

CHAPTER
16

GUIDED READING *America Moves Toward War*

Section 4

As you read, take notes about how the United States entered World War II.

1939	Congress passes Neutrality Act.	→	1. What did the Neutrality Act allow?
1940	Axis powers form alliance.	→	2. Who were the Axis powers? What did their alliance mean for the United States?
1941	Congress passes Lend-Lease Act.	→	3. What did the Lend-Lease Act do?
	Germany invades USSR.		
	Japan takes over French military bases in Indochina.	→	4. What did the United States do to protest Japan's action?
	Congress extends the draft.		
	Churchill and Roosevelt draft the Atlantic Charter.	→	5. What pledges were contained in the Atlantic Charter?
	"A Declaration by the United Nations" is signed by the Allies.	→	6. Who were the Allies?
	Hideki Tojo becomes Japan's prime minister.		
	U.S. Senate allows arming of merchant ships.		
Japan launches a surprise attack on Pearl Harbor.	→	7. What did the attack do to the U.S. Pacific fleet?	
As U.S. declares war on Japan, Germany and Italy declare war on U.S.	→	8. Why did Germany and Italy declare war on the United States?	

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Section 4

RETEACHING ACTIVITY *America Moves Toward War*

Summarizing

A. Complete the chart below by summarizing the significance of each entry.

Event	Significance
Lend-Lease Act	
Atlantic Charter	
Attack on Pearl Harbor	

Main Ideas

B. Answer the following questions in the space provided.

1. How did the United States react to the early Nazi victories in Europe?

2. How did the United States respond to Japanese aggression in Asia?

3. Why did Japan launch an attack on U.S. naval forces at Pearl Harbor?

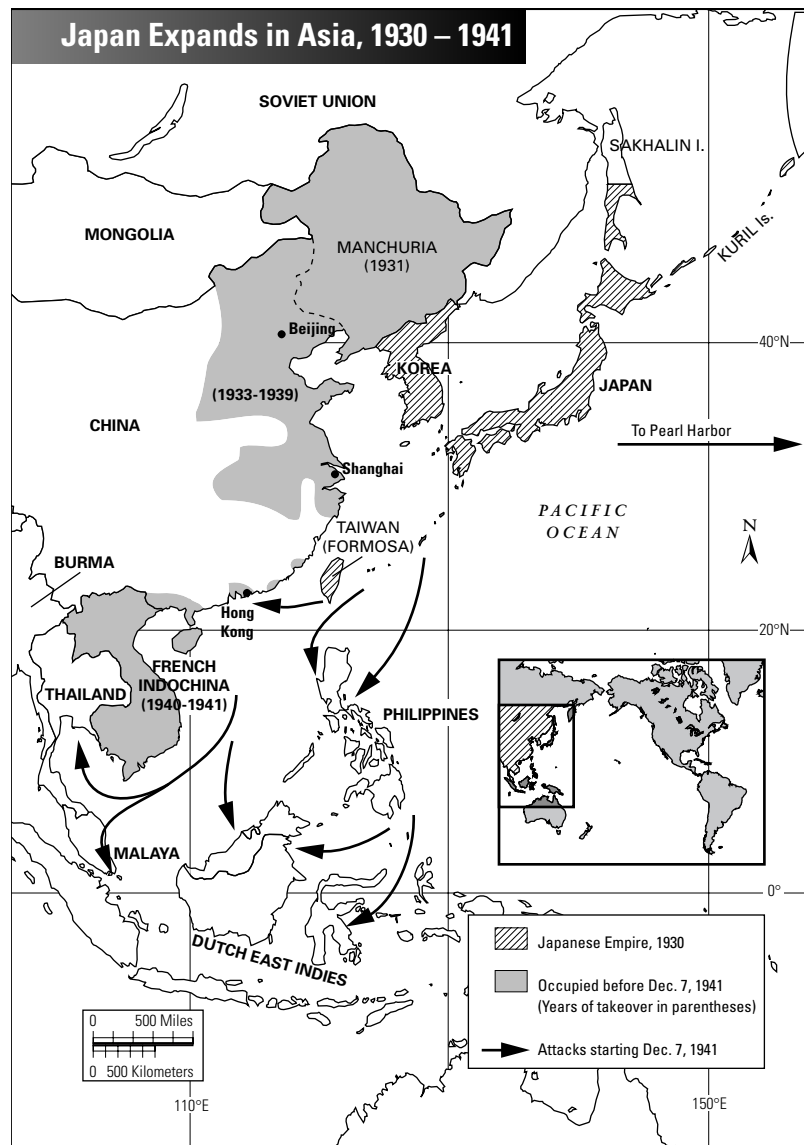
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GEOGRAPHY APPLICATION: REGION *Japanese Aggression*

