

Tape ~~number~~

Commander Allen, Pasadena, California 11/26/71
Reminiscences with Doug Hubbard, Adm. Nimitz Center Director

We were all three in the cabin there. We each had received the papers from home--one from Texas for Nimitz and I had mine--Wisconsin and Nimitz had his from New York. Allen now reads a letter : "Dear Mother, USS Decatur, Nov. 6, 1907." We have a family of eight--one brother was out in the west here at that time, Eric; he eventually became head of the College of Journalism in a college in Oregon. They also named a building after him, Eric W. Allen Hall. (Allen continues to read the letter) "I received your letter and birthday present (this was in November) almost on time, I had nearly forgotten the event. I never realized until then that the lady of recreation was intended as a birthday present. Thank you very much for the kind remembrance. I have been studying pretty hard the last few days for my examinations which are to come off in six days. We will be through on the 18th, having had the following subjects: seamanship, ordnance, naval construction, machinery, mechanical processes, boilers, marine engines and navigation--theoretical and practical, and Spanish and French. It will be a hard and strenuous week for this platitudes."

"Immediately after finishing the exams we go out on the target range for practice with great guns and torpedoes and as soon as we finish that we will have small arms practice and after that another practice with guns and torpedoes for the record. This will take much into January. At least we will go into dry dock during this time as each ship docks every six months. I'm afraid that Manila Bay and Alongapo will be the extent of our cruising for months to come. Well I think that I am pretty well prepared for my examination now and hope to make a good record. I still have hopes of getting the appointment to the reception ---and taking a course at Boston but I am afraid that pull will have much to do with that for those candidates. If I get it I will leave in the next eight months probably and in that case I will come right home and not complete the three years out here. I received a newspaper from Wisconsin today and was very glad to get hold of the news from Milwaukee. Nimitz gets the Mountain Sun from Kerrville, Texas--the Recorder Democrat from Amsterdam, New York and the respective merits of the ----- have to upheld. We are great on arguments and the dictionary is kept on hand at all times. Our ----- must regard this book with some sort of awe for when ever any point came up, a heated argument --get the dictionary and the big book would be opened and the truth would be expounded and the argument settled. It indicates the morale of the ship."

" The Japanese cruisers arrived today. The two that were at Jamestown--two Chino cruisers are expected tomorrow. We will probably go over to Manila tomorrow to anchor. Taft is about to leave the islands and it is rumored that he is not going by way of Vladivostok as planned but coming home direct. There is hope that favorable legislation may get through Congress for the islands this year. His mail has been a nuisance as far as we are concerned largely because the admiral has been-----uncalled for things to kow-tow for the Secretary and maybe the next president." Taft was Secy. of the Army at this time visiting the Philippines.

(Allen is now going through some letters marked Routine, Routine, Torpedoes). Alongapo was where we used the floating dry dock--big enough to take a battleship. You fill it with water, it sinks, the ship goes in and then you pump the water out and it raises the ship out. It was a fine thing for the Philippines. It was built on the east coast and we went through the Suez Canal.

Reading from another letter "Japanese War Scare 8/3/07. Alongapo. Dear Mother, I was very glad to receive another letter from home this week. Getting mail this way is such a contrast to the way it used to come when we were down south on the gunboats. There is not much news to write now. This is like one of the places in the back woods where they don't know the war is over. Thank you for sending the papers about the war scare. I wonder how the papers took it up there. There was considerable excitement out here --the fleet was in Cheefu when a cipher message was received and the word was passed to stand-by, about the same time three Japanese torpedo boats stood into the harbor. It was rumored that their fleet was outside in the gulf. The torpedo boats gave as their reason for coming into the harbor that they sought shelter and awaited the arrival of the Japanese training squadron. Not to be caught unprepared, every night after dark the ships cleared for action and had men at search lights and ammunition ready for action at a moment's notice."

