

A Man of the Century

The Wartime Journals of Charles E. Lindbergh, *New York: Harcourt Brace Jovanovich, Inc., 1970. 1038 pp. \$12.95.*

CHARLES A. LINDBERGH, as the publisher points out, "is one of the famous men of our century: pioneer aviator, experimenter in technology, a harbinger of space travel, conservationist, writer." To many people he is known for his heroic solo flight across the Atlantic in 1927, his account of which *The Spirit of St. Louis* won him a Pulitzer Prize in 1954. To many others he is known for his role in the political controversy of 1939-1941 between America First, the movement to keep America out of the European war, a movement in which he was a leading speaker, and American Interventionism, the movement to defend America by aiding the Allies (Britain and France) and thus intervene in the European war, a movement which supported the objectives of the then President Franklin D. Roosevelt and his Administration and which in turn was supported by them. And there are some people who remember, or have learned of, the tragedy which befell Charles A. Lindbergh and his wife Anne Morrow Lindbergh in the murder of their first-born child and of the ensuing excessive newspaper publicity which "forced them to keep their house and grounds under armed guard as a protection from criminals, lunatics, reporters and photographers" and which finally drove the Lindberghs out of their homeland. Yet much that is "known" about the Lindberghs is questionable as to accuracy and even though more than twenty books have been written about Charles A. Lindbergh, he was able, after reading one of these at the request of the publisher, to produce "a document of seventy-six typewritten pages in which he listed the factual inaccuracies of the book, whose author had naturally depended mostly upon newspaper sources."

Talks in 1969 with his publishing friend Mr. William Jovanovich about these errors and the false statements about his (Lindbergh's) life and activities especially during the war years led Lindbergh to think of his wartime journals and to suggest the possibility of publication because to him they contained an accurate record. The suggestion was taken up by Mr. Jovanovich who tells us that since the original manuscript is just short of three thousand typewritten pages there has been some reduction to make the text short enough to fit in one volume and that this published version is in length about two-thirds of the original. But there has been no rewriting and the author has taken "exceptional precautions to authenticate the fact that the journals were not rewritten at later times, even though he did not expect that they would be made public during his lifetime." They are presented to the general reader by the author "in the hope" that they "will help clarify issues and conditions of the past and thereby contribute to understanding issues and conditions of the present and the future."

Prewar Europe from March 1938 to April 1939 is the scene of the first section of the journals. The activity and life of the Lindberghs at home in Europe—house-keeping, planning, upbringing of the children, reading, writing, walking amid nature—are interwoven in the record with their activity and life in society and in the business and professional world of aviation—dinners, teas, with the great and near great, talks with government leaders, aircraft manufacturers, American ambassadors and military attachés, and visits to aircraft factories in Britain, France, Russia and Germany. From press, radio and conversations he records the "crises" in Europe and the danger-of-war atmosphere and makes his own observations and criticisms, not only of these matters, but of his own nature, of other persons, of the national character of the British, the French, the Germans, the Russians, and the Americans, of institutions and the internal affairs of the

European countries and of America, and of the press, publicity, and propaganda. At the same time the record allows us to see the personal cultural life of the Lindberghs, visits to art galleries and museums, to sculptors and portrait painters, the cultivation of the art of writing prose and poetry, and the devotion to things of the mind and heart, to the good, the true, and the beautiful, in art, in nature, and in life.

On the morning of Friday, April 7, 1939, as Italian troops invaded Albania, Lindbergh made final preparations for sailing on the *Aquitania* to the States. "Are we," he recorded among other serious thoughts, "on the verge of the world's greatest and most catastrophic war? Possibly the end of European civilization? It could be all of these things. Human life will, of course, go on, but with what changes?" As the ship approaches New York city, the second section of the journal opens, United States Prewar, from Wednesday, April 12, 1939 through Monday, December 8, 1941.

Until the outbreak of war, Lindbergh continued to record matters concerning friends and family and matters concerning government leaders, aircraft production, and aeronautical research, this time in the United States. His active duty in the Air Corps and work for the National Advisory Committee for Aeronautics results in fascinating accounts in the journal of personal flights back and forth across the country, to visit aircraft factories and report on the state of production and research, and in informative reminiscences of his early flying experiences and of his childhood home. The personal family thread of the journals is again included as Colonel Lindbergh records visits to his mother, the return to the United States of his wife and children, and the finding of a new home for them at Lloyd Neck, L. I. Recorded also as constant factors in the journals are his philosophical reflections, his analyses of persons and institutions, his likes and dislikes, his forthright criticisms, his devotion to art and science, and his joy in the beauty of nature and the outdoor life.

