



World War era are Bob Capa, Johnny Florea, John Ford, Captain Louis Hayward, Sergeant Louis R. Lowery, Luis Marden, Joe Rosenthal, Don Senick, and Arthur T. Statham. Examples of cameramen of the vast U.S. Navy photo collections, taken by the crew of Edward Steichen, are: Wayne Miller, Fenno Jacobs, Barrett Gallagher, and Paul Dorsey, not to mention the venerable Steichen himself. Photographs saved in the auspicious collections of Time-Life contain pictures that make this book complete. Excellent photographers such as Eliot Elisofon, Dimitri Kessel,

custody of George Stevens, highlights valuable color scenes of the European Theatre of War, taken by Lt-Colonel George Stevens and the troops of SPECOU, a unit with some of the top Hollywood film specialists of the time.

Various color film exist that are not as famous, such as the **Battle of Germany**, or **Libs over the Rhine**. Unfortunately, all color film if left neglected deteriorates, sometimes to a point that all you see is a monochromatic red. (Some of the best World War II color transparencies found in the U.S. Navy Photo Center and

William Vandivert beside Jaegar are names that artists respect, and are well recognized.

The unearthed finds of the 1980's of documentary movie war film, under the

National Archives have deteriorated to red.) A book printed after the war ended entitled "U.S. Navy War Photographs" when first released on the market, sold at a rate of a million copies a month (at .35 each). Almost all its photographs had originally been taken in color. Most of our color photographs, which were taken nearly fifty years ago, are about 95% in a state of high quality.

How the world looked is fascinating. Many Americans lived out in the rural areas and farms. It was a society that was moving into newly created industries. Actually, the whole world was more rural. Take France, for example, in 1940 more than 30% of its population lived in rural areas; in 1990 it is closer to 6%. Most people today live in concrete cities ... this is what we call an urban way of life. America was not energy conscious then,



however bear in mind the youth was quite on tune with nature as tens of thousands had one time belonged to a variety of national big project works that were begun in the 1930's, and that were novel. They were works made to combat the big depression and embodied people working in an astounding variety of jobs, planting new forests, fixing roads and bridges, for example. One job was the CCC — the Civilian Conservation Corps. A few projects that had been completed by the CCC were the planting of 2,000,000,000 trees, the building of 112,864 miles of road and 77,910 miles of telephone lines, the construction of over

20,000,000 rods of fence and 44,000 bridges, the improvement of 3,625,000 acres of forest stands and some 5,000,000 man days were spent on fire prevention and fire suppression activities. An excavation at Ocmulgee National Monument during 1939 by the CCC and WPA revealed thousands of artifacts of ancient Indian culture. The U.S. had 24 National Parks in 1940. Today there are some 358 National Park areas.

Traveling around the U.S. or the world was different. Air miles separating people and places seemed farther because the speeds were vastly limited. Air flights of say 3,500 statute miles to

London or 4,277 to Rome from New York had strings of stops because no airplane could fly that long. Intercontinental flights of 10,552 miles non-stop -like we do have today, ie. London to Sydney, Australia- was only a dream. Airports were new. But airlines were rushed out of their infancy very fast as a result of the war.

The largest airport was La Guardia airport in N.Y. which incidentally opened in 1939, practically the same time transatlantic service from N.Y. to Europe via the Pan Am Clippers was introduced; it took 29 hours but it had stops. One popular form of travel still unsurpassed was by way of passenger rail-