"The ----- and cutter were stationed where the torpedo boats could be watched and any movement was to be reported by a rocket. There would have been some scared Japs had they decided to leave the harbor some night and seen a rocket followed immediately by the rays of about 30 powerful search lights going on them. Well in a few days the training squadron arrived and 50 of the cadets were sent to the various ships to pay calls of courtesy. We finally got aboard all things that might have caught their eyes were effectively screened with muslin so that they returned to their ship with a cigarette and no information. It was really quite exciting for the progress of diplomatic affairs and any turn had to be prepared for. The cruisers are assumed to start back for the states."

"How I wish I could go but I am pretty well anchored with two ships so that I don't take my turn to come back. There is a possibility of these ships going north in the fall with the admiral, I hope so as I think a change of climate would do me good. I never was in better health but the amount of work one can do here is limited. I went on a deer hunt the other night and we left the ship at 2:30 p.m. and returned the next morning at 10 o'clock having spent a pleasant but very strenuous night in the ----- . We went out on the trail from Manila to Alongapo, about seven miles from Alongapo, up hill and down. It was right in the midst of the rainy season so we were very fortunate not to get wet as it was an exceptionally dry night. The place has a rain fall of approximately 128 inches in six months and July is about the middle of that. I have never seen it rain as it has done since we have been here."

"We go swimming at a narrow beach between rocky cliffs over which a water falls in a fine fresh water shower. We play duck on a rock, broad jump to big rocks besides swimming, races and other games. This may seem undignified for the officers of the flotilla but this is a hard line of "boats" and must have some relaxation from the confinement on board. We play with the rain coming down in bucket fulls at times. Must close now with much love to all. Glad to hear that Eric's operation was so successful." (That's my brother Eric that went to Seattle.)

At this time I was the deck officer and ordnance and what not. We all took engineering at the Naval Academy and at that time I had hopes of getting into the construction corp which would be shore duty. I was beginning to have ear trouble at that time and was finally retired for it. I applied for the construction corp (naval architecture and things like that and building ships) and they only take a few each year.

I damaged my ears mainly on the battleship Wisconsin. I was what they called the spotter in the crow's nest. There was practically no protection. You had to

have a telephone on your ear--no helmet or anything--and controlled right or left, drop or down to each gun--13", 8", 6" and while they ran across the target range one gun at a time so it was pretty hard on your ears. The reflection of that 13" gun off the water and then coming up there, I don't suppose there was any place you get it worse. Back in the turrets it wouldn't be bad at all.

I was on the Wisconsin twice. When we came out in 1906 and those are some of our class that came out on the old USS Chaumock--those are the names here of our classmates. I think there were about 10 of us on the Chaumock and there was another bunch that went out on the Dakota. We got to Tokyo and we literally expected to take the Chaumock all the way to Manila but we got word at Yokohama to wait there for the fleet--the fleet was coming north. We were assigned to two hotels there in Yokohama. There was the Grand Hotel and the Oriental Palace. We'd each get a rickshaw and we'd line them up and have them right turn, left turn, backward and forward. (chuckle)

The Chaumock belonged to the Boston Steamship Company and was an old freighter and carried passengers. Later when I was in Boston, at the Navy Yard, I had most of my business with the Boston Tugboat Co. which is part of the Boston Steamship Company and word then was the old Chaumock must be put out of commission.

The fleet was to come into Colby and we were given passage on the S.S. Korea which was a fine steamer. We were comfortable on the Chaumock but about 10 knots or so, it wasn't very fast. Incidentally there were a lot of young ladies as you can see, which I think two of the men finally married--this was in 1906.

When the battleships came in I was assigned to the Wisconsin. We went from there to Nagasaki and while in Nagasaki I had to take my walking test. In those days, Roosevelt's plan was every officer either had to walk 50 miles or ride a bicycle 100 miles or ride horseback 90 miles in three days. It was pretty near the end of the year there and we never had a chance to get three days to do it, so we got time to do it while we were at Nagasaki. About three of us each took a rickshaw and then we drove out to the edge of town, it was raining, then we got off and walked. We did 16 or 17 miles each day at Nagasaki.

