

DIARY

Book 663

September 9-13, 1943

- A -

	Book	Page
Alaska, Fairbanks		
See Financing, Government: War Savings Bonds (3rd War Loan Drive) - U. S. S. R.		

- B -

Bullitt, William C.		
Philadelphia city income tax discussed with HMJr in connection with coming campaign - 9/9/43.....	663	18
a) Sullivan memorandum.....		25
Business Conditions		
Haas memorandum on situation, week ending September 11, 1943 - 9/13/43.....		271

- C -

Carnahan, George		
See Secret Service		
China		
Post-war reconstruction speech of Chiang reported - 9/12/43..	200	
\$200 million of the \$500 million financial loan from United States to be used for purchase of gold to be sold in China as anti-inflationary measure - Generalissimo's announcement - 9/13/43.....		288
a) Kung reported to be considering no sales to public - 9/25/43: See Book 667, page 25		
Contracts, Renegotiation of		
Resumé in Paul memorandum - 9/11/43.....		137
Correspondence		
Mrs. Forbush's mail report - 9/10/43.....		106

- F -

Fairbanks, Alaska		
See Financing, Government: War Savings Bonds (3rd War Loan Drive) - U. S. S. R.		
Financing, Government		
War Savings Bonds:		
3rd War Loan Drive:		
See also Speeches by HMJr		
Hecht Company congratulated on ads - 9/9/43.....		6
U. S. S. R.: Plans for Fairbanks, Alaska, ceremony in connection with equipment for Russians discussed in HMJr's memorandum to White - 9/11/43.....		134
a) Flight time and route.....		135, 136
b) Gromyko-HMJr conversation.....		253
c) War Department doubts wisdom of trip: See Book 664, page 140		
d) Gromyko-HMJr second conversation: Book 664, page 143		

- F - (Continued)

	Book	Page
Financing, Government (Continued)		
War Savings Bonds (Continued):		
3rd War Loan Drive (Continued):		
U.S.S.R.: Plans for Fairbanks, Alaska, ceremony in connection with equipment for Russians (Continued)		
e) General Belyaev to participate in broadcast - 9/21/43: See Book 666, page 31		
1) Palmer Hoyt-HMJr discuss locale for speech to be delivered - 9/21/43: Book 666, page 40		
2) Gromyko (Ambassador)-HMJr conversation: Book 666, pages 59 and 68		
3) Actual message from Stalin: Book 666, page 79		
f) Broadcast over National Farm and Home Hour - 9/22/43: Book 666, page 127		
1) Press release: Book 666, page 136		
g) Marshal Stalin thanked - 9/25/43: Book 667, page 23		
Patchogue, New York: Redemption of bonds explained - 9/11/43.....	663	133
Foreign Funds Control		
Gold (looted): United States Government stand on - proposed statement prepared by White - 9/10/43.....		121

- G -

Gold  
  See Foreign Funds Control

- H -

Hecht Company  
  See Financing, Government: War Savings Bonds  
    (3rd War Loan Drive)

Hedrick, Vernon R.  
  See Secret Service

- L -

Lend-Lease		
U.S.S.R.: Availability of cargo for September - 9/10/43....		130
United Kingdom: Federal Reserve Bank of New York statement showing dollar disbursements, week ending September 1, 1943 - 9/11/43.....		141

- M -

Monticello, Virginia  
  See Speeches by HMJr: "We the People" broadcast

- P -

	Book	Page
Patchogue, New York		
See Financing, Government: War Savings Bonds		

- S -

Secret Service		
Carnahan's (George) draft status discussed in Secret Service-Hedrick correspondence - 9/9/43.....	663	86
Speeches by HMJr		
Monticello, Virginia. "We the People" broadcast, September 12, 1943:		
Draft 1.....		150
" 2 - script.....		177
Stalin, Marshal		
See Financing, Government: War Savings Bonds (3rd War Loan Drive)		

- U -

U. S. S. R.  
  See Financing, Government: War Savings Bonds (3rd War Loan Drive)  
    " Lend-Lease

- V -

Virginia, Monticello  
  See Speeches by HMJr: "We the People" broadcast

- W -

War Savings Bonds  
  See Financing, Government  
"We the People"  
  See Speeches by HMJr: Monticello, Virginia

September 9, 1943  
9:41 a.m.

HMJr: Hello.

Ted  
Gamble: Good morning, sir.

HMJr: Hello, Ted. Where are you?

G: Over in the Washington Building.

HMJr: Well, you're coming over to my press conference, aren't you?

G: At 10:30.

HMJr: Well, 10:25.

G: Yes, sir.

HMJr: And bring that fellow from upstairs - what's his name?

G: Max Cook.

HMJr: Yeah. And I hope you've got some ideas.

G: Well, we'll have some.

HMJr: Yeah. Now, Ted....

G: Yes, sir.

HMJr: ....I've got a couple of things for you. In the first place, was that ad on the back of the Post - was that the one that was written here? Hecht Company.

G: No - not the Hecht Company. On the inside of the Post you'll find the ad that was written here.

HMJr: Oh.

G: It's a full page, inside.

HMJr: I think that that Hecht ad is one of the cleverest things I have ever seen.

G: Well, it was inspired by this last minute idea....

HMJr: Yeah.

G: ....of change, and they're using your picture in the afternoon papers with it.

HMJr: Well, I wish you'd write the Hecht Company a letter for my signature on their ad "Where There's Smoke There's Fire".

G: I will do that, sir.

HMJr: Gosh, that's clever.

G: That's very good. This fellow Sarazan is really sensational.

HMJr: Who?

G: Bert Sarazan - he's been working with us....

HMJr: Bert who?

G: Bert Sarazan.

HMJr: Who is he?

G: He is the man who wrote the ad.

HMJr: Is he with the Hecht Company? :

G: Yes, sir. He's a clever guy.

HMJr: Well, I think that's one of the cleverest ads I've seen.

G: They are using an ad around every one of our people. They used one around Reilly; they are using one around you; they are going to use a letter that I sent them about their cooperation.

HMJr: Now you say there is one in the middle? The one we did last....

G: Yes, sir. There's one - you may have - did you see this at home?

HMJr: Well, I....

G: Or did you see it down at the office?

HMJr: Well, I - No, I - last night's paper didn't have it.

G: Well, it didn't get in until about the third edition.

HMJr: Well, I've got one here. I'm just looking. I saw the Palais Royal.

G: No - no, that's the "Back the Attack" - the big scene, but there's the ad that we wrote is in there verbatim - a full page.

HMJr: Wait a - now, just hold on a minute. (Pause) I don't see it. This is the one - the late Post this morning. (Pause) I hate to tie you up.

G: That's all right. It's a very important subject.

HMJr: What?

G: It's a very important subject.

HMJr: Oh. "Will the Fall of Italy...."

G: That's it.

HMJr: ....be the Home Front defeat.

G: That's it.

HMJr: I got it.

G: That's the ad.

HMJr: I got it.

G: Let me ask you, did you see the New York papers?

HMJr: Just the Times.

G: Well, the Herald-Tribune has your statement on the front page....

HMJr: Right?

G: ....and carries it over inside - your full statement.

HMJr: I didn't see it.

G: It's wonderful the way they used it.

HMJr: Well, I'll - the Herald-Tribune?

G: The Herald-Tribune has your statement on the front page and carries it over to the inside - used the full statement, every word of it.

HMJr: Just a minute. (Pause - aside: I want my clippings plus the Herald-Tribune. Answer: Yes, sir.) Now, I've got an idea which is important, I think.

G: Yes, sir.

HMJr: I'd like to have for Sunday, something possibly from the Navy.

G: Yes.

HMJr: If everybody in this country - I mean take - if fifty million people bought a \$75 bond - that's roughly, I don't know - \$40,000,000 or billion dollars - whatever it is....

G: Yes.

HMJr: I mean, I wondered if the Navy couldn't give us a figure what they can do with it.

G: Yes.

HMJr: In other words - let's put it the other way around. What will it cost if they - to bomb Tokio or something like that? You see?

G: Yes.

HMJr: I mean or attack Tokio - I wonder if we couldn't get something out of the Navy. Have you got a contact with the Navy?

G: Yes, sir. I have a good contact with them. They are a little bit stiff-necked.

HMJr: Well, do you want to try Gene Duffield?

G: Yes.

HMJr: Do you know him?

G: Yes, I do.

HMJr: Well, Gene's not stiff-necked. He might give it to us.

G: Fine.

HMJr: Hello.

G: Yes. I'll call him this morning.

HMJr: See if he couldn't get something.

G: Now, I talked to General Surles personally and he is going to take you through the show.

HMJr: He is?

G: Yes, sir.

HMJr: And....

G: I also talked to General Greenbaum about advising the Secretary.

