How it was in boot camp in 1940
Submitted by
Martin Zdolsek (Engineering Officer, USS Whetstone)

UNITED STATES NAVAL TRAINING STATION
GREAT LAKES ILLINOIS

November 19, 1940

COMMANDING OFFICER’S MEMORANDUM NUMBER 15-40 TO ALL RECRUITS

SUBJECT: Your pay and Your Expenses during Training

Based on a five-week training period.

1. Your rate of pay while in training is seventy cents (70¢) per day. While you are on leave your pay is increased to one dollar and twelve cents ($1.12) per day, because while on leave you receive 42¢ ration money in addition to your pay of 70¢.

2. As soon as you enter the Training Station, and before you have earned any pay, you are issued two ship’s service coupon books amounting to seven dollars ($7.00) altogether. You will be required to pay for these books later on, and the money to do so will come out of your earning. The first of these books contains two dollars ($2.00) in coupons, and is to be used for essential services during your training period as listed below:

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st hair cut</td>
<td>$0.15</td>
</tr>
<tr>
<td>Hair cut, 3rd week</td>
<td>0.25</td>
</tr>
<tr>
<td>Hair cut, 5th week</td>
<td>0.25</td>
</tr>
<tr>
<td>Laundry, bag &amp; hammock, 4th week</td>
<td>0.25</td>
</tr>
<tr>
<td>Laundry, bag &amp; hammock, after leave</td>
<td>0.25</td>
</tr>
<tr>
<td>Tailor, blue cleaned</td>
<td>0.50</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1.90</strong></td>
</tr>
</tbody>
</table>

The second of these books contains five dollars ($5.00) in coupon and is to be used to purchase certain necessary items not furnished by the Government and which you must pay for yourself, as listed:

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bluejacket’s Manual</td>
<td>$1.63</td>
</tr>
<tr>
<td>One can shoe polish</td>
<td>.08</td>
</tr>
<tr>
<td>Two bars laundry soap</td>
<td>.08</td>
</tr>
<tr>
<td>Two bars toilet soap</td>
<td>.16</td>
</tr>
<tr>
<td>Soap box</td>
<td>.21</td>
</tr>
<tr>
<td>Tooth Paste</td>
<td>.10</td>
</tr>
<tr>
<td>Alterations to clothing</td>
<td>.40</td>
</tr>
<tr>
<td>Stamps and stationary</td>
<td>.55</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$3.20</strong></td>
</tr>
</tbody>
</table>

This leaves you $1.80 in the book which can be used for cigarettes, candy, photographs, etc., as you wish. You will perhaps require more soap, paper, stamps, etc., and you will be wise to save some of the coupons for such expenses.

3. At the end of your detention period of twenty-one days, you will have earned $14.70. At that time you will be paid five dollars ($5.00) in cash. About $3.25 of this should be used to pay your first insurance premium; you will have remaining about $1.74 in cash for miscellaneous expenses. This leaves you about nine dollars ($9.00) on the books; and you still owe seven dollars ($7.00) for the two coupons books advanced you on the first day.

-1-

More on Page 10
Alqueza, Christiano
Anderson, Foster
Anthony, Lloyd
Attamay, Tony
Bagley, Donald V.
Bailey, Finley A.
Barbarossa, Russell
Barber, George
Barkas, John C.
Barrow, Bart
Baxter, William
Becker, Leon
Bell, Rex
Bell, W. A. "Bill"
Berry, Robert E.
Black, Gordon
Blandin, Sherman
Bley, Loyd L.
Bloodworth, Robert
Bortle, Robert
Bourgeois, Clair C.
Breedlove, James E.
Brown, Kenneth
Bruce, Marvin D.
Bullock, Charles S.
Burgess, Thomas R.
Burney, John L.
Burris, Richeal E.
Call, Jay J.
Callahan, Alvin
Campbell, Burnell
Chidester, Doug
Childs, Cecil C.
Cihak, Wesley
Clark, Tom
Clemmons, Leslie
Cobb, John V.
Coker, Orval M.
Conine, Bob
Cooksey, Robert B.
Cormier, Norman G.
Covey, Gene F.
Covino, Frank
Cox, Richard M.
Crenshaw, Edwind
Crider, Walter
Cruz, Antonio R.

Departed Shipmates

The shipmates listed below are assumed to be deceased. Information comes from shipmates, the V.A. and relatives of the shipmate.

This information is not Official
Please advise of any errors or omissions

Dee, Robert O.
Donovan, Robert
Dunaway, Ronald
Durham, Leon
Easley, Harold
Ellsworth, Charles
Farrar, Harlow
Faulkner, William
Farrow, George
Fern, Richard P.
Fisher, Roger
Fisher, Orval M.
Floyd, Charles J.
Floyd, Brooks
Folks, Arlie Joe
Folks, Macie D.
Folks, Tracie F.
Follis, Jerry
Fontenot, Royce
Foster, Freddie
Foust, Roe
Fox, James Arthur
French, Dean M.
Fritts, Michael
Gaffney, Frank C.
Galing, Searcy G.
Gamble, William
Greedy, Paul C.
Gensler, Delbert J.
Gentry, Alva "Pop"
Gifford, Gilbert
Gilliam, Cleland R.
Giovanni, R. A.
Glover, Joseph R.
Gold, Boyd O.
Gooslin, Don C.
Gorby, Gene E.
Gore, Reifer E.
Gough, Terry G.
Graham, James
Graupmann, Donald
Gray, Amos
Greenhill, Edward
Haglin, Clarence
Hall, Fred L.
Hall, LeRoy "Lee"
Hanson, David M.
Harbin, Sammie
Harden, Herman R.
Hardy, George D.
Harrellson, Glenn
Harrellson, Henry
Harrington, Richard
Harwood, Boyd L.
Havelin, Wayne
Hayduk, David M.
Hayter, Harvey R.
Heitz, Richard
Henderson, Thomas
Henry, Donald
Hestla, Charles W.
Hickmann, Tony
Hicks, Vernon
Hinson, William
Holt, Dennis A.
Houghton, Donald
Howell, Larry T.
Huber, Ewald
Huckaby, Fuller O.
Hulon, Jack
Huneven, Robert L.
Hunt, John P.
Irvin, Herbert E.
Isaac, Reuben E.
Isenberg, Emil
Janssen, Howard J.
Jennings, Samuel S.
Jepsen, Darrell
Johns, Elwood
Johnson, Dan
Johnson, Michael E.
Kadinger, Robert J.
Kalina, Joseph L.
Kaub, Keith
Kermicle, Harlin R.
Ketchersid, Lloyd R.
Klemm, Floyd P.
Kodesch, Charles
Koelle, Benjamin
Kress, Edward
Kvidera, Larry T.
Ladner, Winston

