. He also studied at L'Ecole Des Beaux Arts at Brussels, as well as at Rijis, a School of Art at Amsterdam, and completed his art education under some of Europe's famous masters. Later, he travelled through Germany, Italy, Spain and other European countries.

His work is well known throughout the United States. Many of his paintings and murals hang in the permanent collections of such museums as Philadelphia, New York, San Diego, Los Angeles and San Francisco. Four paint-

ings are included in the late President Roosevelt's private collection and in that of the late Secretary of the Navy Knox.

The White House, as well as the Navy Department, displays his work. In addition to many honors and medals taken, he has the distinction of being the one artist to take two prizes at the 1940 San Francisco Exposition, both on Naval subjects.

Specializing in portraiture and being well known in naval circles, he has painted the portraits of six Commanders-in-Chief and many Flag Officers, including two of Admiral William D. Leahy, U.S.N., while the third, that of the admiral as Chief of Staff to the President is to be done in the very near future.

Commenced during his recent stay in Washington but uncompleted, is a portrait of Captain Robert Lavender, U.S.N., who played an important role in the development of the atomic bomb.

National magazines, such as Life, Coronet, National Geographic, Cosmopolitan and others have repeatedly reproduced his work and in addition to his naval assignments, he has been assigned to the War Department on several occasions. He has recently been commissioned by the City of Los Angeles to make a large oil painting of our cruiser which will be hung in the City Hall. The data for this is being gradually collected on this cruise.

Mr. Beaumont was commissioned in the Naval Reserve in the early 30's when he took the place of the famous Commander Reuter Dahl as Fleet Artist after his death, travelling continuously with the fleet on its many cruises.

His disappointment was keen when he was placed on the inactive list in 1941, due to a slight physical disability. At that time, he was replaced by his friend, McClelland Barclay, who was later killed at Rendova Island.

Mr. Beaumont's 21-year-old son, who is a Junior Lieutenant in the Mar-

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itime Service, saw action at Saipan and other Pacific areas. His experiences represent campaign ribbons and decorations awarded by the Maritime Commission. Recently, he was returned from Italy for hospitalization.

From the latest information, Mr. Beaumont's next assignment is scheduled aboard the U.S.S. Midway in November.

All hands aboard wish to thank Mr. Beaumont for the excellent reproduction of the U.S.S. Los Angeles which was given to each man. We hope he enjoyed his trip with us and wish him good luck on his next cruise.

"FATHERS"

This space is dedicated to the recently made fathers serving aboard. We wish to congratulate all of you "Daddies" and hope that your children's future will be a very successful and a happy one. An orchid to the mothers as well, for theirs is a burden in caring for and bringing up the men and women of tomorrow—(Ed.).

E. E. Hawkins, Fc2c, a son, Sept. 6th.

C. M. Bixby, S2c, a daughter.

E. Herbert, Gmlc, a 7-pound son, Sept. 8th.

W. B. Massey, MM2c, an 8-pound son, Sept. 13th.

R. E. Thomas, Phm3c, a daughter, Sept. 15th.

H. G. Stevens, Y3c, a son, Sept. 20th.

W. M. Beyett, S1c, a son, Sept. 27th.

E. M. McChargue, Sk2c, a 9-pound son, Sept. 30th.

G. J. Nault, Bgmstr3c, a daughter, Oct. 9th.

E. E. Pear, CMM, a son.

R. L. Fuller, S1c, a daughter, Oct. 5th.



(By The Fox)

With placards displayed for both candidates, numerous speeches made by their respective campaign managers, The Fox was voted as the next man for the job as "Caterer of the Mess." Chief Malone affirming. His motto is: "I'll fatten you boys, or else." ? ? ? ?

Chief Bell was also given some hope of nutrition, since his vitamin pills fell short of their goal by about fifty pounds. But we should thank Malone for an excellent job well done and wish him that future duty he has in mind.

Since our arrival here, in Cuba, practically everyone aboard has bought some sort of souvenir for his kinfolk at home. Particular attention was given to Baby Gruffman who purchased a very enticing outfit for his lady friend. On the other side of the counter, "Glasses" White, commonly known to his shipmates as "Smythe" for short, was overheard remarking to the clerk: "My, my, doesn't this one smell lovely?"

In a recent Acey-Ducey tournament, electrons McCracken and Little Boy Marietti completed the finals. The former having an edge. Meanwhile, the remainder of our experts gloomily looked on.

Aces Wormly, with just oodles and oodles of bundles to bring home as a means of a peace-feeler, kept muttering: "Go ahead, go ahead, say I got stuck!"