HMJr: Oh. Who did you do this through?

G: I did it direct with each of them.

HMJr: I see. And General Surles will - will take me through?

G: That's correct. He's coming over to the Treasury to go with you to pick up Mrs. Churchill.

HMJr: Well, I won't be at the Treasury. I told him to meet me at the Usher's office.

G: Yes, that's correct. That's correct. He'll be over there at five minutes to twelve.

HMJr: Yeah. Because I'm going to be with the President.

G: Yes. He'll be there at five minutes to twelve - Chief Usher's office.

HMJr: Right. Well, then I'll see you at ten....

G: Twenty-five at your office.

HMJr: Right.

G: All right, sir.

September 9, 1943

Mr. Charles Dulcan, President,  
Mr. Bert M. Sarazan, Director  
of Publicity and Sales Promotion,  
The Hecht Company,  
F Street at Seventh,  
Washington, D. C.

Gentlemen:

During the many months of our War Bond Program I have read with interest and appreciation the splendid ads that have been created and run by your Company in the local papers. When I read your latest achievement "Where There's Smoke There's Fire", in this morning's paper, I did not want the day to pass without thanking you once again for all you have done to help our program and to pay tribute to the creative genius responsible for these original and effective aids to our vital war program.

Sincerely,

(Signed) H. Mergenthaler, Jr.

TRG:fat

September 9, 1943

Mr. Charles Dulcan, President,  
Mr. Bert M. Sarazan, Director  
of Publicity and Sales Promotion,  
The Hecht Company,  
F Street at Seventh,  
Washington, D. C.

Gentlemen:

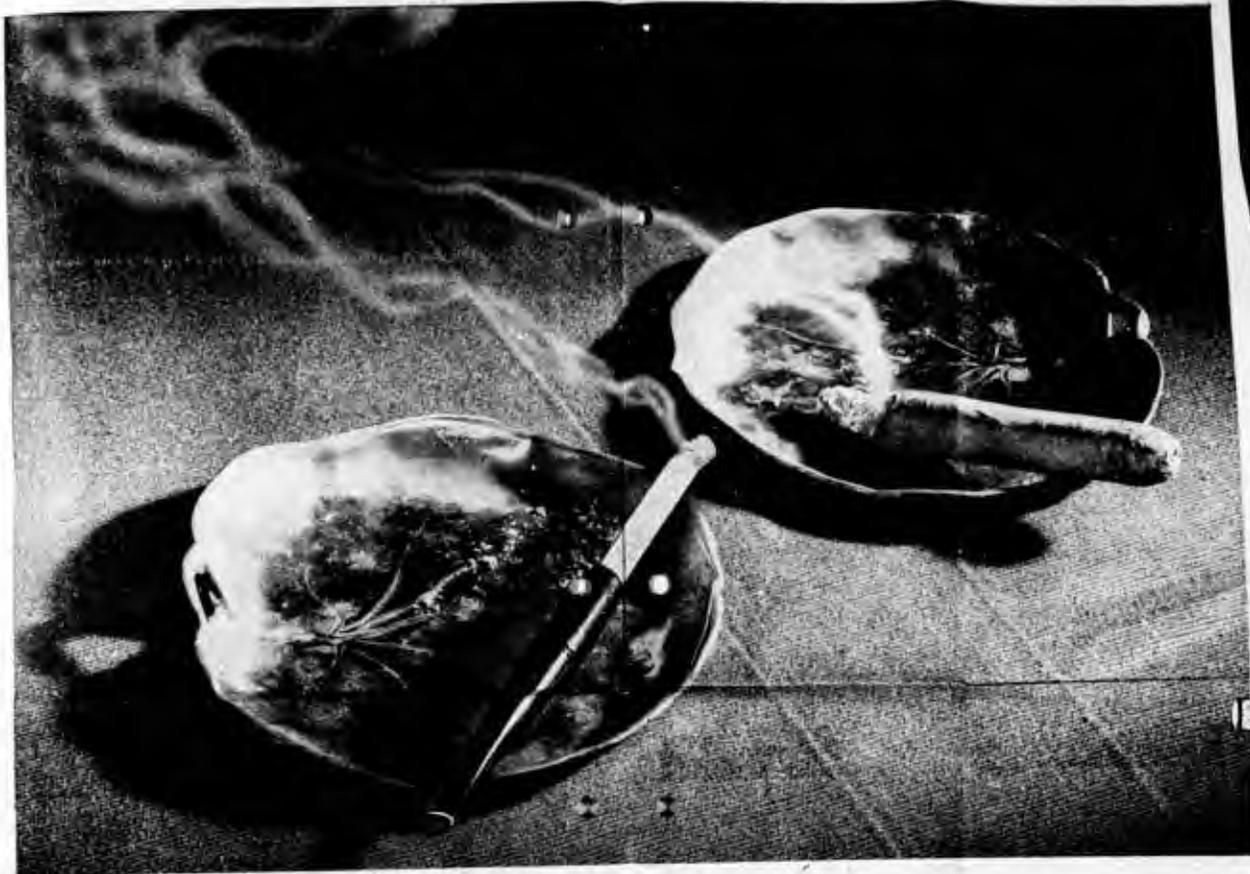
During the many months of our War Bond Program I have read with interest and appreciation the splendid ads that have been created and run by your Company in the local papers. When I read your latest achievement "Where There's Smoke There's Fire", in this morning's paper, I did not want the day to pass without thanking you once again for all you have done to help our program and to pay tribute to the creative genius responsible for these original and effective aids to our vital war program.

Sincerely,

(Signed) H. Mergenthaler, Jr.

TRG:fgt

# Where There's Smoke There's Fire!



"ITALIAN ARMY SURRENDERS!... EISENHOWER GRANTS TRUCE!... FIGHTING ENDED AS AXIS PARTNER YIELDS WITHOUT CONDITION!" ... THESE ARE THE WORLD-ROCKING HEADLINES, AS THE LEADERS OF TWO GREAT NATIONS MEET IN WASHINGTON TO PLAN THE STRATEGY FOR ALLIED VICTORY OVER THE ENEMIES OF CIVILIZATION ... THESE ARE THE HEADLINES THAT BRING HOPE AND FAITH TO THE MILLIONS NOW LIVING UNDER NAZI TYRANNY AND OPPRESSION ... THESE ARE THE HEADLINES RESULTING FROM THE CONFERENCES AT CASA BLANCA ... AT QUEBEC ... AT HYDE PARK ... AND AT WASHINGTON ... THESE ARE THE HEADLINES WRITTEN IN RINGS OF SMOKE ... THAT CURL UPWARD TO THE HEAVENS, FROM WINSTON CHURCHILL'S FAT CIGAR AND FRANKLIN D. ROOSEVELT'S LONG BLACK CIGARETTE HOLDER ... THESE ARE THE HEADLINES THAT HAVE ELIMINATED ITALY FROM THE WAR ... THE HEADLINES THAT SPELL DEFEAT FOR HITLER'S GERMANY AND THE AXIS ... THESE ARE THE HEADLINES THAT WILL INSPIRE AND ENCOURAGE EVERY AMERICAN TO "BACK THE ATTACK" ... THAT WILL THROW A SPARK OF RENEWED EFFORT AND ADDED ENERGY ... ALL ALONG THE PRODUCTION LINE ... AND STIMULATE THE PEOPLE OF GOD'S COUNTRY ... AMERICA ... TO BUY WAR BONDS ... AND MORE WAR BONDS ... AND YET MORE WAR BONDS ... UNTIL THE SCOURGE OF NAZISM IS BANISHED FROM THE EARTH!



Published in support of America's War Effort,  
and in furtherance of the Third War Loan ... by

**The Hecht Co.**

F STREET AT 7TH

4 Great Store in the Nation's Capital

September 9, 1943  
2:28 p.m.

8

HMJr: Hello.

Operator: Judge Rosenman.

HMJr: Thank you.

Operator: Go ahead.

HMJr: Hello.

Sam  
Rosenman: Hello, Henry.

HMJr: Well, that was some meeting, wasn't it?

R: I was taken by surprise -- I....

HMJr: Well, so was I.

R: ....although, I got an intimation of it outside, that he was going to have that question settled first -- I mean, just before we went in -- but I certainly didn't come prepared to discuss that.

HMJr: No.

R: And I think it would have been better raised without Paul and me being present, but....

HMJr: Well, I was....

R: ....we are both discreet, so it didn't make much....

HMJr: Pardon me.

R: I say, I think it would have been much better if it had been raised without Randolph and me being present.

HMJr: Well, I was awfully glad you were there.

R: Well, I - I told them what I thought the original order meant.

HMJr: Yes, and you - you stood right up.

R: Yes.

HMJr: And you also heard him flatly contradict you.

- 2 -

R: Yes. Well, I think he's wrong there.