Ladson, Ulmer
Landon, Neal F.
Lanpkin, Gerald T.
Larsen, Don
Lattiner, George
Leat, William
Ledbetter, Robert
Linton, Raymond
Locicero, Joseph
Lohmann, Gayle A.
Long, Ronald F.
Loudermilk, John
Lund, Larry
Thomas
Macayan, Florentin
MacDonald, Paul J.
Maceri, Angelo
Machen, Elton
Magbuhat, Severino
Maphet, Steve
Martin, James R.
McCord, Warren
McCranken, Harry
McCullough, Don
McDougall, Robert
McFadden, William
Mclarnay, Michael
McKay, Verlon
McMahan, Walter
Millner, Clarence
Milligan, Delester
Moen, Robert
Morrison, Joe
Morriss, Etraîll
Murphy, Calvan H.
Murray, James L.
Nelson, Larry A.
Newell, Darrel K.
Nolte, Lester
Olawerson, James L.
Oleson, Ken
Osorio, Ricardo T.
Page, Roy "Gene"
Pankonien, William
Papa, John (Jack)
Parkin, Arthur
Peerson, Jack
Pinder, Marcel
Pinzon, Alfred J.
Pitts, John W.
Poisson, Conrad
Porter, Cdr. Mell G.
Porteous, Joseph
Powers, Reginald
Proulx, Ronald
Provost, Don
Puckett, Nathan
Rabun, Cdm. Floyd
Redfield, Russ
Rein, Randall W.

Reink, Robert
Rettig, Ivan Joe
Rhodes, Donald
Richardson, Ray
Rigdon, Charles E.
Rudd, Malcolm T.
Rumley, William
Russell, Wayne
Ryan, Randall M.
Sanders, Clark
Sanders, Sandoval
Sandoval, Edward
Sapp, William C.
Savel, Jr., John J.
Schaaf, Donald T.
Scharnhorst, Fred
Scholly, Victor K.
Schuette, George
Siciliano, Louis
Silver Ryder, Wm.
Sittion, David
Smith, Jay
Smith, Jimmie
Smith, Richard L.
Smith, Tommy B.
Spruance, Edward
Starke, Martin
Staubs, William

Stelzig, Delbert
Stewart, Jack
Stoll, Edwin
Sullivan, Tom
Sutherland, George
Tahamont, David
Taylor, John C.
Taylor, William A.
Terrell, Alex
Thomas, Albert E.
Tibbets, Joe
Trigg, George
Tucker, Milton J.
Walker, George
Wallis, Larry
Warren, Robert H.
Waymack, James
Webb, William H.
White, Eddie
Williams, Carlie
Wilson, Glen W.
Winders, George
Wright, Harry R.
Yount, Bobby
Young, Lou
Zinn, Franklyn K.
Zunick, Joseph L.

Names in bold reflect deceased since last publication of deceased list in January 2008 Newsletter. If you know of someone that has passed, please contact Kay Goble, 6200 Emerald Pines Circle, Ft. Myers, FL 33966 or via e-mail sectreus@usswhetstone.net

LESIEL WILDS CLEMONS JR.
(Submitted by Becky Clemmons)

MARION, SC—Leslie Wilds Clemons, Jr. died at home on Tuesday, Jan. 20, 2009. A celebration of his life was held Jan 24 at his home in Marion, SC.

Wilds was born Feb 17, 1949. He grew up and attended school in Marion and Carolina Military Academy. Following his graduation from high school, he joined the US Navy and served two tours of duty in Vietnam. Following the war he established two businesses for salvaging, restoring and reuse of wood from demolished historic homes and buildings. He enjoyed living in the country where he could hunt and fish often. His many friends will miss the game and fish he shared with them. Wilds was known and will be remembered for his generosity.

Wilds was the son of the late Leslie Wilds (Bubba) Clemons and is survived by his mother, Isabelle. He is also survived by his wife, Becky; one son, Leslie Wilds and wife Barbara; stepson, Cecil Bryant; step-daughters, Lisa Brewer and husband, Lee; Ashley Futrell and husband, Stephen; 3 grandchildren; Taylor, Madison and Leslie Wilds Clemons IV; and 5 step-grandchildren; Jasmine, Amber, Jordan, Zane and Austin; a sister, Isabelle Linder and husband Bill; brother, James Roger Clemons and special little buddies, Garret Gasque and Hunter Parks.
Voluntary Dues

Again, thank you to all shipmates that have sent dues and donations to the Association. Without your support, it would be impossible to publish "The Rolling Stone", maintain the Website and have our reunions. Dues are $25.00 a year, are tax deductable, and are strictly voluntary. Dues are applied for one year (using date of check as beginning point, i.e. 4/1/08 check applies dues until 4/1/09). We recognize that not all are able to support the Association, but we welcome support from whomever is able. Dues received to date for 2009 are listed below. An asterisk designates dues paid for additional year(s). If anyone has paid and your name is not listed, please accept our apology and contact Kay Goble at 6200 Emerald Pines Cir, Ft. Myers, FL 33966, (239)768-1449, or e-mail: sectreas@usswhetstone.net. Please make checks payable to:

USS Whetstone Association. 
Please use this list as your receipt.

