

Lacey, and Cummins received the larger number of votes.

The legislature reconvened November 24, 1908, and elected Cummins as senator for the remainder of the term of Senator Allison which expired the following March 3, 1909. Thereupon Cummins immediately resigned from the governorship and Warren Garst, the lieutenant governor, was sworn in at the inauguration ceremonies held and served the remainder of the term, the legislature adjourning sine die the same day of its convening.

The Thirty-third General Assembly convened January 11, 1909, and elected Cummins to succeed himself for the full term commencing the following March. And so the eventful period of senatorial service thus begun by one of Iowa's ablest statesmen extended longer than that of any other senator from Iowa, save only those of Senators William B. Allison and James F. Wilson.

USS IOWA IV AND HER ENSIGN

The name Iowa will be forever linked with bringing peace to the peoples of the Pacific. The battleship Iowa IV led the way into Tokyo bay, as one of the support ships for the first landing of Americans on Japanese soil. The great ensign of the Iowa IV which flew over the ship on that occasion is now a notable addition to the fine naval museum at the state capital of Iowa. This ensign, an American flag is size twelve by twenty-two feet, takes its place alongside a similar ensign which was flying from the Iowa II when it fired the first shot in the battle of Santiago, on July 3, 1898. It is appropriate that they should adorn the museum in the state historical building, in recognition of Iowa's contribution of men and officers to the service of the seas.

The officers of the Iowa IV, as well as the navy department, have been helpful in building up the navy museum in the state historical department. Among other things

given by the officers of the Iowa IV, is a magnificent Japanese sword, a weapon of the Samurai, the ancient military nobility, a weapon of rare and elaborate design, though made perhaps two centuries ago.

On August 27, 1945—three years ago to a day after its launching—the Iowa IV dropped anchor off Tokyo, her log reading 190,313 miles of travel. For a time she had been the flagship of the fleet under Rear Admiral Hustvedt, an Iowa man, and press ship from which all news of the naval activities was sent home.

From her debut in Pacific warfare on January 23, 1944, she drove through the maze of islands with unpronounceable names, behind which lurked the wily enemy, and engaged in carrier support or bombardments wherever possible—through the Marshalls, the Carolines, the Marianas, Tinian, Guam, Palau, Luzon, and Leyte, then striking first and hardest blows at the northern islands of Japan. In two of these bombardments the Iowa IV sent 600 tons of ammunition into the war plants of Hirohito. Ten enemy planes were shot down by her guns on August 9, 1945. When the surrender terms were signed on the Missouri, a sister ship, the Iowa IV stood by ready for whatever might be needed.

Her only damage during the war was negligible, sustained during the bombardment of Mille Atoll (Marshall Islands) on March 18, 1944. She was out of action once on account of shaft trouble. Ordered December 23, 1944, to the states for a period of navy yard overhaul, she was in San Francisco from January 15 to March 19, 1945. She was away from port and without anchorage from the time she left Leyte on July 1, 1945, until she anchored in Sagami Wan off Japan on August 27, 1945, a total of 58 days; but she had on a previous occasion been at sea and on her own for 67 days.

It will be recalled that the Iowa IV was the warship which carried President (F. D.) Roosevelt to North Africa as her first really important mission. That was

when he held his famous conference with Churchill at Casablanca, and later went on to confer with Stalin and Chiang at Teheran. The president expressed high appreciation of the equipment and the handling of the then new warship.

The Iowa IV is a 45,000 ton ship, but fully laden weighs over 52,000 tons. The length is 887 feet and height above keel is 185 feet. The area of all the decks is about nine and one-half acres. Of course the fighting equipment is in harmony with all this size. March 23, 1943, the Iowa IV put to sea with 3,000 officers and men, among whom were many Iowans. She has had to date six captains in charge: John L. McCrea, Allan R. McCann, James L. Holloway, Jr., Charles Wellborn, Jr., Frederick I. Entwisle, and Raymond D. Tarbuck.

No story of V-J day will be complete without a narrative of the achievements of the fourth battleship to bear the name of the Hawkeye state.

Travel was difficult in the days when Iowa was struggling to become a state. When Gov. James Clarke issued his proclamation to the effect that statehood had been achieved in September 1846, he stated that returns from the August 3 election had not been received from two counties, but there was a majority of 456 for the constitution and statehood. The figures he gave, with two counties missing, have been carried along for a hundred years and quoted many times. Quite recently a search of the papers in the State Department of History and Archives disclosed the return from the two counties, both having voted at one place. The return showed 88 for and 69 against. These added to figures quoted by Governor Clarke brings the totals to 9,580 for and 9,105 against, or an actual majority of 475. Sometimes the job of keeping history straight stretches out over a long period.

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