Another year when we got back to San Francisco we had just six days and holidays. Some of us took the first three days and I had the last three days of the year. At that time I was a member of the General Court Martial on board and we worked in the daytime and took the -----at night. There was a place in the park in San Francisco where there was a kind of a track and my bike had a lamp on it that would always tilt down and as I was riding along there it just scared the life out of me--there was an uprising--jumped up right in front of me and the light didn't show very much what it was. It was about a dozen sheep grazing. Kind of spooky and I didn't finish but I got permission to finish it after New Year's as the place was closed and I couldn't get the bike, so I had to go the next day.

We went to Shanghai via the Woosung Creek about 19 miles from the anchorage. Then after a stop there we went up the Yangtze River to Nanking. The Viceroy of the ----- kingdom on board. I have his calling card here somewhere. A red paper with an inscription on it. I was Officer of the Deck there and took the calling card. This was while I was on the Wisconsin. The American Consul General in Nanking came aboard with him and he arranged with the Captain of the Wisconsin to make a trip on the Wisconsin to Kilkang which is about 450 miles up the river. We got up there off Kilkang and Mr. McNally, the Consul, had a home

up in Kuling which is about 15 miles from Kilkang and up the mountains there at least 5,000' high. Mr. McNally invited three of us midshipmen to visit him at his house in Kuling and told us how to get there. Three of us went and we took four sedan chairs, one for each of us and one to carry out suitcases and each sedan chair had three coolies in front and three behind. Two working at a time and the other one a spare, and they spell each other off as they go. They got half way up there where there was a station and they had a cup of tea and then we had a change of crew--6 more for each sedan chair. The rest of the way was up the mountain, about over 4,000' where the city was. Kuling is a walled city built for the foreign agents, officials and what not and not Chinese. There was a separate Chinese city outside of the gate. The residences in the city of Kuling were very fine homes, some of them, and were occupied by the officials of companies. It was up from the river where it's a very reasonable climate.

Down at the river it was up to 103 degrees and was very nice. Well, in the morning we were told there were these young ladies who had invited us on a picnic. That was just fine and at 9 o'clock in the morning we went out and there were three young ladies and three sedan chairs. Of course, we proposed that we would walk beside the ladies in the three sedan chairs but that wasn't the way it was. They said you ride in these chairs and we'll walk. So that's what they did. We went out and had a very pleasant time and we were especially impressed by the one we called the missionary's daughter. Later in reading Pearl Buck's memoirs I discovered that she was one of these girls so I had the great pleasure of going on a picnic with such a distinguished lady. In the story of her life she tells about being in Kuling there about 1907 and she must have been about 17 years old, we were about 21.

When we got to the Philippines area I was assigned to a gunboat and I was on the Erat (?) for about a year.

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The next day we were ordered to be ready to go and it was getting late in the day. The Chauncey, the flagship of the destroyers, came alongside and we were ready to go. Nimitz said we were not really ready but we compensated, and he said "Well, just follow me". On account of the compass we couldn't make a real course, we didn't know how accurate our compass was. So we tried to follow and got under way. The first thing he found out was when Nimitz gave the order to go ahead or move up to the buoy and disconnect, we went astern and then he discovered that in order to go ahead we had to put it in the stern motion--well that wasn't too bad. We cast off from the buoy and the captain said follow me and we went out past Corregidor and that wasn't too bad but going up there we had to follow the course and about half way up there the storm came and we couldn't even see the Chauncey at all. By that time we got a little check on the course from following the Johnson, so we went through the storm and fortunately by the time we hit the Gidien, the storm was over. But it was a real miserable electrical storm, heat lightning--one flash after another, lighted us up and sometimes we'd get a glimpse of the Chauncey. Well we got there anyway--it was about 68 miles and the next day we went into dry dock for cleaning the bottom and eventually they had to haul out the shaft for repair. We were anchored at Kavite Navy Yard, seven miles from Manila, in Manila Bay and right across the bay from Manila. Alongapo would be a much better place for a naval station than Kavite was because it had better water for deep ships--very fine harbor.