<table>
<thead>
<tr>
<th>Name</th>
<th>Dues</th>
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<tbody>
<tr>
<td>Alleman, G. J.</td>
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<tr>
<td>Anderson, Robert*</td>
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<td>Beebe, Raymond</td>
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<td>Bell, Charles*</td>
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<td>Bisping, Neil A.</td>
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<td>Bogusch, W. C. *</td>
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<tr>
<td>Boren, Ben</td>
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<td>Boswell, Robert G.</td>
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<td>Brameyer, George</td>
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<td>Brannigan, Chris</td>
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<td>Breedlove, James</td>
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<td>Brewer, Melvin</td>
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<td>Brillon, Paul*</td>
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<td>Britt, Tom</td>
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<td>Brown, James E.*</td>
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<td>Buchanan, Ken*</td>
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<td>Caffey, Irby R.</td>
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<td>Caldwell, William</td>
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<td>Campbell, Hershel</td>
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<td>Chidester, David</td>
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<td>Cickavage, Joseph*</td>
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<td>Coakley, Bill*</td>
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<td>Coldren, Wayne*</td>
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<td>Conover, J. W.</td>
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<td>Cox, Millard*</td>
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<td>Crawford, F. Slaton</td>
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<td>Crowder, Frank</td>
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<td>Cunningham, Mike</td>
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<td>Dinda, Gerald</td>
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<td>Doerr, Gary T.</td>
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<td>Draper, LE “Rusty”</td>
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<td>Dunn, Jim</td>
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<td>Durnil, Allen*</td>
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<td>Edney, Edward L.</td>
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<td>Edwards, H “Sonny”</td>
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<td>Edwards, M “Ed”</td>
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<td>Engelken, Ralph</td>
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<td>Eszelhom, Thomas</td>
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<td>Espointour, Maurice</td>
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<td>Finlayson, Leonard</td>
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<td>Finnes, Roger</td>
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<td>Flowerree, Robert</td>
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<td>Fox, Sebastian</td>
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<td>Fry, Steve</td>
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<td>Fulghem, Richard*</td>
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<td>Goble, Marion</td>
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<td>Good, James R.</td>
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<td>Goodrich, Jesse</td>
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<td>Graves, Darrell</td>
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<td>Green, Kenneth</td>
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<td>Gross, Richard</td>
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<td>Grubb, Jack*</td>
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<td>Hall, Charles*</td>
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<td>Halvorson, G. H.</td>
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<td>Hammons, Willis</td>
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<td>Haynes, Earl</td>
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<td>Hitt, John W.</td>
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<td>Hoover, Frederick</td>
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<td>Hyatt, Ray L. *</td>
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<td>Johnson, Merril*</td>
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<td>Jones, Dale H.</td>
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<tr>
<td>Kiffman, Helmet*</td>
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<td>Kircher, Vincent*</td>
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<td>Klebacher, Gene</td>
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<td>Leopold, Vincent</td>
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</tbody>
</table>

Let us keep our faith and believe in the promises of God. Hebrews 11:1 “Faith is being sure of what we hope for and certain of what we do not see.” (NIV)

Let us keep all our military and families in prayer. Pray for their safety and well being. Pray for the leaders of our country. May God bless the U.S.A.!

Thanks for serving our country Whetstone family.

Chaplain Marvin Watson
(RM-3 1960-1963)

Recently Located Shipmates

<table>
<thead>
<tr>
<th>Name</th>
<th>Dues</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>QM3</td>
<td>1960-63</td>
<td>Paine, John M.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Stillwater, OK</td>
</tr>
<tr>
<td>LTJG</td>
<td>1961-63</td>
<td>Bommer, David R.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Port Townsend, WA</td>
</tr>
<tr>
<td>QM2</td>
<td>1961-63</td>
<td>Roland Tanner</td>
</tr>
<tr>
<td></td>
<td></td>
<td>New Brockton, AL</td>
</tr>
<tr>
<td>RD3</td>
<td>1962-64</td>
<td>Thome, Christian</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Portland, OR</td>
</tr>
<tr>
<td>BTC</td>
<td>1965-70</td>
<td>Ard, R. B.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Albuquerque, NM</td>
</tr>
</tbody>
</table>

TELEMAN RATE

Received a request from Frank Crowder (TEL3 1954-55) in Nipoma, CA, wanting to know when his rate (Telemann) was changed and to what. We have found out that the TE Teleman rate (Teleman Communications Clerk) was a rate from 1948-1962 and was changed to Radioman (RM) or Yoeman (YN). Glad we could help you out, Frank.
While going over a list of all US Navy ships that were either sunk or destroyed beyond repair in WWII, I focused on the ships that met their fate in the Pacific Ocean. Not to ignore the ships that were lost in other theaters of battle, but the reason being that’s the ocean we all sailed in.

Approximately 154 Navy ships were sunk due to enemy action. Other than the men on the Whetstone in WWII, I wonder if any of us who were in the age bracket of 18 to 25 at the time of service ever gave any thought to the sea battles and the history that was played out in the areas that the Whetstone sailed. The final resting place of thousands of our brother blue jackets that as young sailors never even thought of them as being beneath the keel as we sailed from port to port.

I try to read all I can of WWII and the more I realize that the GI’s that served and died or were maimed in that Great War certainly are the Greatest Generation.

While we sailed with some of these veterans, or lifers as they would be known as, very little was ever said by lifers who helped bring freedom to oppressed people. I can recall just two statements by Chief Remmington and Chief Pruitt. One was as we were at morning quarters entering Okinawa, Chief (Pop) Pruitt made the statement that the last time he was at Okinawa “there wasn’t one thing standing that was over 3 feet tall.” Chief Remmington casually mentioned being torpedoed while on convoy duty on the Murmansk Run. Both Chiefs made their statements very humbly, like that’s the way it goes. Well, to me it is very important that I remember their statements.

To all the Pop Pruitt’s and Chief Remmington’s and all service personnel who endured WWII, God bless you and hand salute.

Bill Coakley
1958 US Navy 1962

Proof that Men Have Better Friends

Friendship among Women:
A woman didn't come home one night. The next morning She told her husband that she had slept over at a friend's house. The man called his wife's 10 best Friends. None of them knew anything about it.

Friendship among Men:
A man didn't come home one night. The next morning he Told his wife that he had slept over at a friend's House. The woman called her husband's 10 best friends. Eight confirmed that he had slept over, and two said he was still there.

'A government big enough to give you everything you want, is strong enough to take everything you have.'

Thomas Jefferson

Greetings from Your President

I think all of us would relate to this..

By: Jim Dunn

One of my kids asked the other day, 'What was your favorite fast food when you were growing up?'

I told them 'We didn't have fast food when I was growing up, all the food was slow.'