HMJr: Well, now look. I don't know where the thing stands, whether we are to meet tomorrow or not, and, of course, I had no idea that he felt so bitter towards me.

R: Oh, I didn't realize it either until -- I just began to get it when he was talking -- he was pretty sore -- that was quite apparent.

HMJr: Well, I mean when....

R: I think he was sore at that letter.

HMJr: ....when he said he couldn't agree with me on anything. Well, what I wanted -- I'd like to have a sort of a talk with you. Is there anytime this afternoon you are not tied up?

R: Well, I'll tell you what I'm going to do -- you remember we went back to talk about man-power?

HMJr: Yeah.

R: Confidentially, I think that's going to be the first message.

HMJr: Yeah.

R: And I'm going up on the train with him tonight and I've got to knock out a draft before.

HMJr: Yeah.

R: Now, I can -- I think I can make it late in the afternoon.

HMJr: Are you busy around supper time?

R: Well, I don't know what we're going to do. I'm with -- you know Dorothy and Bobby....

HMJr: Oh.

R: ....are still down.

HMJr: Oh.

R: And I don't know what plans they have made. They are all going up on the train.

- 3 -

HMJr: I see. But you think the latter part of the afternoon....

R: I think so. I want to get a draft out for the train and it's going to be tough going because I'm waiting for something from Man-Power now on it.

HMJr: Well, give me an idea - when do you think it would be?

R: Uh....

HMJr: I'll adjust myself to you.

R: Well, now, one difficulty is that Anna is coming down to talk about it and I don't know when she gets here.

HMJr: Oh.

R: (Aside: Have you heard anything about Anna?) She's coming down this afternoon.

HMJr: Oh.

R: It's going to be tough to do but I can do it. Did you want to talk about the meeting tomorrow?

HMJr: No. I want to talk about this thing.

R: Oh, you mean about....

HMJr: As long as you heard it all, I'd like to have you get the whole business.

R: Oh, well, then there isn't any immediacy about it, is there?

HMJr: I don't suppose so - no, I suppose not.

R: If I - I know we'll be back Monday.

HMJr: Well, I'll - I'll be here, but remember I said to you the other day, "Had you heard anything about Byrnes?"

R: Yeah.

HMJr: And you said, "No."

R: I had not heard a word.

HMJr: When he started this blast today....

R: It was very surprising to me.

HMJr: Yeah. Well, my own feeling - but, of course, being an interested party, I don't know - but you - you were sitting there - I didn't think he handled himself well.

R: Well, he was obviously very angry.

HMJr: Yes.

R: And I think it was left all right, don't you?

HMJr: Well, that - that - that's the - if you've got a minute - that was my impression.

R: Oh, I think so. Well, did Randolph think differently?

HMJr: I haven't seen him since then.

R: I think it was left all right. That you people will manage the bill....

HMJr: Yeah.

R: ...until, in your judgment, something comes up that is going to affect the policy as the President is going to lay it down on Tuesday.

HMJr: That's right.

R: I think that's all right.

HMJr: Well, am I correct in this - I don't feel that we lost anything in that meeting today.

R: Neither do I.

HMJr: What?

R: I'm sure you didn't.

HMJr: And that the thing stands that - because the President kept repeating that we were the managers and he was the final authority.

R: I wouldn't have any reservations about that.

HMJr: Now the only thing which was on the - neither black nor white was after all, at this stand if they want to talk on minor things, they should only talk to one person - that's the Treasury.

- 5 -

R: That's right.

HMJr: And this thing of Byrnes wanting to rush in and call George and Doughton before there was any agreement here, I thought was plain silly.

R: Yes. So do I. Well, that was - he sees the justice of that. I'm sure they are going to oppose this thing.

HMJr: Well, that's all in a day's work.

R: Yeah.

HMJr: But when I sat down next to him, I said, "What do you think of it?" He said, "I'm against it."

R: Who said it?

HMJr: Byrnes. But do you think from your original understanding, after having sat through that whole thing this morning, did I lose any ground?

R: I should say not.

HMJr: Not?

R: That's right.

HMJr: Well, then I can say you've - that's all I wanted to know.

R: I'm sure. I'm very sure of it.

HMJr: Did I handle myself all right?

R: I think so.

HMJr: I was perfectly good tempered, wasn't I?

R: Yes. He was very sore.

HMJr: I mean, I didn't show any sign of soreness?

R: No. I think it's perfectly all right, and if I were you I wouldn't have any regrets about it because I think it clears the atmosphere a lot.

HMJr: And I don't think that Vinson showed any bitterness.

- 6 -

R: No. The only suggestion I have to make - I think the only thing that made him sore was the letter. I think if anything comes up again, instead of writing him a letter, you ought to make a date to see him.

HMJr: Well....

R: That would be much better.

HMJr: Well, Jimmy - uh - Sam, originally when he was in other positions, and we had these meetings on taxes....

R: Yeah.

HMJr: ...on the first tax bill last January and I asked him to come over, he never would come to my office.

R: He wouldn't?

HMJr: Never would come to my office. I invited him and he wouldn't even let me know when he wouldn't come.

R: Uh huh.

HMJr: And he's taken the position right along that he's my superior officer.

R: Uh huh.

HMJr: And I've got only one superior officer and that's the President.

R: Yeah. Well, I think that was the conclusion reached today.

HMJr: I don't think the President left any doubt that way.

R: I wouldn't think so. No.

HMJr: But he - he started in right from the beginning and I didn't want to aggravate the thing when he said that I - nobody - I was the only Cabinet Officer that he couldn't get along with. For your information, when he started ordering me over there and announcing it in the papers, I asked Cordell Hull what he did, and asked his advice.

R: Yeah.

- 7 -

HMJr: And Cordell Hull said when they sent for him on an economic matter, he sent Herbert Feis. He wouldn't dream of going over there.

R: Uh huh.

HMJr: He wouldn't dream of going over there. And hasn't.

R: Uh huh.

HMJr: So, I said, well, I was doing the same thing and I just wanted to check whether he thought that was right. He said, "All I can tell you is what I'm doing." He said, "I'm not going to go over there and sit around in these meetings."

R: Uh huh.

HMJr: But I didn't see any sense in aggravating it, did you?

R: No, I think it was all right. I think it was all right and I think it cleared a lot of atmosphere.

HMJr: Well, I don't, because I don't think that Byrnes is going to give up. Do you see what I mean?

R: I think it was more or less settled there as to what is going to happen.

HMJr: Well, do you think he is going to take it?

R: Well, I think -- I think -- well, he indicated there that he....

HMJr: Yeah, but isn't --aren't they going to talk with Doughton and George behind closed doors and all that sort of business?

R: They said they won't.

HMJr: Yeah, but....

R: That's what they declined to do.

HMJr: Oh.

R: That's what brought the whole thing up. You know, he showed me letters that Doughton and George had written him.

- 8 -

HMJr: Yeah.

R: You probably have seen them.

HMJr: No.

R: Asking Vinson to come in.

HMJr: No.

R: And Vinson declined to do it.

HMJr: Now, the other thing, when he quoted Barney Baruch....

R: Yeah.

HMJr: ....I had Barney over here and showed him various things that we were doing and I said "I'm worried -- I have frankly asked you over here so that I might convince you and you'd convince Byrnes that the way to do this thing is not through forced savings" -- so as he went out he said to me, "Look, Henry," and I didn't -- Baruch said to me, "Look, Henry, you're doing the best administrative job here in Washington." And he said, "Don't pay any attention to anybody else. Go ahead." And he said, "Naturally, some people, when they see your thing going well, like to get in and tell you how to do it."

R: Is that right?

HMJr: That's what he told me.

R: Uh huh.

HMJr: In front of Hancock.

R: Uh huh.

HMJr: And he said, "Don't pay any attention to anybody." And the question I asked him about was compulsory savings and that was after he had been over here for two hours.

R: Uh huh.

HMJr: I could have quoted him on that....

R: Yeah.

- 9 -

HMJr: But I just felt as long as the President was doing what he was doing and he was taking my part, why should I put fuel to the fire?

R: I think that's right.

HMJr: Well....

R: I think it was all right.

HMJr: I can't tell you how much I appreciate your talking up the way you did because you did it just at the right time.

R: Well, it was the fact -- I mean....

HMJr: Well....

R: ....I was the only one working on that order and I know what the arrangement was.

HMJr: Yeah.

R: It was only to be brought up to him when it affected....

HMJr: That's right.

R: ....economic stabilization.

HMJr: Well, I didn't like one remark he made. He said, "Well, I said to Baruch," or somebody, "I thought there was some --" He didn't say 'secret understanding' -- "some understanding I didn't know about."

R: No, Baruch said -- he said that Baruch said to him, "There must be some understanding you don't know about."