Directions: Read the paragraph below and study the map carefully. Then answer the questions that follow.

Japan, a densely populated country with few natural resources, substantially increased its territory in the late 1800s and early 1900s. Primarily as a result of wars with Russia and China, Japan gained “living space” during these years: the Kuril Islands (1875), the island of Taiwan (1895), Korea (1905), and the southern half of Sakhalin Island (1905). By

1931, Japanese militarists had thwarted the civilian government and begun seizing still more land. This time the emphasis was on controlling areas that held resources vital to the Japanese economy. Over the next ten years, targets included the Chinese region of Manchuria, rich in coal and iron, and the Dutch East Indies, with its abundant oil fields.



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Interpreting Text and Visuals

1. Describe Japan's empire as it existed in 1930. _____

2. Where did Japan first expand its empire after 1930? _____

Why do you think Japan targeted this region? _____

3. Describe the extent of Japanese influence in China in 1938. _____

4. What advantage did its control of French Indochina give Japan in attacks starting on December 7, 1941? _____

5. Japan seized Hong Kong on December 8, 1941. From where was the attack mounted? _____

6. Which objective of the attacks starting on December 7, 1941 is outside the area shown in the map? _____

7. What do you think made the Philippines a particularly attractive target for Japanese expansion?

CHAPTER
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On December 7, 1941, First Sergeant Roger Emmons witnessed the Japanese attack on Pearl Harbor. As you read this excerpt from his eyewitness account, think about the effects of the surprise assault.

It was a beautiful morning with fleecy clouds in the sky, and the visibility was good. Aboard the *Tennessee* the usual Sunday schedule prevailed. Many of the officers had gone ashore over the weekend. The Marine Detachment was drawn up on the fantail for morning Colors, mess tables were being cleared away, some of the men were getting dressed preparatory to going on liberty, while others “batted-the-breeze” over their after-breakfast smoke. In its beginning the day was just another peaceful Sunday at the United States’ largest naval base.

A few minutes before 7:55 A.M., several squadrons of mustard-yellow planes flew over the Hawaiian island of Oahu from the southwest, but this caused no alarm as military planes overhead were the usual thing. When those squadrons approached Pearl Harbor, they maneuvered into attack formations at low altitude over Merry’s Point. At 7:55 A.M. wave after wave of those war-planes streamed across the harbor and hurled their deadly missiles upon the unsuspecting battle fleet. Every plane seemed to have its objective selected in advance, for they separated into groups and each group concentrated on a specific ship.

When the first wave of attacking planes came over, I was in the Marine Detachment office on the second deck of the *Tennessee*. Pfc. George W. Dinning, the clerk, was seated at the desk making out the Morning Report. Suddenly we felt a violent bump which gave us the feeling that the ship had been pushed bodily sideways, and as I did not hear any explosion I remarked that some ship had run into us.

Immediately after that the alarm gongs sounded “General Quarters.” I was so surprised that I could hardly believe my ears, but the noise of explosions through the open ports forced it upon me. George never did finish that Morning Report; he jumped seemingly sideways through the door and was gone like the wind. Snatching a detachment roster from the desk, I dashed after him.