He said, 'C’mon, seriously. Where did you eat?'

'It was a place called 'at home,'' I explained. 'Mom cooked every day and when Dad got home from work, we sat down together at the dining room table, and if I didn't like what she put on my plate I was allowed to sit there until I did like it.'

By this time, the kid was laughing so hard I was afraid he was going to suffer serious internal damage, so I didn't tell him the part about how I had to have permission to leave the table. But here are some other things I would have told him about my childhood if I figured his system could have handled it:

Some parents NEVER owned their own house, wore Levis, set foot on a golf course, traveled out of the country or had a credit card. In their later years they had something called a revolving charge card. The card was good only at Sears Roebuck.

Or maybe it was Sears & Roebuck. Either way, there is no Roebuck anymore. Maybe he died.

My parents never drove me to soccer practice. This was mostly because we never had heard of soccer. I had a bicycle that weighed probably 50 pounds, and only had one speed, (slow).

We didn't have a television in our house until I was 5. It was, of course, black and white, and the station went off the air at midnight, after playing the national anthem and a poem about God. It came back on the air at about 6 a.m. and there was usually a locally produced news and farm show on, featuring local people.

I was 13 before I tasted my first pizza, it was called 'pizza pie.' When I bit into it, I burned the roof of my mouth and the cheese slid off, swung down, plastered itself against my chin and burned that, too. But, it's still the best pizza I ever had.

We didn't have a car until I was 4. It was an old black Dodge.

I never had a telephone in my room. The only phone in the house was in the living room and it was on a party line. Before you could dial, you had to listen and make sure some people you didn't know weren't already using the line.

Pizzas were not delivered to our home. But milk was.

All newspapers were delivered by boys and all boys delivered newspapers. My brother delivered a newspaper, six days a week. It cost 7 cents a paper, of which he got to keep 2 cents. He had to get up at 5 am. every morning.

On Saturday, he had to collect the 42 cents from his customers. His favorite customers were the one s who gave him 50 cents and told him to keep the change. His least favorite customers were the ones who seemed to never be
home on collection day.

Movie stars kissed with their mouths shut. At least, they did in the movies. There were no movie ratings because all movies were responsibly produced for everyone to enjoy viewing, without profanity or violence or most anything offensive.

If you grew up in a generation before there was fast food, you may want to share some of these memories with your children or grandchildren. Just don't blame me if they bust a gut laughing.

Growing up isn't what it used to be, is it?

MEMORIES from a friend:

My Dad is cleaning out my grandmother's house (after she died) and he brought me an old Royal Crown Cola bottle. In the bottle top was a stopper with a bunch of holes in it. I knew immediately what it was, but my daughter had no idea. She thought they had tried to make it a salt shaker or something. I knew it as the bottle that sat on the end of the ironing board to 'sprinkle' clothes with because we didn't have steam irons. Man, I am old.

How many do you remember?
1. Headlight dimmer switches on the floor.
2. Ignition switches on the dashboard.
3. Heaters mounted on the inside of the fire wall.
4. Real ice boxes.
5. Pant leg clips for bicycles without chain guards.
7. Using hand signals for cars without turn signals.

Older Than Dirt Quiz:

Count all the ones that you remember not the ones you were told about.

Ratings at the bottom.

1. Blackjack chewing gum
2. Wax Coke-shaped bottles with colored sugar water
3. Candy cigarettes
4. Soda pop machines that dispensed glass bottles
5. Coffee shops or diners with tableside juke boxes.
6. Milk delivered in glass bottles with cardboard stoppers
7. Party lines on the telephone
8. Newsreels before the movie
9. P.F. Flyers
10. Butch wax
11. TV test patterns that came on at night after the last show and were there until TV shows started again in the morning. (there were only 3 channels, if you were fortunate)
12. Peashooters
13. Howdy Doody
14. 45 RPM records
15. S&H green stamps
16. Hi-fi's

17. Metal ice trays with lever
18. Mimeograph paper
19. Blue flashbulb
20. Packards
21. Roller skate keys
22. Cork popguns
23. Drive-ins
24. Studebakers
25. Wash tub wringers

If you only remembered 0-5 = You're still young
If you remembered 6-10 = You are getting older
If you remembered 11-15 = Don't tell your age,
If you remembered 16-25 = You're older than dirt!
I might be older than dirt but those memories are some of the best parts of my life.

Dear Sir—

We're writing this letter to you today because we want to help you get your money out of your Model T. It's still as good a car as it was the day the new Model A Ford was announced and there's no need to sacrifice it. The Model T Ford is still used by more people than any other automobile. Eight million are in active service right now and many of them can be driven one, two, three and five years and even longer. Bring your car to us and let us look it over. You'll be surprised to see how little it costs to put it in tip-top shape.

New fenders, for instance, cost from $1.50 to $5.00 each, with a labor charge of $1.80 to $2.50. Tuning up the motor and replacing commutator case, brush and be installed and emergency brakes equalized for a labor charge of only $1.25. A springs and spring perches, and straightening, aligning and adjusting wheels. The labor charge for overhauling the average rear axle runs from $5.75 to $7.00. Grinding valves and cleaning carbon can be done for $3.00 to $4.00. A set of four new pistons and rings cost only $7.00. For a labor charge of $20 to $25.00 you can have your motor and transmission completely overhauled. Parts are extra.

Bottineau, N. Dak. Very truly yours,

C. R. GLEASON CO.

The Power of Prayer

As my five year old son and I were headed to McDonald's one day, we passed a car accident. Usually when we see something terrible like that, we say a prayer for those who might be hurt, so I pointed and said to my son, "We should pray."

From the back seat I heard his earnest request: "Please, God, don't let those cars block the entrance to McDonald's."
Cameron Bay
By: Tom Lucas

I was shocked at the number of civilian ships anchored in Cameron Bay (at Quenyahn) Viet-Nam in 1966. In the four months we were there, most all of the ships in the harbor were civilian freighters. There were a few LSTs and on occasion a destroyer would pass through.