The pool game at the club was really a dilly. On one side we had Pop Ma-

lone and "50" Pointer Jones. On the other, Moustachio Newton paired off with Grimm, a candidate for the mess position. With a goal of 25 points set for the game, it required one and a half hours before the final shot was made, that included, of course, expert playing. It might be added, however, that every time Grimm fell during the match, Baby Gruffman substituted. The question is, what would have happened if Gruffman fell? ? ? ?

Moist eyes and happy faces were noticed when the dope was finally broken out that westward we sail—and "Ho, ho, California, here we come." Besides, it was rumored that a movie star was promised for everyone.

Ten of our colleagues have departed for the States, namely, Sprague, Belcher, Marietti, McGrath, Bell, Chamberlain, Glaser, Thompson, Martin and Paul. Good luck to you fellows and we do mean the best. So until the next issue, me lads, Hasta La Vista.

NEW SHIP'S LIBRARY

(By William Hotchkiss, Librarian)

A new Ship's Library will be opened in the very near future and with it will come the best comfort for the crew of this fighting ship.

Having two offices, one for the Chaplain and one for the yeoman, both adjoining each other, the library will offer something new in the way of recreation and entertainment.

When all of the equipment is received, the library will consist of lounges, writing tables and lamps, a piano and a combination floor model radio-phonograph.

Located in the compartment aft of the First Lieutenant's Office, the library will be easily accessible from all parts of the ship, almost equal distance from both the wardrooms and the Chief's Mess, notwithstanding to say that it is much more con-

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veniently located for the benefit of the crew.

After reaching Los Angeles, the librarian expects to receive a new shipment of books which will swell the present stock of books of 2,300 to almost 3,000.

There will be magazine racks and newspaper holders which will necessitate the keeping of the magazines and papers in the library and at the same time the crew as a whole will benefit, getting the chance to read some of the newer magazines and thus creating fairer distribution.

This is your library and its efficient operation depends upon two things: The returning of overdue books and suggestions as to what could be done for its improvement.

Many books have not been returned on time and have subsequently been lost. As a result, both the quality of books and the quantity of books have been considerably reduced. The librarian is not a disciplinarian, but it is absolutely essential that books must be returned.

A list of currently popular books will also be compiled for the benefit of the officers and men and a list of books paralleling various types of engineering and mechanics will be compiled in the very near future.

The librarian's motto is: "The greatest amount of service for the greatest amount of people."

ODDITIES . . .

A Navy wife from the East who had joined her husband in San Francisco became ill and consulted a Navy doctor. When he advised an operation the husband asked a civilian doctor with whom he was on friendly terms to look

up the Navy surgeon's professional standing.

Shortly afterward the local doctor telephoned the husband. "That doctor," he said, "isn't a San Franciscan."

"No?"

"No. He isn't even a Californian."

"Well?"

There was a pause. Then the voice replied in surprise, "I didn't think to inquire any further."

(Readers' Digest)

In San Diego, OPA investigators found a landlord charging roomers \$2.50 a week for the privilege of using the front door.—(Time)

Filling out an application for dependent's aid, a colored soldier answered "No" to the question as to whether he had any dependents.

"You're married, aren't you?" an officer asked.

"Yessir," the soldier replied, "but she ain't dependable."

(Cannoneers Post)

Two veteran Marines were bragging about their respective outfits. "When we presented arms," said one, "all you could hear was slap, slap, click."

"With us it was slap, slap, jingle," said the other.

"Jingle? What was that?"

"Our medals."—(Pathfinder)

49/44 OR FIGHT

(or There's No Point to It)

—Author, unknown. Suggested for printing by Lt. Lloyd-Butler.

I've a fairly firm conviction

And will proffer a prediction

That the dinner table topic now is—"points"!!

In every hotel foyer

On each bomber and destroyer

In the cocktail lounges, restaurants, and "joints."

You can hear the tongues all wagging

And in some see spirits sagging

As they total up their service months and age.

And the fellows who are married

(Who have always felt so harried)

Admit, for once, that maybe they were sage.

There are grins for those, who, knowing

They have points enough now showing,

Can visualize their new civilian gear.

And the woe-begone expression

Of those in deep depression

For whom the days stretch far ahead—and drear.

Now we know you all are worried

And you want the whole thing hurried

And you'd like to know just how soon you'll get out.

And you think Administration

Must have had a visitation,

And must know the inside dope without a doubt.

After spending many hours,

With our clairvoyant powers,

We must admit we know no more than you.

And the scuttlebutt you hear,

Is just scuttlebutt, we fear,

And no one knows just what Bupers will do.

So with deep appreciation,

For your rehabilitation,

We'll really not withhold the news we get.

But for heaven's sake, you people,

Please don't beg, browbeat or wheedle,

Cause we just ain't got the information—yet!!!

*Buy
Victory
Bonds*