HMJr: Oh, was it that way?

R: That's what he said.

HMJr: Yeah.

R: How is Ellie?

HMJr: She's getting along nicely, thank you.

R: That's fine. You aren't going up this week?

- 10 -

HMJr: No. I'm speaking Sunday and I'm going down to prepare for it. We are talking from Monticello.

R: Oh.

HMJr: It's "We, the People".

R: How long will that Bond Show be going on?

HMJr: Across the way?

R: Yeah.

HMJr: Three weeks.

R: Okay, I'll go over next week.

HMJr: Righto.

R: I understand they sent - Mrs. Klotz sent Bobby over today and he is probably enjoying himself.

HMJr: Good. I took Mrs. Churchill over and she had a marvelous time.

R: Well, how about - how about Mary?

HMJr: So did she.

R: I thought you would take her too.

HMJr: Well, somebody's got to take her when you are so busy.

R: (Laughs)

HMJr: All right.

September 9, 1943  
2:39 p.m.

Operator: Go ahead.

HMJr: Hello. Hello.

Operator: Hello, Mr. Bullitt.

William  
Bullitt: Hello, Henry.

HMJr: Good afternoon.

B: How are you?

HMJr: Fine.

B: Henry, look here. Something very menacing has come up and you may have a point of view on it and there are two or three things I wanted to ask you and I think I can do it over the phone without bothering you.

HMJr: If you please.

B: The - No. 1: In Philadelphia there is a thing called a wage tax which is a kind of city income tax levied even on the lowest wages.

HMJr: Yes, Mr. Mayor.

B: Did you know that?

HMJr: No, Mr. Mayor.

B: Well, I'm engaged in - this is the - I'll tell you what's up - you see, we are just starting the campaign in which they will throw everything at me including the kitchen stove.

HMJr: Yeah.

B: And this is the first piece of the kitchen stove.

HMJr: Yeah.

B: The wage tax is a levy on residents of Philadelphia even though they are living abroad or any place else....

HMJr: Yeah.

B: ....on the wages they earn.

HMJr: Yeah.

B: Well, my wages have all been earned from the American Government....

HMJr: Yeah.

B: ....in the years - they only started this thing in 1940 -- Now, in order to go raking for something....

HMJr: Yeah.

B: ....they have suddenly decided --they have never, incidentally, collected this on Federal employees outside the country. It means that they are entitled to collect it also on every soldier and every officer, you see?

B: Yes.

B: They - furthermore - they have never before asked for data from Federal income tax.

HMJr: Uh huh.

B: Now - just - and the Girard Trust, as usual, attends to all my tax matters, as they have to everything for many years.

HMJr: Yeah.

B: The city tax collector, as the first step in the campaign, has brought suit this morning - I was just telephoned this from Philadelphia - I'm sitting in Washington....

HMJr: Yeah.

B: ....demanding access to my Federal income tax returns, to my agency account in the Girard Trust Company and to everything else.

HMJr: Yeah.

B: Well, it's interesting -- No. 1: It's interesting if Federal income tax returns can be subpoenaed, so to speak, by a city,

HMJr: I don't think they can. I think they can only by the Governor.

B: Now....

HMJr: That's my off-hand opinion.

B: Well, now, isn't that something that the Treasury might properly be interested in?

HMJr: Uh....

B: Because in the City of Philadelphia, especially, with that corrupt bunch of crooks, it's an opening for blackmail of terrible proportion.

HMJr: Well, my dear Bill....

B: Yeah.

HMJr: ....I'll be delighted to look into it. I'll put a very good man on it - uh - I can't - I just don't know who, but I'll let you know. You're at the Navy?

B: No. I'm - no, I resigned from the Navy to run for this.

HMJr: Are you at your home?

B: I'm at my house here. Now, Henry....

HMJr: Yes.

B: If you could put him in touch with me this afternoon - because I shall probably have to go up to Philadelphia tomorrow morning to scrap this.

HMJr: Uh - have we your telephone number?

B: Yes, it's Adams 1234.

HMJr: Adams....

B: John Adams, John Quincy, Charles Francis and Henry.

HMJr: Well, the chances are, it will be a man by the name of Surrey, but I'm not sure.

B: That's No. 1. Now, No. 2:

HMJr: Yeah.

B: The fellow who is doing this and this is extremely interesting - we have had this for some time - is the tax collector who is the receiver of taxes - his name is Marshall - we have a great deal of evidence....

HMJr: Wait a minute - I'll tell you who I'll - I'll give you John Sullivan.

B: John Sullivan. Wonderful.

HMJr: And he has a political sense.

B: Unhh.

HMJr: I'll have him get in touch with you.

B: Yeah. Now, let me just tell you No. 2 on it, which I might discuss with him also.

HMJr: Yeah.

B: We have a great deal of evidence that the receiver of taxes, who is in the insurance business....

HMJr: Yeah.

B: ....has as a partner....

HMJr: Yeah.

B: ....the Republican boss in Philadelphia, who is one of the most contemptible skunks that ever lived....

HMJr: Yeah.

B: ....and that he gets a great fat out on the profits of this thing and we have a man from that office who says that is so.

HMJr: Yeah.

B: And that they never report this stuff on income tax.

HMJr: Well, Sullivan would also be the man to look into that.

B: Will you ask him to call me then at Adams 1234?

HMJr: He will call you within the next two minutes.

- 5 -

B: That's perfect, Henry. Thanks a lot.

HMJr: Thank you.

B: Good bye.

September 9, 1943  
2:42 p.m.

23

HMJr: Bill Bullitt just called me up and, you know he's running for Mayor....

John  
Sullivan: Yes.

HMJr: ....and the City Tax Collector wants to have access to his Federal income tax. Now, I told him that I would be glad to have you advise him both as to how to proceed - he wants to know today - you see?

S: Yes.

HMJr: And he's at Adams 1234 - his number is. Hello?

S: Yes.

HMJr: And if you'd get in touch with him....

S: That's in Philadelphia?

HMJr: No, no. Here in Washington.

S: In Washington.

HMJr: Kalorama Road.

S: Yes.

HMJr: Adams 1234. And if you could help him, I'd appreciate it.

S: The City Tax Collector....

HMJr: The City Tax - he'll tell you the whole story - The City Tax Collector in Philadelphia I think has served a summons on him.

S: I see.

HMJr: They have a city tax. I told him off-hand my opinion was that only the Governor of a state could demand Federal income tax information.

S: Yeah. Well, I'll look it up and call him.

HMJr: I think I'm right, am I not?

- 2 -

S: My recollection is that way.

HMJr: Yeah. All right, John.

S: I'll call him.

HMJr: Thank you.

MEMORANDUM

September 9, 1943.

TO: The Secretary  
FROM: Mr. Sullivan

JHS

In accordance with your request I phoned Ambassador Bullitt who asked me specifically whether the city tax collector of Philadelphia could obtain his copy of the Federal income tax returns he had filed with the local collector of Internal Revenue. I advised Mr. Bullitt that whether or not he was required to produce his own personal copy was a matter of Pennsylvania law; that in most states since this was a personal record of a confidential Federal report it was immune from sub-poena by local authorities.

Mr. Bullitt inquired whether the city tax collector could secure from us the original of the return and I told him that no one except the Governor of a state could request us to produce an original income tax return. I further advised him that the Governor of a state would have to make a written request for the return and certify that this return was to be used by an official of a sub-division of the state, lawfully charged with the administration of the tax laws of that sub-division, and the return was to be used only for the administration of the tax laws of that sub-division. Such written request of the governor must be under the seal of the state.

Mr. Bullitt then advised me that the collector of taxes, Mr. Marshall, runs a private insurance business and gives a cut on all insurance premiums to Dave Harris the city boss. Apparently Harris gives insurance business to Marshall. Mr. Bullitt said he had been informed that Harris does not report his share of these insurance premiums in his Federal income tax returns and requested us to investigate the situation. I talked with Commissioner Helvering who is to get from Mr. Bullitt the names of the people who can give our special intelligence agents the story on this situation.

September 9, 1943  
2:50 p.m.

TAXES

Present: Mr. Bell  
Mr. Paul  
Mr. White  
Mr. Smith  
Mrs. Klotz  
Mr. Schwarz  
Mr. Shaeffer

(Dow-Jones ticker release handed to the Secretary by Mr. Smith, copy attached.)

H.M.JR: I don't know what this is.

MR. SMITH: It is the whole story.

H.M.JR: What I would like to do is - I was never thinking so hard - I don't know how well - but Paul will tell you about it. We walk into a meeting to discuss a tax program, and Byrnes wants to settle this whole business.

MR. PAUL: I have had another fight since then.

You were very calm. You said you were going to be when you went over.

H.M.JR: And how was I?

MR. PAUL: You were.