During the day, the freighters unloaded their cargo into LCMs and LCUs, which transported the goods to shore. At night a few of these ships crews tossed their discarded wood shipping crates, skids and other items over the side. It was a common site early in the mornings to see small boats all through the harbor collecting the wood and other discarded items floating around. The same thing had happened a year earlier when we were anchored in Dan-Nang. When you went ashore you could see huts build out of the wood and other material collected from the harbor.

The Whetstone mission there was to repair the boats used to unload the many cargo ships in the harbor. We would take on 8 or more of these craft, usually LCMs. A few of them were so badly damaged they had to be towed into the well deck. The A gang (enginemen & ship fitters) in the Stone’s boat shop had to put in long hard hours to get the work done on schedule.

Before leaving San Diego for this mission, a boat engine supply room was set up, and it was packed full of everything but engine blocks which were stored else where on the ship. By the end of the mission, that cupboard was empty; we had used it all. Those boat shop boys had rebuilt all the engines, repaired the damaged and broken boat hulls. They restored all the mechanics of every boat to good working condition. On top of all that, all the boats were repainted and renumbered and I think the deck department had something to do with that.

Our anchorage was in an almost direct line to the USAF runway at Quenyahn which was about a mile from us on shore, near the beach. There was a constant over fly of all kinds of military and other aircraft, including civilian airliners.

One member of M division had a visit with his father who was a civilian contractor working not to far from Quenynahn.

For most of the men aboard the Stone, Cameron Bay was a most boring place but to me it was a learning experience and adventure. It was while there, we were visited by the first hover craft (air boat) I ever saw and it belonged to the army. I saw my first ocean going dredge and it was USCG. From time to time, a boat from a freighter would visit us.

On one occasion Captain Seabaugh sent some medical supplies on shore to a small clinic ran by some Nuns. Later two of those Nuns visited the Ship to personally thank the Capt. and I got a pic.

There were occasions when I could watch the army artillery in action. You couldn’t see them until they fired, but off to our south was a camouflaged artillery base more than a mile away. Those guns were pretty big because you would see the smoke from the barrel when the shot was made. After a few seconds you could here a sound like distant thunder from that direction. In a few more seconds off to our north west a mile or more away, you could see a bright orange flash of fire then white smoke; and in a few more seconds the sound of that impact like distant thunder would reach us.

One morning at quarters just before roll call as we were standing in formation, a shell of some kind was lobbed right over us. I knew it was a big one because it sounded like a big diesel semi truck passing overhead. It was almost like one of those “buzz bombs” during WW II. It had come from somewhere on shore and was headed out to sea. When we first heard it, about half the people at quarters hit the deck and the officers on the 02 deck aft started stirring around looking. I didn’t see the need to duck because if you hear the thing, it has already passed. Several of us watched in the direction it had gone to see where it would impact the water, but it went too far and we never saw; another indication it was a big one. We never learned where it had come from.

I did make two trips ashore while there, to go into Quenyahn and take a few pics.

A funny thing, when you saw the sun setting it was so peaceful and the harbor opened seaward to the west. The sun set right on the mouth of the harbor and you wouldn’t ever think there was a war going on looking out to sea with the sun just below the horizon. I took a bunch of pics of sunsets while we were there.

On the day we steamed out of the harbor, I took a parting shot of the harbor.
Ammo Ship
By: Tom Lucas

An LSD is a very versatile ship. While I was aboard, we refueled an MSO with diesel off Calif, fueled an APD off Nam and hauled a tug boat to Japan. We hauled troops and all kinds of equipment, including tanks to Nam and were a boat repair dock in Camron Bay. Rumor has it that once an LSD hauled a DE in its well deck, before the LSDs were fitted with flight decks. Once during a short period in San Diego when our flag ship George Clymer (APA 27) was in the yards we were the flag ship for Phib. Group Three. The Commodore even made a few trips to the stone during that time.

I don’t remember which trip to Nam it was, but we were called on to haul a load of ammo from Dan-Nang to Hue. First the smoking lamp was put out. Then the stuff came aboard on an LCU which brought several loads of ammo into the well deck that day. The front half of the well was filled with ammo cases on pallets stacked two high and then the flight deck was loaded with it on singular pallets. A large 4-WD forklift that turned by bending in the middle was brought aboard with the first load.

Watching that loader work would almost scare your pants off. He would dart up on the LCU grab a pallet and run back into the well deck and deposit his load. The way he darted around and made rapid turns really had me worried. I was looking any minute to see him lose a skid and we would be history. The crates were labeled, 90MM, 105MM, 120MM, 155MM, and 205MM. Finally the loading was completed with the LCU loaded in the well deck still carrying his last load of ammo. Then we set sail for Hue, about 60 miles north.

While in route the army guys with the ammo detail wandered about the ship and visited with us. One made his way down to the engine room and I spoke with him for a little while. The one thing I remember asking him was, “Why didn’t you guys take the ammo up to Hue on trucks”? He told me that there were about 60 bridges between Dan-Nang and Hue, and the chances of getting all that ammo to Hue without incident was about ZERO. He said, at that time the Viet-Cong was blowing up all the bridges when convoys went through. He further said that because of road conditions, the ship was actually faster. Hard to believe that 10 knots plus the loading and unloading time was faster.

Hue was inland about 15 miles, so we arrived at the closest point along the coast to the town and unloaded the ammo in the same rough manner that it came aboard. I was really glad to see that stuff gone.

Interesting way to explain the difference

Think about this...

An economics professor at Texas Tech said he had never failed a single student, but had once failed an entire class.

The class (students) insisted that socialism worked since no one would be poor and no one would be rich, a great equalizer. The professor then said, "OK, we will have an experiment in this class on socialism."

"All grades will be averaged and everyone will receive the same grade so no one will fail and no one will receive an A."

After the first test the grades were averaged and everyone got a B. The students who had studied hard were upset while the students who had studied very little were happy.

But, as the second test rolled around, the students who had studied little studied even less and the ones who had studied hard decided that since they couldn't make an A, they also studied less. The second Test average was a D.

No one was happy. When the 3rd test rolled around the average grade was an F.

The scores never increased as bickering, blame, name calling, all resulted in hard feelings and no one would study for anyone else.

To their great surprise all failed. The professor told them that socialism would ultimately fail because the harder people try to succeed the greater their reward (capitalism) but when a government takes all the reward away (socialism) no one will try or succeed.

