

our bird. General family characteristics were thus retained, the only major changes being in plumage and, most remarkably of all, of bills, some being developed for sucking nectar, some for cracking nuts, some for prying insects out of bark, some for just catching insects in mid-air, etc. Even the bills of the nectar suckers varied considerably, some species, for instance, developing especially long bills for getting the nectar out of certain kinds of flowers.

With the advent of the white man came not only the stripping of the forest for sugar cane and pineapple fields, but the introduction of foreign birds, which have worked their way up into the remote forests and through competition and probably by carrying diseases have exterminated all but the more resistant native birds from even the mountain retreats. The only native bird that is still supposed to be common even on the lower slopes is the elephas or flycatcher. But I saw this bird only up in the Park. There are a few other native birds not in the honeycreeper family such as the Thruster, but these are pretty rare, and I saw none of them.

Of course we had to get in our carrier

FORESTS TO FIELDS

INTRODUCED BIRDS

DECEMBER, 1944

SARATOGA
(CV-3)
AIR SHOW
FOR
CONGRESSMEN

landings off Hawaii too, and here the Saratoga was put at our disposal. First, off Oahu, we put on an air show in the form of an attack on a sled towed by the ship, which was for the benefit of a group from our wonderful Congress, and then, after another similar "attack" for our own benefit, we went to work off our own island to accumulate a total of 20 salt water landings^{each} before going further west.

LATE DEC. '44
CVE-16 *

Guam was our next destination (via the Nassau), though we didn't get there till after Christmas and so had Christmas at sea. We had passed the International Date Line on Dec-25. On Christmas morning I got up early to see the Southern Cross, and, though it was low on the horizon, it was still impressive if not spectacular.

SOUTHERN
CROSS
12/28/44
GUAM

Guam was only less interesting than Hawaii. We had more time for leisure, the few available planes being mostly in pretty poor shape, but we didn't need the flying except to keep our hand in. We all did, however, get a chance to check out in a F6F Hellcat*, which was very exciting. To fly it seemed almost like an SNT compared with an SB2C, though, with its tremendous power and greater sturdiness, far superior.

HELLCAT
FLIGHT

* FIGHTER

For recreation we mostly went swimming, or in the case of ^{Ward} Matthew and myself, went to look for birds or shells. Transportation was the only difficulty, and we had to depend almost entirely on hitch-hiking until we finally got assigned some trucks and jeeps. These were also indispensable for the movies, which we ~~had~~ ^{had} a wide choice of every night in any number of open air theaters. The island was a mess of construction, which seemed only a third to a half finished, and the town of Agaña and other scenes of the all too recent fighting were a mess of rubble, though still inhabited.

The interior of the island looked quite interesting, with its hills and dense forests, but at that time they were thick with gaps, so we stayed clear. There were various birds in evidence, but only one or two of hitherto unfamiliar families - the very common Cardinal Honey-eater, resembling the Appapane of Hawaii, and what was almost undoubtedly the Micronesian Megapode, one of that unusual group of birds that lay its eggs in sand or leaves or litter of some kind, leaving them to incubate and hatch by themselves. The Chinese Least Bittern was seen almost everywhere.

BIRDS

1945

and also seen were an orange and greenish-blue kingfisher (The female also having some white underneath), two doves, a kind of flycatcher called the Faintail, one of the few song birds besides the honey-eater, a black storking, a rather ordinary-looking crow, an "edible nest" (soup) swiftlet, and the often white Reef Heron.

Sure enough, we had to have two more carrier landings (This time on our old friend the Naseau) just before we left Guam. Another CVE (our fourth) the V.S.S. which had been in on the invasion of southern France, took us southward to Ulithi, in the Carolines, which had succeeded Majuro, in the Marshalls, as the Fleet Anchorage. There, on Feb. 1, 1945, we finally boarded our own ship, the V.S.S. Hornet, CV no. 12, which had already had two air groups before us and so was already a veteran, not, in fact, having even returned to Pearl Harbor in her year or so of combat.

At Ulithi we got our first look at the Fifth Fleet and Task Force 58, its striking force. Admitted that the lagoon was big enough to hold all the world's navies, but the number of ships, especially the carriers, battleships, cruisers and destroyers of Task Force 58 seemed almost incredible. Here, in fact, were all the

ULITHI

HORNET