H.M.JR: I didn't show any--

MR. PAUL: No, whereas Byrnes showed that he was pretty mad.

- 2 -

H.M.JR: I thought he was white hot.

MR. PAUL: I always understate.

H.M.JR: But there were several times--

MR. WHITE: I would have expected the opposite.

H.M.JR: No. I told Mrs. Klotz before I went over, and I told Paul that I didn't care what happened. I didn't know this was going to happen. I said nobody could get my goat.

Harry, after all, we are winning the war, and what the hell difference does it make on a tax bill? Here we have a wonderful thing, this War Bond drive sweeping the country, and why should somebody - I don't care whether it is Stam or who - this man - he isn't as big as Stam.

MR. WHITE: That is the right perspective, but--

H.M.JR: Well, I kept it.

MR. PAUL: I just had a very bitter fight with Stam.

H.M.JR: I was in a frame of mind - there were two things, one, what Mr. Churchill had to say about me that did things for me, which practically nobody has, having worked so hard here, and this thing is getting through my blood, going through the factories and seeing the thing come out and people getting excited about the war. Victory is in the air, and only a year ago I didn't know whether the Jew I had in myself - in my family and myself - had any place in this world. I just didn't know. It is only one year ago that they were practically through the Caucasus and on the way to India. And I am not going to let the Byrneses or the Stams or anybody else take the pleasure out of my mouth of seeing this world set right. I am against dictatorship, but when you hear a fellow like the production man at Ford's--

- 3 -

MR. SMITH: Sorensen.

H.M.JR: ... turn to one of our party and say, "You know, the last couple of months I am beginning to think maybe there isn't so much to this dictatorship after all." He said, "After all, Hitler and Mussolini have had their chance and they haven't won. Maybe there is something in this democracy after all."

(Mr. Bell entered the conference.)

H.M.JR: Dan, I want you to hear what happened at the White House. I was so tense I couldn't report it. I am sure that Paul can, but I just couldn't.

MR. PAUL: Does Dan know who was there?

H.M.JR: No.

MR. PAUL: It was attended by the Secretary and myself, Justice Byrnes, Judge Vinson, and Judge Rosenman.

We, of course, intended to discuss this new Social Security-income tax plan, a copy of which the Secretary gave to the President.

Byrnes immediately launched in on the jurisdictional issue, with the statement that if that issue were settled one way there was no use of consulting him about the tax plan. If it were settled another way, he would have a lot to say about it.

Byrnes then got out the orders - the two orders - the one Executive order under which he was set up, and the second one under which Vinson was set up, but argued a little bit from the language of those orders that taxes were part of stabilization and therefore he had jurisdiction.

But he said, "I don't want - I want this settled one way or the other, because I am, in the public mind, responsible for the inflation front. Taxes are an important part of that; and as long as I am held responsible, I want to have a

- 4 -

voice in it. And if I don't have a voice in it, then I want to be relieved of the responsibility."

He was pretty bitter and hot. I never saw him - the President tried to stop him a couple of times, but he slugged right on.

MR. BELL: He went right on the issue?

MR. PAUL: Yes. The Secretary didn't talk very much, but said that of course we were acting - historically he called the President's attention to that meeting - that evening meeting in which the President had said - Byrnes wasn't present - that this Executive order did not contain any authority to issue directives to the Secretary.

The President took the position that we were supposed to go on with the mechanics of presenting the tax bill, that we were what he called the managers of the tax bill, that it would be presented as it had always been presented, but that we should all agree and that he was the responsible person - we were serving as his agents in presenting the bill.

He went on to say, "Of course, detail matters come up and you have to decide them, and you can decide them right away. But if any basic policy question comes up, and Congress doesn't work so fast, you come back to me about it. I am the boss." He said, "I realize that taxes fit into the inflation picture. It is all integrated; it is all in one picture. We must agree" - meaning this gang. "Then when we agree, I expect you fellows to go in and do the work just like soldiers."

Then Byrnes - in the course of this discussion Vinson and Byrnes raised the point as to their embarrassment in talking with leaders. They have even received letters, apparently, which I didn't know, asking for their opinion, or something of that sort, or asking for an opportunity to discuss it.

I think Vinson also said that he had a request to testify on simplification, which was the issue we discussed

- 5 -

up there - they asked me to come up, too - and that he had refused to do it, and it was constantly embarrassing because he didn't know what to say. He didn't know who was to speak for the President.

The Secretary said it was necessary to have one spokesman.

MR. BELL: He didn't know what to say because of the jurisdictional question, or he didn't know what to say--

MR. PAUL: He didn't know whether he could talk. Byrnes made it - Byrnes said something like this, if I remember his conversation - his statement correctly - he said, "Well, I am not going to go up and help on the Hill." The President had mentioned that Byrnes could be a lot of help in the Senate and Vinson in the House and with the committees, which was something we had this year that we didn't have before.

Vinson didn't say so much about that, but Byrnes said that he wasn't going to go up and work on the thing unless he had a voice in it. He wasn't going to take any orders from the Secretary as to what he should run up and get done, or something of that sort.

H.M.JR: He didn't just say "orders from the Secretary," did he?

MR. PAUL: That is what he meant. He said virtually that. That wasn't his precise language. He said it this way, "Well, if the Secretary is the sole one then - if he is to tell me what we are to do and then I am to go and help on the Hill, I won't do that."

Byrnes recalled the fact that he had taken his job - he had gotten off the Supreme Court bench and taken this job in spite of the fact that Barney Baruch had told him not to do it because you can't control the inflation front unless you have control of taxes and this order didn't give him that control. He said, "I can read." The statement was rather inconsistent there. He said, "I told Barney

- 6 -

I could read and that the language did, and at the same time," he said, "I said, 'I will take a chance.'" He said, "I have never had any trouble getting along with people previously." And then he said, "I hadn't worked so closely with the Secretary."

H.M.JR: No, he went further. He said, "I get along with Knox; I get along with Stimson; but I can't get along with the Secretary. He is the only man I can't get along with."

MR. PAUL: That is right.

The President said - at one point he said, "Isn't the trouble really that you people don't agree?" And then he finally came around - he kept saying this again and again - he said, "We have got to have a united - we have all got to get together on the tax bill. I am the boss; I am the one who gets the rap if we get licked in Congress, and I am the one who is in control. You people have to get together on a tax bill and then we can work it the way I want, which is for the Treasury to present it formally, and the other people to work behind the scenes." And, of course, he is right. If you work together, there wouldn't be any trouble; but we are not together.

H.M.JR: One time I said - just to give you a little of the flavor - I said to Byrnes, "I think you and I agree on this."

He said, "I wouldn't agree with you on anything." Remember?

MR. PAUL: Yes.

H.M.JR: And one of the important things was towards the end, you see - in the first place the President in outlining this thing said, "Now the Treasury is presenting this thing, and you fellows can kind of work behind the scenes," and so forth, and so on. That is when Byrnes said he wouldn't do it unless this thing was settled one way or the other.

- 7 -

Then toward the end, to my amazement, Judge Rosenman spoke up and said, "I was in on the drafting of this, and the Treasury objected right along to being included in the order." He said, "It was made clear that this order did not include the Treasury; the Treasury was outside of it."

MR. BELL: Was he talking about the war mobilization?

H.M.JR: The first order. Rosenman said to Jimmy, "I told you that, Jimmy; I told you that."

Jimmy said, "Well, that wasn't my understanding."

MR. PAUL: That is correct.

Then Byrnes went on to argue about it not being correct.

H.M.JR: But Rosenman talked right up. He said, "I went all through this."

Then the funny thing - after a couple of times I kept saying, "There has to be one person here at this end." I said, "Paul is up there. Sometimes things move so fast that he hasn't time to call me up." And I said, "Furthermore, Doughton says he wants to have one spokesman."

The President kept saying, "I am it."

I said, "Look, Mr. President, somebody has to be delegated by you as spokesman on the Hill on taxes, and I think it should be us." Isn't that right?

MR. PAUL: That is right.

H.M.JR: So the President kept saying, "You people are the managers."

So then quite at the end Byrnes said, "All right, all right, I am going to send for George and Doughton and see if we can't get a bill."

- 8 -

Then Paul spoke up and said, "There is no sense in sending for George and Doughton until we have agreement amongst ourselves."

So after all of this talk, you see - it just rolls off. I mean, he is the most closed-minded man I think I have ever dealt with. I would hate to try a case before him, because if you ever got pre-judgment, you would get it because when we went in I said something to him about the thing - I said, "You had a chance to read it," and so forth.

He said, "Yes, I'm against it." (Laughter)

When we argued with him about compulsory versus the other - the volunteer saving - at that time, the only thing he could read us was an article by Gregory in the Tribune, who certainly is a prejudiced person.