...Ok that's enough, stop thinking again...
The Bravest Man I Never Knew

My father, Bill Tabor, had just turned 19 years old when he joined the army in 1941. While stationed in the Philippines, his tour of duty as a soldier changed dramatically. Following the fall of Bataan in April, 1942, he became a prisoner of war of the Japanese army. He, along with approximately 70,000 American and Filipino soldiers, was forced to march to the prison camp some 70 miles away. These men, already desperately weakened by hunger and disease, suffered unspeakably during the following days on the Bataan Death March.

The March was characterized by wide-ranging physical abuse and murder. Beheadings, cut throats, and casual shootings were the more common and merciless actions - compared to bayonet stabbings, disembowelments, numerous rifle butt beatings, and a deliberate refusal to allow the prisoners food and little water while keeping them continually marching in the extreme tropical heat. Falling down, unable to continue moving was tantamount to a death sentence. Japanese-manned tanks and trucks were known to drive over any who fell. Prisoners were killed or beaten for helping a fellow prisoner. There was no getting up.

Each morning the prisoners were corralled in groups of around a hundred. Each day was a different group. As a result, prisoners would find themselves among perfect strangers even though they were fellow Americans. Among 70,000 soldiers, you didn’t make many friends - too many were dying.

There would be no stopping to rest. They used the bathroom in their pants, stepped over dead bodies, and watched their comrades die while continually marching. Occasionally, they were allowed to drink water from ponds or puddles contaminated from dead soldiers or dead animals. Dysentery was rampant. Morale was gone.

Around day nine of the March, Dad got so sick he could barely walk. He had developed chills and a high fever. He had malaria. He knew that if the Japanese guards didn’t kill him first, the malaria would. He needed a miracle. God sent an angel. A lieutenant came up to my father and gave him all of his quinine tablets. He not only gave him the quinine, but he supported and practically carried my father the rest of the day. The lieutenant stayed with Dad throughout the night, praying for him, never leaving his side. He took care of him and risked his life by helping a fellow prisoner. The next day, they were separated. Dad never saw the lieutenant again and never knew his name.

Dad continued taking the quinine and recovered from the malaria only to endure a hell as a Japanese prisoner of war we can’t even imagine. Ten thousand men died on the Death March. More died in the prison camps. He was a prisoner of war for 3 1/2 years, living on water and rice. He weighed 95 pounds when he finally got home.

At 19 years of age, starved, dehydrated, sick, and bleeding, my father could have given up. Death would have been welcomed. The pain and suffering, physical and mental, was too great. His faith in a powerful God and his love of his family kept him going. That was all he had left. Everything else had been taken from him against his will. He didn’t give up hope. He never quit. Because of this and his determination to live and be free, my father is the bravest man I ever knew.

Our veterans are heroes. Unselfishly, they left their families and put their lives and dreams on hold. Those who survived were forever scarred, emotionally and physically. Those who did not survive now sleep eternally beneath the ground they gave their lives to keep free. Freedom was the gift that they gave.

Each soldier in every conflict could be that unknown lieutenant. How many lives have been saved because of a soldier willing to lay down his life for someone else’s loved one?

How can I say ‘thank you’ to the man who saved my father’s life before I was even born? I can’t. So, I’ll say ‘thank you’ to as many veterans as I can who saved the lives of others.

With pride and respect, I thank you for your willingness to serve and defend our nation. Thank you for our flag. Thank you for keeping America safe. Thank you for freedom.

Maybe that lieutenant survived and is a veteran today. Maybe he was an angel sent by God. I don’t know. I only know that he saved my father’s life and he is the bravest man I ever knew.

Mary Tabor

VETERANS DAY
November 11, 2008
**Remembering**

MACUNGIE, Pennsylvania - Nathan Kline wrapped a white monogrammed scarf around his neck and placed a bulletproof prayer book in his left shirt pocket. He'd followed the same routine for all of his previous bombing runs over Europe, but the teenager from Pennsylvania, knew there was nothing routine about this mission.

Nothing routine at all about this day, June 6, 1944 - D-Day.

More excited than nervous, Kline squeezed his small frame into the cramped Plexiglas nose of a B-26 Marauder and took off from an English base, joining thousands of his airborne mates over the English Channel. His destination: Normandy, France, where 50,000 German troops awaited the Allied invasion.

Now 84, Kline still has the scarf, the prayer book, and many other artifacts and honors from his role in the epic battle that turned the tide of World War II. In a few days, he'll add one more award to his already crowded wall: the French Legion of Honor.

Fifty Americans, 15 Canadians and 10 British veterans of World War II will receive France's highest award during a Friday ceremony in Paris, then head to Normandy on Saturday to mark the 65th anniversary of the D-Day landings. President Barack Obama will attend Saturday's ceremony with his French counterpart, Nicolas Sarkozy, along with Britain's Prince Charles.

"We've had our ups and downs with the French since the war, but that's one thing that they recognize, what we did, the Americans did, to help them be free again, be liberated," said Kline, an Air Force bombardier-navigator who flew 65 missions during the war. "They've always respected us for that."

Joining Kline in France will be J.J. Witmeyer Jr., who led an Army platoon that took out two German pillboxes.

He still has flashbacks of the D-Day invasion.

"It was just like opening the gates of hell," said Witmeyer, 89, of New Orleans, a docent at the National World War II Museum. "You don't know what's on the other side, you don't know whether you're going to meet German tanks or artillery shells (that) will take your friend's head off."

About 160,000 Allied troops - primarily American, British and Canadian - stormed the beaches of occupied France on D-Day, opening up a second European front and setting the stage for Nazi Germany's defeat. More than 9,000 Allied troops were killed or wounded in what is regarded as history's greatest amphibious assault.

As Witmeyer fought his way through the German defenses, Kline was 4,000 feet (1,200 meters) overhead, in a plane called "Lucky Lady." After dropping his payload of eight 500-pound bombs on a German rail yard, Kline - who sat in front of the pilot and co-pilot, in the most unprotected part of the plane - turned his attention to a navigational map. Plotting the bomber's return to base, he tried to ignore the heavy anti-aircraft fire all around him.