We went aground once in Manila Bay when we were doing torpedo practice. The

Chauncey had torpedo practice first and I think they fired three and lost two and one of them went right down into the mud and we finally located it and they hooked the anchor engine on it and they couldn't even pull it out with that engine it was in there so tight. So we were pretty careful about our torpedoes, we didn't want to take any chances with them but we fired and we didn't lose any. The range was from ordinary navigable depths in toward the beach where the water was shallow where we wouldn't lose a torpedo as it wouldn't sink in deep water and be so hard to locate. So we fired and then we had boat out there. Of course, we had no gasoline engines and I think there was probably only one gasoline engine in the whole fleet at that time and that belonged to the admiral of course. We had a dingy out there with an oarsman to tow this torpedo in after it was spent and floated up and they would get it after the range- which we did pretty well, had very satisfactory runs.

In order to save time, Nimitz inched the ship in toward the boat in order to pick it up soon; he came along and it wasn't too long before we were stopped. We backed and we didn't come off at first. Those ships are built so that the after end under the quarter deck is cut away under the hull for the propellers -- the propellers are underneath there and not much else but propellers. So there's very little buoyancy in the after end by the quarter deck where our quarters were. He ordered as many of the crew that could to go way back on the stern and that added enough leverage so it helped a little to raise the bow off the mud and when we did that it backed right off. I believe he did it conscientiously and no damage was done of course and we got right off, no delays. When Time magazine spoke about running aground in Manila Bay, and the reason I didn't know there was any court martial after that, was that I was transferred away from Decatur to the Helena. We went up to China again right back to the Yangtze River.

Hubbard: That's how we found you--through the Time magazine article. Somewhere in somebody's memoirs of Chester Nimitz, Nimitz talks about an incident of running aground and reporting it because --

Allen: Oh that was on an island near Kavite and about 40 or 50 miles farther south and I wasn't on the ship in there. According to the report they grounded at night, running slow and grounded on this rock. Some of the charts of the area were not completed and we found the farther south you got the more places that had never been surveyed and we just had to do our own surveying and we always had somebody up there to watch for discolored water (chuckle). We didn't do much traveling at night except out and away from the island where there was plenty of deep water. Around the shore of those islands we always watched for yellow, discolored water for an indication of a reef.

Hubbard: It sounds like Nimitz must have gone aground twice then, once when you were aboard and the second time when he had to get help to get off.

Allen: The second time must have been at night and he wouldn't be going fast.

Nimitz liked to go hunting at Alongapo when ever he got a chance. Some of us would usually have to stay on board the ship. One time he went off with a guide and came back with four deer. By the time it was my turn to go out there was too much moon -- wasn't dark enough for deer. They'd use a bull's eye lantern which will shine up a deer's eyes, and simply shoot at the eyes. That's not so good when it's light enough for the deer to see you. When it was moonlight we went up to see if we could get some pigs (hogs)--they were in the woods. We'd get up in a tree and watch for the pigs to come and root underneath there and get a shot at

the pigs. We didn't have too much luck at that. (chuckle) We had a very nice camp there with running water and a pool that we could splash in. The utensils we used in the camp were cut from green bamboo and they gave a nice flavor to the coffee and what not. We'd cook in the bamboo joint. Some of the bamboo is a pretty big diameter and we'd cut a nice piece and make a bucket or a pot to cook things in so we wouldn't have to carry a lot of stuff up.

Hubbard: When you got underway, when you got the orders to go on board the Decatur, was this involved with that same Japanese feeling of uneasiness--you mentioned a new admiral coming and thinking it was maybe an inspection on his part, did they get these ships going because they were concerned about a threat from the Japanese or why the hurry to get the Decatur back into operating order.

Allen: Yes, that was a Japanese scare that we were ordered back from Manila. We received orders by telegraph to return to Manila immediately. We had no radios at that time. A few of the ships were beginning to get the dot-dash wireless telegraph, that's all they had--the bigger ships.