But the thing that amazed me was, after all of this conversation he said, "All right, I will see George and Doughton," and he was slapped down on that.

MR. WHITE: Slapped down by whom?

H.M.JR: By Paul raising the point that there was no use going to them until we got together, and the President backed up Paul.

Then somebody suggested - I think it was Rosenman - the President said, "I tell you what I will do - I will be back Tuesday, and I will see you at eleven-thirty Tuesday. And then the following day I will see you with George and Doughton - Wednesday."

Then out in the outer room Rosenman again said, "I think you people ought to get together before you see the President."

I said, "I will do it any time Friday morning."

MR. PAUL: I didn't have a chance to arrange that.

- 9 -

H.M.JR: Then Paul said - Byrnes said, "I think - I really haven't read this hardly at all" - he made a great point - "it only came yesterday."

Paul said, "I tried to get you last Saturday."

So he said, "I think I could make progress quicker if I could see Paul about this thing first" - instead of me.

I said, "That would be fine."

MR. BELL: Byrnes said that?

H.M.JR: Yes.

During all this heated discussion I said something about our explaining this thing three times to different groups.

"Vinson called me up," he said - the only time I let myself slip a little bit was when I said, "You haven't come to any meeting."

He said, "You haven't asked me."

I said, "There is no use asking you because you wouldn't come." I didn't say when we had the thing last January and February that I asked him and he wouldn't come. I was very careful because he was pushing the President terribly hard.

MR. PAUL: I was surprised. The President had to lean over and get pretty excited himself to get a chance to talk.

H.M.JR: The fellow was livid. Finally he pounded the desk, and he said, "I am boss, I am giving the orders."

Something came up, and I said, "Look, Mr. President, as far as this question, I have been with you ten years and this question has never risen between you and me."

- 10 -

I said, "When it does rise, it is very simple what the answer is. And then one thing came up - I said something about - "If I am here I am going to do something." I just once hinted about getting out or something.

MR. PAUL: Yes, and the President interrupted you and said, "Don't talk this way."

H.M.JR: I mean, just once I hinted.

MR. PAUL: That is right.

H.M.JR: But that man - I don't think he heard a word the President said. The reason I am so tired - I have seldom met anybody that hates me so.

MR. PAUL: I want to tell you something else that happened after you left.

H.M.JR: I mean, the man hates me so. I can't remember when I met a man or a woman that I was so conscious of being loathed as I was by this fellow.

MR. PAUL: You didn't quite get that from Vinson, did you?

H.M.JR: No. Vinson's attitude was quite different. No, I didn't sense that at all. My father always told me - "If you are in a conference and somebody begins to get mad, you go the other way; the madder he gets, the cooler you get." My father always said that is the way he puts across business deals.

But I think that gives you the flavor of the thing. I want to say I have had a conversation with Rosenman since then which you people can see, and Rosenman said that we didn't lose a thing in this meeting. He felt we definitely came out on top. Isn't that what he said?

MRS. KLOTZ: That is right.

- 10 -

I said, "When it does rise, it is very simple what the answer is. And then one thing came up - I said something about - "If I am here I am going to do something." I just once hinted about getting out or something.

MR. PAUL: Yes, and the President interrupted you and said, "Don't talk this way."

H.M.JR: I mean, just once I hinted.

MR. PAUL: That is right.

H.M.JR: But that man - I don't think he heard a word the President said. The reason I am so tired - I have seldom met anybody that hates me so.

MR. PAUL: I want to tell you something else that happened after you left.

H.M.JR: I mean, the man hates me so. I can't remember when I met a man or a woman that I was so conscious of being loathed as I was by this fellow.

MR. PAUL: You didn't quite get that from Vinson, did you?

H.M.JR: No. Vinson's attitude was quite different. No, I didn't sense that at all. My father always told me - "If you are in a conference and somebody begins to get mad, you go the other way; the madder he gets, the cooler you get." My father always said that is the way he puts across business deals.

But I think that gives you the flavor of the thing. I want to say I have had a conversation with Rosenman since then which you people can see, and Rosenman said that we didn't lose a thing in this meeting. He felt we definitely came out on top. Isn't that what he said?

MRS. KLOTZ: That is right.

- 11 -

H.M.JR: He said, "You haven't lost a thing."

He said, "I don't see what sense - it was settled there today - your position. The thing was settled."

MR. WHITE: I get a good sense of the flavor, but I am not quite clear as to the net results.

MR. BELL: Yes - how it was settled--

H.M.JR: I told Rosenman it wasn't settled.

I said, "Byrnes will never be satisfied."

MR. PAUL: I agree with you; I don't think it is settled at all. I think you have lost ground.

MR. WHITE: Who has?

MR. PAUL: I mean the Secretary didn't lose ground in this meeting because he conducted himself in a much more dignified way.

But we have lost ground from the place we thought we were a little while ago.

MR. BELL: You mean the place you thought you were after the conference the Secretary had with the President last week?

- 12 -

MR. PAUL: Before that I would like to get these facts in that you don't know about. You hung back and the other two walked out. The President called me back. We stood there a minute.

H.M.JR: Say what the President said. He was very nice. He turned to you--

MR. PAUL: He said, "You oughtn't to mind having Vinson"--

H.M.JR: He said, "You can work this way, can't you, Paul?" Paul said, "Yes."

MR. PAUL: I said, "Provided we are all in agreement."

I went on a little ahead of you. You stayed back just a minute. Then Rosenman must have gone back next. You stayed there five minutes, then you had to rush off.

I hung around trying to get them to make a date for tomorrow - fix a time - and then even as much as ten minutes after the conference ended Byrnes went back in.

H.M.JR: I know what he went back in for. Rosenman told me. It was on the Manpower.

MR. PAUL: I just wanted you to know he went back in.

H.M.JR: They went in and the President must have shooed them out. I saw them go in. He didn't want them. But Rosenman said, "We are working on manpower now." That is confidential.

The other thing which is sort of amusing - something came up - he said, "I wrote you a letter and said I wouldn't talk to the President about this, but you talked to him at Hyde Park; and when the President came back he mentioned it to me." I just didn't answer.

MR. BELL: Did you think, or at least have inference from the President, that Byrnes had seen him?

- 13 -

H.M.JR: Definitely.

MR. PAUL: Byrnes said he hadn't. He said it right in this meeting.

H.M.JR: Well, the President knew what I was talking about.

MR. PAUL: I did not fix any time for tomorrow.

H.M.JR: He said he wanted to see you first so I think you can call him up and tell him I am free all tomorrow morning. Is that agreeable to you?

MR. PAUL: He ought to call me if he wants it. I am doing a service to him. I volunteered to do it. He has got a telephone just the same as I have.

H.M.JR: Well--

MR. BELL: I wouldn't stand on that.

MR. WHITE: Not under the circumstances. I mean, it is one thing for the--

H.M.JR: He is remembering every little detail. My gawd, he must keep a diary or something.

MR. PAUL: I will call if you think it is best.

H.M.JR: I think I would call him.

MRS. KLOTZ: It all dates back to Farm Credit. Wasn't it Farm Credit?

H.M.JR: Yes.

MR. BELL: Really?

H.M.JR: Yes.

MR. BELL: On Jimmy Byrnes?

- 14 -

H.M.JR: Yes.

MR. BELL: I was going to ask if you thought this intense hatred stems from the letter or prior to the letter.

H.M.JR: Here is the story. It is very interesting. His political manager - he gave him a job in Farm Credit and he was a drunk.

MR. PAUL: He gave him - his political manager - this job.

H.M.JR: His campaign manager. He would come to the office reeking with liquor. He would come late and he would come smelling like a saloon. We tried to caution him and everything else. He wouldn't do it. So I said, "We will just have to get rid of him." I couldn't have a man like that around the place.

So Jimmy Byrnes comes in one morning and puts on my desk a half a bottle of one of these cough medicines - half alcohol - peruna - and puts it on my desk and said, "Smell that, Henry. Now, you are doing this man a great injustice. That is what this man is taking. He has got a bad cough." (Laughter)

I said, "Well, cough or no cough, I can't have a drunk around me and I would fire him."

But he stood there and just put up this asinine story that he drank peruna and wasn't a drunk.

MR. PAUL: Did you fire him?

H.M.JR: That is my impression. I don't remember.

MRS. KLOTZ: It must be so.

H.M.JR: From that day on I never had very much regard for Jimmy Byrnes. I think it dates from that.

- 15 -

Look what he did to us when the President put it up to him on the question as between Crowley and the Attorney General and myself. I mean, as I say, I can't help it, but there it is. Let me just read this thing. (Ticker release read by the Secretary.)

MR. SMITH: This was all done before the meeting. It is the most carefully written thing you ever saw - wonderful.

MR. BELL: I thought maybe you fellows had called a press conference when you came back.