Following the outbreak of war, Lindbergh records as early as September 7, 1939, his deep concern about the war and his intention not "to stand by and see this country pushed into war if it is not absolutely essential to the future welfare of the nation. Much as I dislike taking part in politics and public life, I intend to do so if necessary to stop the trend which is now going on in this country." On the 15th in the evening he gave his first radio address. There is evidence in the diary that the Administration was worried about his intention and tried to buy him off. Thus, the political controversy, which raged until Pearl Harbor, between those who advocated American intervention and those who opposed it, got under way, bringing Lindbergh into political prominence for the first time in his career. During this period of vicious attacks on him in the press and over the radio Lindbergh came to the conclusion that "it was essential for him to record his viewpoint and actions so that at some later time there would be available an account as free as he could possibly make it of the propaganda and extreme bitterness that was so commonly conveyed by the prewar press and radio." This large section of the diary, therefore, is indispensable reading for students and historians of the period. Besides this record of political activity, of his contacts and conversations with many prominent persons of that day, of his constant travelling throughout the country to give speeches, and back and forth between Washington D. C. and New York, of the war headlines and the contradictions of propaganda, and of the actions of the Administration involving the country in the war, there is his account as usual of the personal, domestic family life and its concerns. Many a family man or woman, many a lover of nature and the outdoors, many a cultivated mind will find this aspect of the journals most rewarding and will "identify" with its humanism.

Following entries on the bombing of Pearl Harbor, the declarations of war and

the dissolution of the America First Committee, comes the third section of the journals, *United States Wartime*, running from Tuesday, December 9, 1941 through Wednesday, November 18, 1942 and from Monday, December 6, 1943 through Sunday, April 23, 1944. War news from press and radio head the diary entries throughout this section, impressionistically presenting the course of the war and aspects of domestic developments. "Now that we are at war," writes Lindbergh in his entry for Friday, December 12, 1941, "I want to contribute as best I can to my country's war effort." He records his thoughts on how best to do this. He really wants to be in the Air Corps and writes General Henry H. Arnold, Chief of the Air Corps. There is evidence in the journals which reveals that Lindbergh's efforts to rejoin the Air Corps, or get a job in the field of his extraordinary competence, with Pan American, United, or Curtiss-Wright, were frustrated by the vindictive power of Franklin D. Roosevelt. Finally, Lindbergh is not prevented from becoming a consultant to the Ford Company which is expanding into the aircraft industry.

Lindbergh now records the period of his service with Ford which includes, relations with Henry Ford, the Ford managerial personnel, the top personnel of other aircraft manufacturers, and military and civilian officials and friends in Washington, D. C., descriptions of Lindbergh's flying of B 24's, P 47's and other planes, of his testing equipment, experimenting with high altitude flying and aeromedical ideas, and of his work on technical improvements in design, engines, and armament for future planes. At the same time, the pattern of the diary continues as he sets down his observations and criticisms, this time of the scarcity of raw materials, the lack of engineers, the training of pilots and crews, and of the chaos in Washington, as well as his analyses of life and war and family affairs. Once again, he is house hunting for a home for the family near to his work at the Willow Run factory. As for the war, he records in

a long entry for March 2, 1942, what he had often said and believed, a few sentences of which must suffice here, that

. . . the longer this war in Europe goes on, the more Russia and Japan will be the gainers. . . England and the United States have managed to get into a war where *if they win, they lose*. If we win, we will have created worse conditions than those we went to war against. I think we are in one of the most confused situations history ever recorded.

Early in January 1944 Lindbergh received an invitation, which he accepted, from General Louis E. Wood of the U. S. Marines, to survey the Corsair (Navy Marine F4U) operating bases in the South Pacific combat zone. After inspecting and flying new Army and Navy planes at Elgin Field and visiting Marine air bases in the United States, to experience combat tactics in the Corsair, Lindbergh joined a ferry plane flight to Oahu, which opens the fourth section of the journals, Pacific War-time, from Monday, April 24, 1944 through Monday, October 2, 1944 and in which he records his action-packed experiences and his multifarious observations as a participant in the war in the South Pacific. Recorded are descriptions of his island-hopping flights, his visits to specific Marine bases and units in the forward combat areas, his Corsair testing, his combat flying on patrol, on bombing and strafing missions, and against Japanese fighters in the air, his life on the ground at the bases, his off-duty activity, visiting native villages, going spear fishing and swimming, and hiking in the jungle. Recorded also are his criticisms of the shocking attitude of American troops toward the Japanese, on taking prisoners, on atrocities, his own reflections on the dignity of death, as well as his visit and informational report to General Douglas MacArthur in Brisbane, the trip back and the reunion with the family. Veterans of the Pacific war and all who fly planes will find this section especially impressive.