My battle station was on the 5-inch broadside guns where I could see what actually was happening around us. I had a hurried look round from the casemates on the starboard side and then went over

to the port side. The sky was dotted with black puffs of anti-aircraft fire. A plane, trailing a plume of smoke, was plunging earthward over Ford Island. Off in the direction of Schofield Barracks, there was a vast cloud of black smoke. At the same time, two billowing pillars of smoke arose from the Navy Yard and Hickam Field area. The sky was full of planes bearing the Rising Sun emblem of Japan. Overhead droned a flight of horizontal bombers at an altitude of about 10,000 feet. Some sixty enemy planes were diving at our ships.

Then a great many things happened in a very short time. The Japanese planes struck time and time again to get in the killing blows. First came aerial torpedoes, then heavy bombers and dive bombers. Within a few minutes of the commencement of the attack, we were hit direct two times by bombs.

One bomb bursting on the forward turret disabled one gun, and a fragment from it penetrated the shield on the bridge above, killing a sailor and severely wounding Ensign Donald M. Kable. The commander of the *West Virginia*, Captain Mervyn S. Bennion, was mortally wounded by a portion of this bomb when he emerged from the conning tower to the bridge of his ship. The second (a 15- or 16-inch projectile, which the enemy was using as a bomb) hit the aft turret, but fortunately, it did not explode, but pierced the top, killing two men under the point of impact.

At about 8:00 A.M., a terrific explosion in the *Arizona*, astern of us, fairly lifted us in the water. She blew up in an enormous flame and a cloud of black smoke when her forward magazine exploded after a Japanese bomb had literally dropped down her funnel. Her back broken by the explosion, the entire forward portion of the ship canted away from the aft portion as the ship began to settle on the bottom.

It was a scene which cannot easily be forgotten—the *Arizona* was a mass of fire from bow to foremast, on deck and between decks, and the surface of the water for a large distance round was a mass of flaming oil from millions of gallons of fuel oil. Over a thousand dead men lay in her twisted wreck. Among those who perished were Rear Admiral Isaac C.

Kidd and Captain Franklin Van Valkenburgh.

A few moments after this disaster, our attention was absorbed in the *Oklahoma*. Stabbed several times in her port side by torpedoes, she heeled very gently over, and capsized within nine minutes. The water was dotted with the heads of men. Some swam ashore, covered from head to foot with thick, oily scum, but hundreds of men trapped in the vessel's hull were drowned.

We had only been in the attack a few minutes when the *West Virginia*, about 20 feet on our port beam, began slowly to settle by the bow, and then took a heavy list to the port. She had been badly hit by several torpedoes in the opening attack. Incendiary bombs started fires which filled her decks and superstructure with flame and smoke.

In the midst of all this turmoil, the *Nevada*, the next ship astern of the blazing *Arizona*, got under way and headed for the channel. As she moved down stream, the vessel was a target of many enemy planes until badly crippled by a torpedo, and after that she ran aground to prevent sinking.

The next picture was a destroyer, name unknown, leaving the harbor under a withering fire from Japanese planes.

But to return to the *Tennessee*. The real story of this ship lies in the splendid manner in which the officers and men on board arose to the emergency. When "General Quarters" was sounded, all hands dashed to their battle stations. There was no panic. The shock found each and every man ready for his job. Antiaircraft and machine guns were quickly manned, the first gun getting into action in less than three minutes after the alarm.

For the next forty minutes, the *Tennessee* was the center of a whirlwind of bombs and bullets. The Japanese planes bombed our ship and then bombed again. They opened up with machine guns in low flying attacks. The ship's gun crews fought with utmost gallantry, and in a most tenacious and

determined manner. . . . Hostile planes swooping down on what they thought an easy prey were greeted with volleys from our antiaircraft and machine guns. After such a warm reception, the Japanese gave the *Tennessee* a wide berth.

So terrific was the noise of explosions and our own antiaircraft guns that one could not hear himself speak and had to shout in anybody's ear. The air seemed to be full of fragments and flying pieces. In the general din, there was a *whoosh*, followed by a dull *whoomph* of huge explosives which struck so close to the ship that she shivered from end to end.

