

Oklahoma Books

GLOWING reviews from all over the country which collected last month in the University of Oklahoma Press offices in Norman gave high praise to Alice Marriott's new book *The Ten Grandmothers*.

All the reviewers agreed that the work, released as the twenty-sixth volume in the Civilization of the American Indian series, is an excellent study and a noteworthy contribution to its field. Particular mention was made of Miss Marriott's ability to write in moving dramatic style, and her sympathetic understanding of the Kiowa life.

Miss Marriott, '35ba, a noted ethnologist now a general field representative for the American Red Cross, lived for two summers with the Kiowas and devoted more than eight years to preparation for writing *The Ten Grandmothers*.

One chapter of the book was reprinted in a recent issue of *Harper's Magazine*. To give an idea of how the book fared in the hands of the critics, the following extracts were pulled at random from a few of the reviews which have already appeared:

Chicago Sun: Once in a blue moon (which means a fairly long cycle in my case), one who deals professionally with new books comes upon something that seems to him truly noteworthy and memorable—a reading experience which he will cherish for the rest of his life. And when this book is original and, indeed, unique—when it achieves something that has never been done before—one's impulse is to rent a billboard, to hire a hall, in some way to underline and emphasize the excitement and enthusiasm of his discovery, so that other readers may share his pleasure. This has been my experience with *The Ten Grandmothers* by Alice Marriott.

... Miss Marriott is an ethnologist. Her book is based on eight years of work with the Kiowas—work that certainly consisted of much more than superficial interviews with aged Indians. There is evidence everywhere, not only of accurate scientific

knowledge of the material to be presented, but of profound human insight and understanding. Miss Marriott is also a creative artist of extraordinary powers. Her book has abundant humor, drama and melodrama, beauty and sordidness, pathos and tragedy: all presented sharply, objectively, with economy, restraint and dignity. . . .

The great achievement of Miss Marriott's book is that it makes accessible to the reader of today the essence of a culture, a way of life and thought, now almost vanished from the earth. We have an uneasy feeling that some special meaning and value for Americans of today and tomorrow must lie in the older cultures of our continent which our own has so largely displaced. American writers from Longfellow on have tried with varying degrees of success to capture that meaning for us. Miss Marriott's book shows that our feeling was justified.—John T. Frederick.

Christian Science Monitor: This book has a mighty impact of almost Homeric beauty and wonder, tragedy, and bravery. . . . These are real people. Through their pitiful human failings, their faith and courage in the face of danger, their often staunch virtues, all so comparable to those of the white man, does this book carry conviction.—Margaret Williamson.

New York Times: One of the most useful qualities of *The Ten Grandmothers* is its sharp cleavage from the two most common Indian myths: that of the noble red man and that of the sneaking varmint, good only when dead. The Kiowas were neither, just primitive people. Many of them were kindly, hospitable and brave; some were cruel and treacherous. All of them were understandably human and seem so in Miss Marriott's rendering of their own interesting, dramatic and touching stories. This is a distinguished book.—Orville Prescott.

John B. Doolin, '42law, Alva, Field Artillery officer in a hospital overseas; Clifford H. LeHew, '33, Pawnee, member of a Medical detachment at 45th Division Artillery headquarters; Robert R. Council, '36ed, Wichita, Kansas, with the Air Force at Bryan, Texas; Harry R. DeVinna, '38-'41, Okmulgee, on foreign duty with an Engineers Boat and Shore regiment, and Edgar Nicholson, '37-'42, Wirt, overseas with the Field Artillery.

Alumni recently advanced to first lieutenant are as follows: J. Emerson Titus, '43ba, Oklahoma City, overseas with the Field Artillery; Robert H. West, '43journ, Idabel, with the Field Artillery in Germany; William H. Tabb, '41ba, Altus, navigator of an Eighth Air Force Flying Fortress; Robert N. Starr, '43bus, Oklahoma City, overseas as a Field Artillery liaison pilot, and C. Edward Petty, '42ba, '43ma, Norman, U. S. Army liaison officer with the French First Army. Lieutenant Petty was recently in a meeting on official business with a group of officers including Capt. George S. Brown, '42bs, Norman, Maj. Robert J. Casey, '39 bus, Oklahoma City, Maj. Herbert T. Hope, '42law, Maysville, and Gen. Paul V. Kane, former commandant of the University R.O.T.C. unit.

Sidney Williams, '43geol, Norman, has been promoted to first lieutenant, and Wilson Hervey, '37-'40, Norman, has been promoted to technical sergeant. Both are with the Marine Corps in the Pacific.

Fisher Ames, '30law, Oklahoma City, Naval officer on duty in New Orleans, has been promoted to commander. Wallace E. Robertson, '22ba, Oklahoma City, who recently left for foreign service, has been promoted to lieutenant commander.

Richard M. McCool, Jr., '41ba, Norman, commander of an LCS in the Pacific, has been given a temporary promotion from ensign to lieutenant senior grade. Lieutenant McCool graduated from

the Naval Academy at Annapolis, Maryland, last year.