I remember where I was at the Boston Navy yard, a friend of mine from Massachusetts Tech wanted to conduct some experiments with airplane communications by radio. I took the man up on top of one of the big buildings at the Navy Yard. I got permission to locate a place for them up there where they could install their apparatus and that was one of the first practice communications back and forth between the airplanes to the station on the top of the building. They were just beginning to develop radio at the Navy Yard at that time during the second World War. (There was no radio in the first World War.) I had shore duty there and I was assistant captain of the yard. We had charge of tug boats. We handled the ships at the dock and destroyers would come in there at the Boston Navy Yard. They had several piers there and had different operations there at each pier--like electrical work at one and metal work at the other, and or woodwork or other kinds of equipment. They'd put four ships at a pier--two along side the pier and two outside, and then the ships had to be moved. At the Boston harbor there's a change of tide every six hours and they had to do as much as they could in the --water because there's quite a current in there and a fall of close to ten feet. At the top it's 11 feet so you pretty much had to rush like everything to get these moves made. If you want to get A out, you have to pull C or D out of the way, and have boats take them out there and hold them while they get A out, so there's quite a lot of work for the tug boats to do. It takes quite a bit of skill to get them out of there and then bring the right one back and out them back in place and then move the other one on to a different dock for another job. We used lots of tug boats there. Our bill was \$250,000 in a year for these tug boats we used constantly.

One of the things I like to think of is I saved the tax payers some money. When I came there I found we were paying \$500 a day for an oiler--we already had two oilers--that was \$1,000 a day we were paying for these civilian oilers to provide oil for the destroyers, etc. --mostly charters coming in and out of Boston. It took lots of oil to keep them supplied. I wondered if the Navy hadn't some oilers we could use instead of paying so much money a day and I scouted around. Finally up one of the creeks there near Boston harbor, the Army had two barges and I spotted these and I thought it looked like those could be oilers. I looked at them close and reported to the Yard and got them to send qualified engineers up there to look it over and decide whether the Navy could use them and reported they could, so I wrote letters and telephoned and more or less legwork and got the War Dept. to transfer those to the Navy. That year, 1943, the supply officer

reported that by using those oilers they saved \$242,000. They're probably using them still. They must have been ordered and delivered to the Army instead of the Navy and the Army didn't know what to do with them and just stuck them up there until the orders came and the orders never came. Nobody knew anything about them. They just had a number like A-17 or something like that--that's the way they were listed and nothing much to show what they were. It wasn't till I got up there and found them till the Navy started to use them.

Hubbard: You certainly got a wonderful bunch of stories and information in these fine letters you wrote to your mother in your earlier career.

Allen: Some of these are Decatur letters. This one might be interesting. This is Decatur, August 18, 1907. I hadn't been in there very long. "Since last writing I received the newspapers you sent. I think the mails are a little safer now as they are made up in large bags at Frisco now for each ship and not channeled to the Philippine post office so much--the bags being opened on board. The paper about the boat race was interesting. We are beginning to feel more second down and settled on board now. This week we have been out for two trial runs in the bay. I have been busy with the compass taking observation and making the necessary calculation and compensation."

"It has been so cloudy that we had to chances to get a glimpse of the sun. Though we only have two of our four boilers at the time, we can move along at 18 knots easily. Yesterday we were out for one of these runs and stopped at Grandee Islands which is in the entrance which is being fortified now. The Liscome, a cable ship, was anchored there."

"The rainy season is still on. We were right in the midst of the typhoon season. No terror so long as we are anchored in this snug harbor and well protected by high hills (Alongapo). Just as I was writing this there was a cry of "Shark on

the line". I went up to see them haul in a shark of about 12 to 15 long, putting a rope around its body he was hoisted out of the water with a torpedo hoist and the men are now engaged with cutting out the hook. It had a number of pilot fish or suckers which clung to the tail even after the rest of the body had been flushed out of the water."

Allen now reads from another letter "After another week we are still in Zambuanga and yesterday and today are the first days of peace and quiet since Christmas holidays. It is the first time that we have had a chance to catch up with the work, at least nearly catch up. We have had so many accidents and so many things have come up that we could hardly stand the strain. Torpedo boat life is very strenuous on this station when the red navy yard cannot be relied on to help out and when we have to work with a short crew. Still we always have the consolation of knowing that it is very valuable experience." (chuckle)

"Enough of our troubles. The Admiral has been making a tour of the islands and their flagship Ragbourn (?) was here four days last week. Our stay at Zambuanga has been pleasant this time but we'll be glad to get back to Kavite again as we always are. Kavite is a fine place to get away from but there are worse places to have duty and Zambuanga is at present cut off from communication with the world--the cable being down. The currents here are so strong that our anchor will not hold unless it happens to get caught on some large coral rock as was the case the other day. We dragged up and down many yards in each tide, and then sometimes the tide runs continuously for several days almost." It might rise and fall but the current is sometimes continuous in one direction for a long

time. That's a situation something like Singapore where the water just runs around that way.