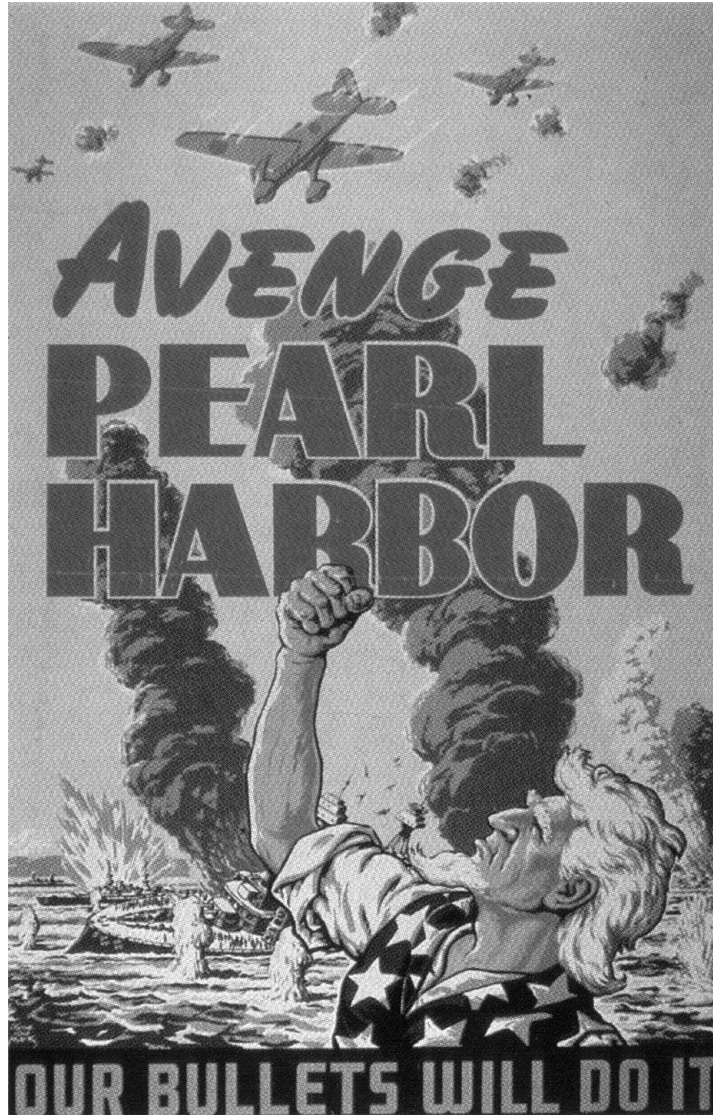
from Roger Emmons, "Pearl Harbor," *Marine Corps Gazette*, XXVIII (February 1944). Reprinted in Richard B. Morris and James Woodress, eds., *Voices from America's Past*, vol. 3, The Twentieth Century (New York: Dutton, 1962), 148–151.

Research Options

1. Find out more about the attack on Pearl Harbor. How did the Japanese avoid detection? Why was the United States unprepared for a sneak attack? When did the Japanese formally declare war on the United States? How did Congress respond to Roosevelt's request to declare war on Japan? Prepare a brief oral report and share it with your classmates.
2. Find and read President Roosevelt's address to Congress on December 8, 1941 or the text of his December 9 radio broadcast to the American people. Then discuss with classmates whether his remarks were consistent with what he said in his "quarantine speech" in 1937.
3. With a small group of classmates, brainstorm an appropriate memorial for the men who were killed during the attack on Pearl Harbor. Then find out about the U.S.S. *Arizona* National Memorial to compare your ideas with this memorial at Pearl Harbor, Oahu.

CHAPTER
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This poster was designed to stir up American workers' support for war after the attack on Pearl Harbor. How successful do you think its appeal for support is?