MR. SMITH: No, it is the beginning. He did this before the meeting to lay the groundwork, having won his battle and making you a bum.

MR. PAUL: They got after me up on the Hill.

H.M.JR: You didn't talk to them?

MR. PAUL: I said, "Leaks will not be from me."

H.M.JR: Well, my impression is that I would like to send a copy of this over to the President.

MR. SMITH: That is what I think you should do. I will tell you what is going to happen next or I miss my guess. He has gone to Congress and gotten Congress to do this fighting for him so he won't be involved in the fight.

MR. PAUL: Who has?

MR. SMITH: Vinson or Byrnes - Byrnes, probably. And the Stam thing was thrown in last week and you could tell by the way it was thrown in - add fuel to this particular fire to make it look like there was a legitimate complaint between you and Congress. Byrnes will have Congress pick up the fight so it will be between you and Congress, and the President can't throw Congress out.

- 16 -

MR. WHITE: That is right. Why the Stam fight?

MR. SMITH: Just setting up the pins.

H.M.JR: When Doughton came back the first thing he did was lay that Stam fight to rest in the papers.

MR. BELL: Stam talks; he gave that out.

MR. SMITH: Byrnes whipped it up or I miss my guess.

MR. PAUL: I was up there this morning and I talked with a lot of the members. I also appeared after the re-negotiation session and there wasn't a word of hostility. There wasn't a word said about this thing by the committee members.

MR. SMITH: Making an interesting picture of you getting into trouble with everybody, first Stam and Byrnes, because you can't get along with anybody Congress is going - Byrnes hopes he can get Congress to say Byrnes has got to do it, then it will be the Congress versus the President.

H.M.JR: There are two ways to do it.

MR. PAUL: It is a big temptation for me if I were Secretary of the Treasury - a big temptation to say, "You boys go ahead and do it."

H.M.JR: There are two ways to do this thing. I can walk across the street and see Miss Tully and just lay this in her lap. She is very fair with me. She will tell him, or I can sit here for an hour or two hours trying to concoct a letter to the President.

MR. PAUL: You know that that must have come from Vinson or Byrnes because there wasn't anybody else present. Watson didn't know - nobody else knew.

MR. BELL: What is the time on that?

H.M.JR: Two-five.

- 17 -

MR. PAUL: That was out before that.

MR. SMITH: This was gotten before that.

H.M.JR: The time it came from the ticker was two-five.

MR. BELL: You got out at twelve-thirty?

H.M.JR: I got out at twelve-fifteen and took Mrs. Churchill around the show, got back here at one-fifteen, had lunch with Marvin Jones, then I came up here and this thing was handed to me at two-five.

MR. WHITE: Is the issue whether it was given out after or before? It could have been given out after.

H.M.JR: My own inclination is - because Miss Tully is a thoroughly honest person - I could go over and talk to her and give it to her. Otherwise we would sit here two hours.

MR. PAUL: What is your theory?

MR. SMITH: It isn't a theory. That man, the heavy-set fellow that likes you, left your conference and went over to the White House this morning and came back with a story because they told me upstairs he had gotten one and they didn't know what it was.

MR. PAUL: I know him very well. That was Helm.

MR. SMITH: He is very friendly to you and he wouldn't write this and he didn't write this; this isn't his writing at all.

H.M.JR: The heavy-set fellow here, Helm, works for United States News.

MR. PAUL: That is right.

MR. BELL: It is the little slender fellow who--

- 18 -

MR. PAUL: Did Stewart do that? Was Stewart over there?

MR. SMITH: It was the Wall Street Journal man.

MR. PAUL: Stewart met me up at the New House Office Building as I was leaving. He was after a story.

MR. BELL: Mike Flynn was in the building; he called me as I came through here and said, "Can I ask you a question?" Just as I came in the door.

MR. PAUL: He nailed me, too, coming down.

H.M.JR: That is my inclination.

MR. WHITE: I certainly think it is better by itself than a letter; no doubt about it.

H.M.JR: A letter is like - I have a letter here that what's-his-name wrote the President - the Director of the Budget - on this thing. If I just give this to them then he can't send it all around the White House and say, "What about this?"

MR. SMITH: Give it to him quick. Let him know how quick it came out.

MR. BELL: You say the Director of the budget wrote one?

H.M.JR: Yes. I think the last part of this is most significant: "The conferees left at White House through the restricted east wing and press was unable to contact any of the participants immediately after the meeting."

MRS. KLOTZ: Did you talk to the President about this? (Indicating data on tax plan.)

H.M.JR: I didn't get a chance.

MR. PAUL: We didn't get to any of the plans.

- 19 -

MR. BELL: You didn't discuss the revenue aspects of this program at all, did you?

MR. PAUL: No, not at all.

H.M.JR: What was your row with Stam?

MR. PAUL: The Committee is--

H.M.JR: You think this fellow here would know - Helm - what happened behind the scenes on this thing?

MR. SMITH: I would find out.

MR. PAUL: I am very friendly with Helm.

MR. SMITH: I thought he said that Helm got the story. He also said Wall Street Journal, so it couldn't have been him.

MR. WHITE: Is it your impression Byrnes left this meeting completely unsatisfied?

MR. PAUL: Oh, yes.

MR. BELL: He left the meeting feeling he had not lost, didn't he?

H.M.JR: Had not yet lost?

MRS. KLOTZ: These fellows don't get discouraged so quickly.

MR. WHITE: I asked that because it might fit in with Fred's theory that if he felt unsatisfied with this meeting and felt he had pushed it there as far as he is going to - he doesn't intend to drop it, but try other channels - other methods to bring about the same objective.

MR. SMITH: I don't think he thought that up on the spur of the moment. In the first place, that is something somebody wrote up carefully to lay the groundwork.

- 20 -

MR. PAUL: There are enough inaccuracies in it--

MR. SMITH: It is just set up to be knocked down. I have seen it done before. I know that kind of people.

MR. WHITE: May not this approach of his be a boomerang?

H.M.JR: The only person that can throw the boomerang is the President.

You say you know Helm pretty well?

MR. PAUL: Yes.

(Mr. Schwarz and Mr. Shaeffer entered the conference.)

H.M.JR: Do you gentlemen know where the Wall Street Journal got this from - the tax story?

MR. SMITH: The tax conference.

MR. SHAEFFER: The White House. I think Mike Flynn got it from Steve Early - if that is the ticker copy that I saw.

H.M.JR: He got it from Steve Early?

MR. SHAEFFER: No, I got it at eleven something.

H.M.JR: Get on the beam. We are talking about the two-five story.

MR. SMITH: Didn't one of you tell me this morning that somebody had left the conference this morning and gone over and gotten the story?

MR. SHAEFFER: Yes, Flynn.

H.M.JR: You don't know where they got it?

MR. BELL: It is an earlier story you had in mind that Flynn got?

- 21 -

MR. SHAEFFER: Yes.

MR. SCHWARZ: He got the fact there of the purpose of the meeting. It was somebody who participated.

H.M.JR: Who is the manager of the Washington bureau?

MR. SHAEFFER: George Bryan.

H.M.JR: You people don't know anything about it? There is no use raising hell because they won't tell you anyway.

MR. SCHWARTZ: At least not the first few days.

MR. PAUL: They have got to protect their source.

MRS. KLOTZ: Yes.

H.M.JR: I am walking across the street. There is no more use talking about it.

MR. SCHWARZ: It is a cinch they didn't get it from anybody in the Treasury.

H.M.JR: Anybody that wrote a story like that is just plain crazy.

Dow-Jones

September 9, 1943

2:05 P.M.

## TAX CONFERENCE

Washington - Inter-agency controversies over jurisdiction of administration's 1943 tax program were laid squarely before President Roosevelt for settlement today.

Specific issues involved were expected to be threshed out at White House conference called by President Roosevelt and attended by Secretary Morgenthau and his principal tax adviser, Randolph Paul; Judge Byrnes, War Mobilization Director; Judge Vinson, Economic Stabilization Director; and Judge Rosenman, the President's personal adviser.

They covered following major points:

1. Whether Judge Vinson or Secretary Morgenthau will have supreme responsibility for handling of new tax program before Congress.
2. Whether administration will advocate straight-out enforced savings or will continue with voluntary system of selling war bonds.

Questions of rates, taxing methods and other matters touching on revenue policies are less directly involved in today's discussions, although officials contended that they were to be taken up.

Position of Judge Vinson, officials said, is that he is required to assume full responsibility for taxes under President Roosevelt's order creating Office of Economic Stabilization. If that responsibility is to be shared or given over to Secretary Morgenthau, Judge Vinson feels order should be revised so that the Secretary must take full blame or credit as case may be for results on taxes before Congress this year.