But as the B-26 headed back over the coast, a piece of flank came screaming into the plane's nose. The projectile shredded Kline's map, whizzed between his legs, and exited out the top - yet another narrow miss for the bombardier-navigator, who months later, would be shot down twice in a week during the Battle of the Bulge.

"I was very angry - I wasn't scared - I was angry because they had ripped up my damned maps," said Kline, whose chestful of medals include the Distinguished Flying Cross.

Speaking in a small, cluttered study he calls his "war room," Kline chokes up when he talks about the Allied troops who died on D-Day and throughout the war. He knows he'll struggle with his emotions at Saturday's ceremony, to be held at the American Cemetery overlooking Omaha Beach.

The 75 honorees appear to represent the largest single group of foreign soldiers to be inducted into the Legion of Honor since a commemoration of the 60th anniversary of D-Day in 2004. The French say this year's ceremony is intended primarily as a U.S.-French event, rather than a full-blown remembrance of the Allied effort like those held on the 50th and 60th anniversaries. Since Napoleon created the order in 1802, thousands of foreign soldiers have been admitted to its ranks.

France identifies eligible World War II veterans - those who participated in one of the four major Allied campaigns in France - with the help of U.S. veterans groups and through media reports.

"My heart is heavy, heavy, because I think of the French soldiers and the American Soldiers who fought together on those beaches ... who fought together and died together."

## The economy is so bad:

1. I went to buy a toaster oven and they gave me a bank.
2. I got a pre-declined credit card in the mail.
3. CEOs are now playing miniature golf.
4. Hotwheels and Matchbox cars are now trading higher than GM.
5. Obama met with small businesses to discuss the Stimulus Package: GE, Pfeizer and Citigroup.
6. McDonalds is selling the 1/4 oncer.
7. People in Beverly Hills fired their nannies and learned their children's names.
8. The most highly-paid job is now jury duty.
9. People in Africa are donating money to Americans.
10. Mothers in Ethiopia are telling their kids, "Finish your plate. Do you know how many kids are starving in the U.S.?"
11. Motel Six won't leave the light on.
12. The Mafia is laying off judges.
Subject: Your pay and your expenses during Training based on FIVE-WEEKS TRAINING PERIOD.

4. During your second phase of training, following detention, you earn $12.60 which, added to what previously remained on the books for you, totals about $22.00. From this the paymaster must deduct the money for your second insurance premium, and for the hospital fund, leaving you about $17.00. The day you graduate this entire amount will be paid you in cash and with it you must purchase your round trip ticket to go home on leave. You still owe seven dollars ($7.00) for the two coupon books.

5. While you are on leave you earn $9.66. When you return from leave and prepare to go to sea, you will be paid ten dollars (10.00). Seven dollars ($7.00) of this will be required to pay for the coupon books which you still owe; the remainder you may have to use as you wish during transit to your new duty.

6. Please note that these figures are average and there may be variations from them one way or whether in individual cases.

7. It should be evident that every cent of your earning is required for the expenses you normally incur during training. You must be extremely frugal or you will not have sufficient money to go home on leave and to pay your debt. There is no objection to your receiving money from home if you parents wish to send it to you. However, you must not expect it and must be prepared to carry your expenses on your own earning.

8. The substance of the above paragraph is stated below in a different form. Perhaps this summary will be easier to read and analyze:

(a) ASSUMPTIONS:

(1) That the recruit arrives without cash funds.
(2) That the recruit will desire to return home on nine days leave including travel time.
(3) That each recruit will have to meet certain necessary expenses while at the Station under training and while in route to the Fleet in addition to the expenses of his visit home on recruit graduation leave.
(4) That some money will be required for liberty purposes, for liberties after completion of detention and up to date of departure on leave, and miscellaneous items of canteen merchandise.
(5) That the great majority of recruits will purchase National Service Life Insurance in suitable amounts.

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UNITED STATES NAVAL TRAINING STATION
GREAT LAKES, ILLINOIS
November 19, 1940

Subject: Your pay and your expenses during Training based on FIVE-WEEKS TRAINING PERIOD.

2. Therefore to enlighten recruits who may or may not visualize the above assumptions, considering their inexperience at budgeting funds, and to train them to be frugal, the following budget, applicable to a five-week training period and incorporating a workable relationship between income and output, is offered for guidance:

<table>
<thead>
<tr>
<th>DAY</th>
<th>INCOME</th>
<th>EXPENDITURE</th>
<th>Balance Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0</td>
<td>$7.00</td>
<td>(-)$7.00 (Note 1)</td>
</tr>
<tr>
<td>0-21</td>
<td>$14.70</td>
<td>$5.00</td>
<td>2.70</td>
</tr>
<tr>
<td>21-39</td>
<td>12.60</td>
<td>3.50</td>
<td>11.80</td>
</tr>
<tr>
<td>39</td>
<td></td>
<td>17.00</td>
<td>(-)$5.20</td>
</tr>
<tr>
<td>30-48</td>
<td>9.66</td>
<td>3.00</td>
<td>2.86 (Note 10)</td>
</tr>
<tr>
<td>48-50</td>
<td>1.40</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

"Going to war without France is like going deer hunting without your accordion."
~~~General Norman Schwarzkopf~~~

"It is important to remember that the French have always been there when they needed us."
~~~Alan Kent~~~
NOTE 1 – This amount is advanced to recruit by ship’s service in the form coupon books to cover his expenses for essential services and for xiliary equipment necessary but not furnished by the Government. He must refund this amount to ship’s service after returns from leave.

NOTE 2 – This amount represents 21 days earning at 70¢ per day.

NOTE 3 - This $5.00 is paid cash to recruit at end of detention period. With it he able to pay about $3.25 National Service Life Insurance premium; assuming he has subscribed to a $5,000.00 policy, the remaining $1.75 he may use for pocket money.

NOTE 4 - This amount represents his earning during second phase of training.

NOTE 5 - This amount is deducted from recruits pay by the paymaster to pay his second National Service Insurance premium and his hospital fund.

NOTE 6 - This is the approximate amount remaining to the average recruit’s credit and will be paid to the recruit on graduation. With it he must purchase his ticket to go and return on leave and provide his pocket money.