National Archives

Discussion Questions

1. What persuasive images and slogans are featured in this poster?
2. To what emotions does this poster appeal?
3. Before the attack on Pearl Harbor, the United

States was determined to avoid war and remain neutral. In what ways does this poster attempt to change public opinion?

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AMERICAN LIVES **Charles A. Lindbergh**
Private Man, Public Figure

"We must not be misguided by this foreign propaganda that our frontiers lie in Europe. What more could we ask than the Atlantic Ocean on the east, the Pacific on the west? An ocean is a formidable barrier, even for modern aircraft."
— Charles A. Lindbergh, radio speech (1939)

Charles A. Lindbergh (1902–1974) was a private man whose daring flight in 1927 made him a public figure. However, fame brought personal tragedy, and his popularity declined when he spoke against U.S. involvement in World War II.

Lindbergh became a stunt pilot in his early twenties and soon joined the army, graduating first in his flight class. By 1926 he was flying for the new airmail service from Chicago to St. Louis.

Then he went after a big prize—a long-standing offer by a French hotel manager in New York to pay \$25,000 to anyone who could fly alone, nonstop, from the United States to Paris or vice versa—a 3,600-mile dare. Lindbergh found some backers and began customizing a plane. The plane, named the *Spirit of St. Louis*, was finished in San Diego in 1927, and he flew it across the country with a stopover in St. Louis. His 22 hours of flying time set a new cross-country record. Ten days after leaving San Diego, Lindbergh flew east from Long Island, out over the Atlantic Ocean. Alone in a stripped-down plane for thirty-three-and-a-half hours, he finally landed in Paris. Thousands cheered his arrival. Back in the United States, he was given a parade in New York City, where 4 million cheered his feat.

Lindbergh became America's goodwill ambassador to the world. He married in 1929, and his wife learned to be a pilot. Together, they flew all over the world. All the time, Lindbergh tested technical improvements to planes.

Then, in 1932, tragedy struck. The Lindberghs' infant son was kidnapped from their home. A note asked for \$50,000 in ransom money. Two-and-a-half months later, the baby was found, dead. The Lindberghs were grief-stricken, and the nation mourned with them. A suspect was finally tried and convicted, but press coverage of the tragedy had left the Lindberghs totally without privacy. In 1936, they left the United States for England.

They lived there for the next three years, taking a number of trips to the continent. On several occasions, they were hosted by Hermann Goering,

the leader of the air force of Nazi Germany. Impressed by its size, Lindbergh warned officials in other countries of the Nazis' growing air power. On one visit to Germany, Goering surprised him by giving him a medal. Lindbergh was widely criticized for accepting it.

In 1939, Lindbergh returned to the United States. Certain that war in Europe would break out soon, he was determined to work to prevent U.S. involvement. (His father had served in the House of Representatives from 1907–1917, where he had opposed U.S. entry into World War I.) Germany, Lindbergh said, was too strong. Britain was an unreliable ally. At the same time, he urged Americans to strengthen the nation's defenses—especially by adding 10,000 war planes. Still a member of the army reserve, he resigned his commission early in 1941 and joined the America First Committee. He spoke at countless rallies. Then in September of 1941, he went so far as to blame Roosevelt, the British, and Jewish people for pushing the country to war. Lindbergh denied that he was prejudiced, but the charge of anti-Semitism stuck. No longer a credible speaker, he left the committee.

When the Japanese attacked Pearl Harbor in December, Lindbergh joined the calls to unite the nation, but he was not allowed to re-enter the army. Still, he contributed advice—and some test flying—to the effort to improve military aircraft. After the war, he was busy in the airline industry and later was an advisor to the government's space program. His autobiography, *The Spirit of St. Louis* (1954), won a Pulitzer Prize and was filmed in 1957.

Questions

1. What did Lindbergh lose in gaining fame?
2. Based on the opening quotation, why did Lindbergh think that the United States should not become involved in World War II?
3. Why did Lindbergh withdraw from the America First committee?