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Tape #210

Commander Hugh Allen, USN Class of 1906, Pasadena, CA 11/26/71
interview w/Doug Hubbard, Director, Adm. Nimitz Center

Allen reading from an article: "Virgins can run into money, particularly if she's been taught to cook as a 7th Day Adventist school. I nodded in a context of what I had been hearing since the island of Mindanao, one of the Philippines, for the past month. It seemed entirely logical to discuss the current price of slaves. What you pay depends on sex, quality, age and the purpose you have in mind, Furtig(?) said. Field hands are cheap, virgins are expensive, the Moros won't want money, he added, they have practically no use for money in the hills. What they want is cash equivalent--say 13 caribals for a girl or so many hectares of land, or so many bags of rice or brass jars or jute springs they can make into machettes. They call -----or a Browning automatic rifle with ammunition or some combination of these things. Do you think there's still much of that stuff going on, I asked. Furtig swung his gaze out over the sea wall toward Basilan (this was written as Zamboanga at New Zealand). I followed his look across the water at the island. In front of us the women who dive for coins along the sea wall had left because it was raining and we were not throwing coins to them and no one else had come to the bar. They went paddling off across the gray sea."

"While we stayed dry under the great, thick leafed tree that grows up through the outdoor Hotel Beyatt to shadow the afternoon rigors from the hottest sun of all but near gale, staring past the women in the open outriggers we could see the gray hook of Ceylon Island and said what had taken place in the raid the night before. The concensus was that Kordabado Moros had come sliding across the Moro Gulf swarming ashore on Basilan from the south as if from the Sulu Islands."

"Everyone guessed it had been Maginawas from Kordabado Province because they have a reputation of being fiercer than the Maranawas and because search planes had not found a fleet of Holowans sailing south from the island. Who ever it was 30 corpses had been left in that Basilan village before the raiders returned to where ever they lived with their dugouts loaded with loot and with women who would now be their slaves. It's been going on for 700 years, Furtig said. It was going on during the war. You heard about what happened last night. You remember what happened to Nix Surveying party, you heard what the soldiers said when we asked them if they were going to come with us to Lanau." (Lanau is in Mindanao beyond Cotabato. Incidentally that place where Nimitz was in charge of the marines there must be in the vicinity of those people --very recently word has come that they found these people that never had much contact with the outside world. They are still growing up in the original condition and that was in that thick wooded section of the country just in back of Polloc where Nimitz's marines were located. Back in that country is where these natives are still there in most primitive method. The best thing would be if somebody could bring in some women for them. (chuckles) This is on the southern Mindanao Island. They call it the Moro Province because there are very few Filipinos on that island. The rest of the islands are mostly Filipinos--quite different--a different race and religion and the Spaniards never got very far in civilizing the Mindanao country. Many of these places in the Philippine Islands they have built what they call Moro castles. They got that name from Spain where they built Moro castles to protect from the Moors and when they came out to the Philippines in the 1500's they found these Mohammedans in the south islands so they called them Moros. They built the castles out of stone, Spanish courts, like a medieval fort. It was back in the 1500's when they came to the islands. (The quoted

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paragraphs above appear to have come from a True Magazine article written Oct. 1964 "A Girl for Your Bed" written by John Keats.

Hubbard: Have you ever seen the Marines' evening drill on Friday evenings in the Washington, D.C. headquarters?

Allen: I saw some of that when I was in the Navy hospital but I guess it's much different now than when I was where in 1911.

Hubbard: Probably it's different but it's the most beautiful drill I've ever seen. They start out in the darkness with their drum and bugle corps playing "The monkeys have no tails in Zamboanga" -- now where did that come from? Were the Marines involved in Zamboanga?

Allen: No, I don't know.