NOTE 7 - This amount represents recruit earning droning nine days leaves:

<table>
<thead>
<tr>
<th>Days</th>
<th>Pay Rate</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 days</td>
<td>70¢</td>
<td>$6.30</td>
</tr>
<tr>
<td>8 days</td>
<td>42¢</td>
<td>3.36</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$9.66</td>
</tr>
</tbody>
</table>

NOTE 8 - This amount represents recruit’s earning during two days during which he will prepare to go to sea.

NOTE 9 - The recruit is paid ten dollars ($10.00) on return from leave. Seven dollars ($7.00) he must refund to ship’s service (see Note 1 above) leaving a balance of three dollars ($3.00) for pocket money while traveling to his new station.

NOTE 10 - This approximate amount remains on recruit’s pay account and is transferred to his new paymaster.

NOTE: The above budget applies to members of Companies 92 to 128 inclusive, based on the assumption that six new companies will be formed each week during the month of November 1940. Commencing December 1, the period of recruit training will be extended to cover six weeks and a new budget based on the six weeks course of instruction will be issued for Companies 129 and higher.

/s/ JOHN DOWNES
Rear Admiral, U. S. Navy

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Japan Apologizes for Bataan Death March

June 01, 2009

SAN ANTONIO - Japan's ambassador to the United States apologized Saturday on behalf of his country for the 65-mile forced walk of U.S. troops and allies during World War II that left some 11,000 prisoners of war dead.

"As former prime ministers of Japan have repeatedly stated: The Japanese people should bear in mind that we must look into the past and to learn from the lessons of history," Ichiro Fujisaki said at the American Defenders of Bataan and Corregidor, the San Antonio Express-News reported.

He said his country was extending a heartfelt apology for "having caused tremendous damage and suffering to many people, including prisoners of war, those who have undergone tragic experiences."

Although Fujisaki received a standing ovation from about half of the 400 to 500 attendees, others said the apology was overdue and didn't seem sincere.

Former POW Hershel C. Boushey told the ambassador that he did not accept "your apology," and that the atrocities and mistreatment many suffered was severe.

In 1942, Japanese captors marched about 78,000 prisoners of war - 12,000 Americans and 66,000 Filipinos - for six days on the Philippine island of Luzon to a prisoner-of-war camp in what became known as the Bataan Death March. Many prisoners were denied food, water or medical care, and some were stabbed or beheaded.

As many as 11,000 prisoners died, according to the U.S. Air Force.

Survivor Tony Montoya, of Woodland, Calif., also questioned Fujisaki's sincerity.

"This young man knows very little of the atrocities," Montoya said. "They probably rehearsed him on it."

Abie Abraham, of Renfrew, Pa., said it was time to move on.

"I was never one of those guys that worried about whether we got an apology or not," said Abraham, a 95-year-old vet.

"The way I look at it is - Japan is now our ally," Abraham said. "Why should we get an apology from them?"

Retired Tech Sgt. Joe Alexander, of San Antonio, said he was satisfied because "we finally got the apology that we wanted."

About 73 surviving Bataan Death March veterans of the Army and former Army Air Corps members attended the convention Saturday, which served as the march survivors' final reunion.

"I would rather have a German division in front of me, than a French one behind me."

~~~General George S. Patton~~~
SHIP’S STORE

To order any Ship’s Store item please contact Marion Goble, 6200 Emerald Pines Circle, Ft. Myers, FL 33966, (239)768-1449 or e-mail: shipstore@usswhetstone.net. When submitting an order, please make checks payable to USS Whetstone Association. All jackets and golf shirts are navy blue with gold lettering. T-shirts are navy blue with gold lettering or gray with navy lettering. Hats are navy blue with gold silhouette of ship, white with navy blue silhouette of ship or red with gold silhouette of ship, or camouflage with gold silhouette of ship.

Items for Sale:

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ball Caps (With Silhouette)</td>
<td>$20.00</td>
</tr>
<tr>
<td>Cruise Books (57, 61, 66, 67/68 &amp; 69)</td>
<td>$20.00</td>
</tr>
<tr>
<td>DVD of Reunions (1996-2006)</td>
<td>$10.00</td>
</tr>
<tr>
<td>DVD of 2008 Reunion</td>
<td>$10.00</td>
</tr>
<tr>
<td>Golf Shirts (S, M, L, XXL)</td>
<td>$35.00</td>
</tr>
<tr>
<td>T-Shirts (S, M, L, XLG, XXL)</td>
<td>$20.00</td>
</tr>
<tr>
<td>Jackets (S, M, LG, XLG)</td>
<td>$50.00</td>
</tr>
<tr>
<td>Jackets (XXL &amp; XXXL)</td>
<td>$52.00</td>
</tr>
<tr>
<td>Mouse pads w/Whetstone Picture</td>
<td>$10.00</td>
</tr>
<tr>
<td>Yosemite Sam Patches</td>
<td>$8.00</td>
</tr>
<tr>
<td>Zippo Knives w/Ship Silhouette</td>
<td>$20.00</td>
</tr>
<tr>
<td>Zippo Lighters w/Ship Silhouette</td>
<td>$13.00</td>
</tr>
<tr>
<td>Whetstone Pictures on Canvas</td>
<td>$25.00</td>
</tr>
</tbody>
</table>

Note: All Prices Include Shipping

Civil War Soldiers are still showing up!

SHARPSBURG, Md. - Park officials say a visitor has found the remains of a Civil War soldier at the Antietam National Battlefield in western Maryland.

Battlefield Park Superintendent John Howard says a visitor found bone fragments and a uniform button near a groundhog hole in October.

During an excavation last month, workers led by a National Park Service archaeologist found more bone fragments, buttons and a belt buckle establishing that the young man was from New York state.

The bones have been sent to the Smithsonian Institution for analysis, but Howard says experts are unlikely to determine the soldier’s name.

Nearly 23,000 soldiers were killed, wounded, captured or declared missing at Antietam in 1862. It was the bloodiest one-day battle of the war.

A frog’s future

Recently, the Psychic Hotline and Psychic Friends Network have launched hotlines for frogs. Here is the story of one frog and his discussing with his psychic.

A frog telephones the Psychic Hotline and is told, "You are going to meet a beautiful young girl who will want to know everything about you."

The frog says, "This is great! Will I meet her at a party, or what?"

"No," says the psychic. "Next semester in her biology class."