Intense activity after his return from the Pacific area necessitated another break in the diary until May 1945, when following Germany's surrender Lindbergh went, as a representative of United Aircraft, on a Naval Technical Mission to Europe. The purpose of the mission was to gather information on Germany's wartime developments in aircraft and missiles. This section, Postwar Europe, beginning in Washington, D. C. on Friday, May 11, and ending in Paris on Friday, June 15, 1945, concludes the journals. Once again, descriptions, observations, philosophical reflections, criticisms, reminiscences and conversations are recorded in detail. Among these may be mentioned, descriptions of France and Germany from the air, of jeep trips through the war-shattered cities of Germany, of visits to German aircraft factories and underground production facilities; critical observations on the conduct of Germans and of the occupying forces, on the looting and destruction of German planes, trucks and other property by the victors, and on the "no-food to Germans" regulation of the victors; reflections of feeling ashamed of himself and his people as he witnessed the reality of that regulation and reflections on the degradation of the men of all nations, of man's inhumanity to man, as witnessed by him in Germany and in the South Pacific; reminiscences of pre-war days, visits in Paris with his wife and their friends; conversations, not only in Paris with high ranking American military and civilian officials and old friends, but particularly with a dozen or more German research scientists, engineers, designers and producers of jet engines and aircraft in relation to the objectives of the Technical Mission. Out of these conversations, besides the scientific and medical knowledge gathered by the author, came information on the Russian propaganda campaign to draw the German scientists to the Soviet zone and of the desire of these aeronautical experts to work for the Americans. The rivalry of the victors Lindbergh also observed in Paris where at a meeting of mem-

bers of the Technical Mission they "talk of the stacks of documents taken from Germany, literally tons of them. Army, Navy, British, French, Americans all competing for the loot of Germany—the spoils in German scientific and industrial progress." Those who experienced the immediate post-surrender period in Europe will appreciate the correctness of the author's observations, while aeronautical scientists will find the section particularly interesting.

Such are the salient features of this fascinating, highly informative and revealing, diary of Charles A. Lindbergh, written, at the time of the events, or soon after, during the years of crises and war, 1938-1945, by an expert observer of serious purpose, who, twenty-five years later, now allows a very large part of it to be published in order to correct historical errors, aid the historical objectivity of a new generation, and contribute to meeting the challenges to Western civilization of the present, challenges which to him were intensified through the waging of World War II.

Since it is inherent in the way of life that issues will continue between men, I believe human relationships can best be improved through clarifying the issues and conditions surrounding them,

writes Lindbergh. To those ends the journals are published. They are a valuable source of the first order for the history of the times and for the biography of the man.

Aided in the volume by end maps, textual annotations, a glossary of technical aeronautical terms and aircraft, many illustrations, and an index, the reader of the diary lives in the atmosphere of the times, of history in the making, shares the joys and sorrows of personal, family and social life, and out of the autobiographical record may draw a living portrait of the man. It is to this reviewer the portrait of a man of superior character, intellect and physique, a cultivated man of reason and feeling, of logic and intuition, a rationalist and a romantic, a realist and an idealist, a humanist and a scientist, a man of action

and contemplation, organized, serious, prescient, self-disciplined, devoted to duty and life's responsibilities, a patriot and fighter in the American tradition, courageous in action, independent and outspoken in thought, a perfectionist, critical of himself and others, human, in his likes and dislikes, in his strengths and weaknesses, modest yet justifiably proud of his achievements, a man who prefers the life of the countryside to that of the big city, the world of physical nature to the artificialities of the world of society, the standards of cultural excellence to the egalitarian, leveling standards of mass civilization, and finally, a man whose extraordinary professional knowledge of, and experience in, aeronautics, demonstrated throughout the journals, leaves the reader breathless and makes clear one of the reasons why Charles A. Lindbergh is indeed "one of the famous men of our century."

Reviewed by HENRY M. ADAMS

Mission Unfulfilled

Marshall in China, by John Robinson Beal, *Garden City, N.Y.: Doubleday & Company, Inc., 1970. 385 pp. \$7.95.*

JOHN ROBINSON BEAL, who has written biographies of Lester Pearson and John Foster Dulles, retired in Ottawa in 1966 after a long career in journalism, working for the United Press from 1929 to 1944, then as news editor for *Time* in Washington, D. C., and lastly as *Time's* bureau chief in Ottawa. In early 1946 he accepted an invitation to join General Marshall's mission to China, and thus became an advisor to the National Government of China. Told that his job was "to keep the Chinese out of trouble with the United States," and "to get to China as fast as possible," Beal had no