(Allen now looks through a bunch of pictures and notes he has kept.)

Allen: Looking at a photo: "These are probably Marines at Zamboanga here." The Army was there when we were there. Here are some Moro boats--they have outriggers.

Hubbard: How many officers did you have on board the Decatur?

Allen: Allen, Nimitz and Smeallie. Nimitz was the commander, and I had all the departments except the engineering, and Smeallie was the engineer.

Hubbard: There's a yarn about Nimitz being on the bridge during a storm and the engineering officer calling up and saying "We're taking on water, we're going to sink" and Nimitz is supposed to have said, "Well look on page so and so of Barton's Engineering Manual". Apparently he was able to save the vessel. Do you think that was true?

Allen: Yeah, that happened. The way I recall it was, they signaled over to him and he sent the signal back "See page 87 in Dinger". Dinger was the book we had at the naval academy about engineering and you look that up and it says--there is no experience so valuable as that to obtain by operating a broken down installation. (chuckle)

Allen now describes pictures and events at Jolo. This is the mountain where the Marines and the Army went in there to clean them out--the Moros, maybe it was in 1901 I guess, about 1100 Moros gathered up in there in that mountain top only a few months before we were there in 1906 it happened right at this gate. They finally had to bombard it with artillery to clean it out. It's a volcanic crater and there are only three possible trails and the best trail we took. The sentry Marine on duty and this native you can see his knife here, he started to attack the sentry. They come with their--(he crosses the room to give a knife demonstration--big knife in the right hand and dagger in the left). The sentry followed six times and this fellow kept on coming. The bullets weren't dum-dum bullets but were regulation bullets and it didn't stop him.

Anyway, when we came in to Jolo, we went to the colonel of the army and said we'd like to get a couple of horses and a guide to go with us and visit the crater. It was only about six miles out there--you can see from the picture there it's in sight of the city. "Sure", he said, "Come in at 9 o'clock in the morning at the

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Army/Navy Club and we'll have some horses there for you." We did, and there were the horses and we got on board and started out at the gate here, and here was this cavalry troop lined up with orders that nobody could go out in the country without accompaniment by a troop of cavalry. That's what they did. They escorted us out—probably 16 or so of them, and there were just two of us.

Hubbard: This reminds me of a story I've heard about why they went to the 45 automatic instead of the 38 revolver because of somebody not being able to stop a native like that. The 45 has a lot more shocking power.

Allen: I always carried at 45 when I went ashore.

Allen: This same article mentions -- if you are going in that country don't carry a gun, they'll kill you to get the gun. Unless you've got enough force along to protect you, don't carry a gun. If they didn't take your life they could take you alive and make a slave out of you.

Hubbard: You've certainly had some interesting experiences.

Allen: Yeah. The few months that I was in active service, I had so many experiences and saw so much of the world---some fellows probably spend all that time on just one or two battleships.

Hubbard: From the Decatur you went to the Wisconsin and where after that?

Allen: From the Decatur I went to the Helena, went back up to China again (Shanghai) and then by the time we came back the fleet was out there and I joined the Wisconsin and made the rest of the trip back through the Suez Canal. In order to get back in time for Taft's inauguration.

When I entered the Naval Academy we marched for Roosevelt's inauguration 1905. I was the class of 06. You march in the parade but you don't see the parade--(chuckle) that's the worst place to see the parade. When you go by they give you eyes left and you got a good look at Teddy and that's about the only compensation. After the parade our class was invited to dinner at the home of--she owned the Hope diamond--and were waited on by Washington debutantes which was very nice for midshipmen. That trip was something to remember.

Hubbard: When was it that you got your ears wrecked.

Allen: When I went to the Wisconsin and we had target practice in Manila Bay.. In 1909 I got leave and was home and then transferred to the Pacific and went on the Colorado cruiser. We went down to South America, and had cruise to Japan, Hawaii and Admiralty Islands and back to San Francisco. Then in 1910 which was the centennario of Chile--the 100th anniversary of their independence from Spain. They had the grandest parade there you ever saw, in Chile.

Note: The volume on this tape 216B steadily decreases from now till the end.