The following have been promoted to lieutenant junior grade: Kenneth I. Jung, '36bus, Okarche, on sea duty; Woodrow G. Doak, '38bus, '40m.bus, Kiowa, at Camp Bradford, Norfolk, Virginia; William A. Richards, '41bus, Okmulgee, on sea duty; Bill J. Graheck, '42arch, '42eng, Norman, at the Naval Supply Depot, Mechanicsburg, Pennsylvania; L. D. Gasset, '43eng, Webb City, at the Naval Auxiliary Air Station, San Clemente Island, San Diego, California; Harriet Hicks, '36journ, Oklahoma City, a WAVE on duty at Camp Lejeune, North Carolina.

William R. Pratt, '41eng, Perry, on duty in the Bureau of Ordnance at the Navy Department, Washington, D. C.; James F. Summers, '42bs, Okemah, with a Motor Torpedo Boat squadron in the Southwest Pacific; William G. Henderson, '42 eng, Norman, on active duty with the Seabees; Vance H. Weldon, '38-'39, Mountain View, at the Naval Air Station, Beaufort, South Carolina, and Robert R. Evans, '43eng, Norman, on foreign duty.

R. W. Delaney, '30, Tulsa, on duty in the Pacific with a Naval Construction battalion, has been promoted to warrant officer.

Around the World

Pfc. Gerald F. Gardner, '37law, Norman, earlier reported missing as of December 16, has been reported safe and back with his unit by the War Department. Private Gardner is with a fighting outfit in Germany.

Lt. Col. Edward F. Hubbard, '38bus, Frederick, has been appointed commander of a Bombardment group of the Second Air Division of the Eighth Air Force in England.

In a recent letter to the Alumni Office Capt. Leland Gourley, '40, Norman, on duty at 94th

Division Artillery headquarters, told of a battle incident involving himself and two other Sooners, which he called a "Sooner triple play." His account ran as follows:

"Lt. Charley Wright, '42, Oklahoma City, was up in one of our observation planes as an Artillery air observer when he radioed me at the Fire Direction Center that he had spotted four Nazi tanks headed for our lines. I happened to be running the Fire Direction Center at that time and I called on Lt. Clyde Fisher, '42ba, Blackwell, who was a liaison officer to our headquarters, to give us some fire from his outfit on the target.

"This he did, and the first round landed 50 yards from the tanks so we let them have it with everything. A few hours later, a battalion executive called us up to ask 'who fired that mission on the tanks?' It happened that the Infantry had just asked him to place fire on these same tanks and as he was getting ready to call the battalion the rounds started landing right in the middle of the Kraut armor which was firing on our Infantry. Our doughboys said 'that was the fastest service we ever got from our Artillery.'"

The first company to enter Muenchen-Gladbach, the Rhine industrial city taken by the Allies early in March, was led by Lt. Frank Bishop, '40bus, Norman, Infantry officer. The Associated Press reported that soldiers marched afoot more than 20 miles without armored support to enter the outskirts of the city.

Lt. Elmer H. Gish, '42ed, Weslaco, Texas, is in a hospital in the Southwest Pacific, ill with a tropical disease. He was formerly commander of a Field Artillery battery in the Philippines. At the hospital in which he is a patient, Lew Ayres, former motion picture star, is assistant to the chaplain and plays the organ at worship services. Lieutenant Gish is anxious to receive letters from his friends. His address is: Hq. Btry., 139th F.A. Bn., A.P.O. 38, c/o Postmaster, San Francisco, California.

In a recent letter to his parents, Lt. John Hill, '38-'43, formerly of Norman, told the story of his second raid as a navigator on a B-24 based in Italy. Bad weather was encountered on the raid, and the squadron started on its homeward course an hour behind schedule. The following is an excerpt from Lieutenant Hill's letter describing the journey home.

"When we get out over the Adriatic we find we are going to have to sweat out our gas supply. One plane goes down in the middle of the Sea. Just as the coast is becoming visible, the plane ahead of us falls, nearly clipping up. It was Lieutenant Sparks. He feathered the three dead props and made a successful ditching, bringing her down just in front of a convoy.

"We had just avoided Lieutenant Sparks when our number three cuts out. Foran (the engineer) is working with the cross-feed valve and brings it in, only to have the number four go out. . . . it's a continual juggle with that last ounce of gas. We leave formation, just missing another plane, and cross the coast at 3,000 feet, where we see a fighter strip just below us. We are too high to land, so Al (the pilot) decides to circle back. The engines keep cutting in and out. He sees he can't make it. He lowers the landing gear. I scoot back to the waist with the bombardier. A railroad with high tension wires looms up. The co-pilot brings up the gear. As I see them go up I say, 'Oh, oh, this is going to be a rough landing.' Somehow Doug gets the gear down with just one prop pulling. It cuts out just as we are 25 feet off the ground. Al makes a perfect landing in a mud meadow, dragging the tail. . . . We all scrambled to. . . . All the plane needed was some gas and a steel mat to take off.

"Some of the surrounding gentry came up and I walked a couple of miles home with one of them. He fed me some wine, bread and cheese, and a fried egg. . . . We all slept in the plane. . . . we all nearly froze. The next morning Al called the MP's in—. They picked us up at nine and had a Red Cross girl waiting with hot coffee and doughnuts. . . . A mission doesn't end until you're back in the sack."