According to officials, influential Congressional tax leaders are taking sides with Judge Vinson and if they have not already done so may soon advise President Roosevelt of their wishes in the matter.

- 2 -

Congressional leaders are said to feel issues involved in taxes and forced savings as well as amounts administration desires to raise in new revenue measure can be more promptly settled by dealing with Judge Vinson.

Both Judge Vinson and Judge Byrnes are strong supporters of an enforced savings program. They believe that once such a program is written into law all the uncertainties involved in voluntary system of borrowing money will be forever removed.

Recent controversy between Morgenthau and Colin Stam, Chief of Staff of Joint Congressional Committee on Internal Revenue, may have been partly responsible for position now being taken by Congressional leaders in support of Judge Vinson's arguments. This controversy involved question of releasing revenue information to Congressional experts for their aid in preparing recommendation for taxing committees of Congress.

Question of whether entire \$12,000,000,000 in new revenue to be sought by Treasury has full support of both Mr. Vinson and Mr. Byrnes is not yet known.

What proportion of revenue to be requested by administration is to come from increased corporation and individual taxes and how much by refund taxes or enforced savings is a fundamental issue that will have to be settled before administration officials go to Capitol Hill with their revenue demands.

The conference at the White House lasted about an hour and a half.

The conferees left at White House through the restricted east wing and press was unable to contact any of the participants immediately after the meeting.

September 9, 1943  
4:01 p.m.

49

HMJr: Hello, Randolph.

Randolph  
Burgess: Well, how are you? Thanks for your telegram.

HMJr: Well, you made a damn good start.

B: Well, we're - we're off all right. We had a grand parade here this morning.

HMJr: Wonderful.

B: Great parade!

HMJr: Right.

B: And we'll have a nice meeting I think.

HMJr: Good. Are you.....

B: I thought the President did particularly well last night.

HMJr: Didn't he do fine?

B: I thought you did well, too.

HMJr: Thank you.

B: I thought you presented him very nicely.

HMJr: But I thought that with all this stuff about Italy and everything that we could have made a mis-step last night.

B: It would have been easy but I think - I think we've taken it right in our stride.

HMJr: Yeah.

B: I think it's going to be good rather than otherwise.

HMJr: I do, too. Are you alone, Randolph?

B: I am, yes.

HMJr: Look, Randolph, I want to ask you something and you can tell me quite frankly whether you think you can or want to help me or not.

B: Yeah.

HMJr: This is - we've got all kinds of people fighting us but we went into a conference this morning with the President and Byrnes, Vinson and Judge Rosenman....

B: Yeah.

HMJr: ....and, naturally, when I come out from the President I don't say anything.

B: Yes.

HMJr: 205 on the Wall Street ticker, you see, comes out - you can get it from the National City Bank - the thing called "Tax Conference"....

B: Yeah.

HMJr: ....but the gist of it is this - I'll read it to you. It says here, "Both Judge Vinson and Judge Byrnes are strong supporters of enforced savings program. They believe that once such a program is written into law, all the uncertainties involved in voluntary system of borrowing money will be forever removed." Just a minute. Will you wait one minute - that's the White House - would you hold on a minute?

B: Yeah.

(Pause)

HMJr: Hello.

B: Yeah.

HMJr: Now, the point is, what these people, we think, this thing was undoubtedly planted by either Vinson or Byrnes, who have never forgiven me, you see....

B: Yeah.

HMJr: ....for jumping on Byrnes on his statements on - on compulsory savings, you see?

B: Yeah.

- 3 -

HMJr: Now, this story was planted to hurt the volunteer plan.

B: Yeah.

HMJr: It certainly is embarrass -- can't help but embarrass the President.

B: Yeah.

HMJr: And I wondered if through connections you - somebody from there couldn't call up the Wall Street Journal and say, "Now, where the hell did you get this story?"

B: Yeah.

HMJr: You see?

B: Yeah.

HMJr: Now, would you like to do or do you think you could do it? I can't do it down here because - uh - I have no access to these fellows but....

B: Yeah. Of course, they are awfully tight on letting out that.

HMJr: Yeah. But this thing, you see, if it keeps on - here it's the middle of - here it's the first day of the drive and they....

B: Yeah.

HMJr: ....either Vinson or Byrnes has given this out.

B: Yeah. Yeah.

HMJr: And it just undermines us all over again.

B: Yeah.

HMJr: And instead of my taking my time to call you up and pat each other on the back, I've got to call you up on a damn thing like this.

B: Yeah. Yeah. Well, let me see what I can do with it. I don't know whether I can try that out on them. That's pretty....

- 4 -

HMJr: I know it's ticklish.

B: That's pretty difficult.

HMJr: But I didn't have any other friend in New York that I could call on but you.

B: Well, I'll see what I can do.

HMJr: It came out on the Wall Street ticker down here - 205 - and it's called "Tax Conference".

B: Dow-Jones Ticker?

HMJr: Dow-Jones.

B: Yeah. Yeah. Yeah. Okay.

HMJr: If you decide not to do anything - of course, I'm counting on you to protect me in this.

B: Oh, yes, of course.

HMJr: Yeah.

B: I'll just be kind of peeved about it myself because it is a....

HMJr: After all, you can say you saw it on the ticker.

B: Yeah. Yeah. Okay.

HMJr: And, this thing is so serious, Randolph, if they keep this thing up. I don't know what the President is going to do, but it certainly jeopardizes our whole drive.....

B: Oh, yes.

HMJr: ....and if I could be sure that it came from either Byrnes or Vinson....

B: Yeah.

HMJr: ....well, I might have them rapped over the knuckles once and for all.

B: Yeah. Yeah. Of course, it's so stupid to issue statements like that.

HMJr: Well, it's stupid and, after all, it's much more embarrassing to the President than it is to me.

B: Yeah. Of course, the Dow-Jones people have done that before. They got it from somewhere.

HMJr: Yeah. Well, think it over, old man, will you?

B: Okay.

HMJr: And it hasn't got me down but it's very annoying.

B: Yeah. Well, I'll see what I can get.

HMJr: Thank you.

B: Very good.

HMJr: Bye.

B: All right, Henry.

September 9, 1943  
4:45 p.m.

TAXES

Present: Mr. Paul  
Mr. Smith  
Mr. Schwarz  
Mr. Shaeffer  
Mrs. Klotz.

H.M.JR: What has happened?

MR. SMITH: They got the first report.

MR. SHAEFFER: The first thing that happened was, Mike Flynn called me and said, "Because of my story on the ticker at two-five, will the Treasury have an announcement to make this afternoon?"

I told him I hadn't heard of any and I doubted it very much.

Then he asked me what the Treasury thought of it - what the Treasury thought of the story.

I tried to get him to tell me where he got the story without asking him directly. About that time Chick came in and he plugged in on the phone and heard Mike trying to indicate to me that it was Byrnes without saying so.

H.M.JR: How did he indicate it?

MR. SHAEFFER: Well, he--

MR. SCHWARZ: He said first, "It obviously came from the other camp."

MR. SHAEFFER: I said, by series of eliminations, "Rosenman is out, because you don't know Rosenman" - Flynn

- 2 -

doesn't know him. He said, "Yes."

I said, "That leaves two. And if I selected one I would select him alphabetically."

He sort of chuckled and said nothing.

MR. SCHWARZ: He didn't deny that.

MR. SMITH: Then I called him.

H.M.JR: You called who?

MR. SMITH: Flynn. He came in this morning and asked me something about the boat trip, which I told him he wasn't supposed to know. He knew most of it, so I gave him the rest of the story on the boat trip.

H.M.JR: Are we going to be criticized for that?

MR. SMITH: That is what I was afraid of. I told him to use it awfully careful. He was just going to say that you took them up the river on a boat trip. He said somebody had suggested that it was because they couldn't go to the big meeting last night and that they had come all the way across the country, and they felt here as though they ought to do something for them. So I said, "That is right." So that lets you out a little there.

Anyway, I called him and said if he could come in and ask me questions I ought to ask him questions, too, and I wanted to know - "Here it is, the first day of the drive, and somebody comes out with a big blast on the compulsory savings again, and we know" - you have said in your press conferences that any time anybody in Washington mumbles compulsory savings we have trouble with war bonds. I said that what I was interested in was where he got the story, to find out whether somebody was trying to get after the volunteer system or what it was.

Well, after a long time he told me that he had gotten the story after the press conference - after the conference

- 3 -

over there - the tax conference - first, from a very dear friend of his whom he would not tell me - a friend of twenty years standing. He said that this friend had heard the thing discussed in some detail and had told him what had gone on and tipped him off as to where he could go to get the rest of the story.

Then he went to Vinson and he asked Vinson. Vinson said, "No comment."

He went to Byrnes. Byrnes didn't have anything to say. He didn't say, no comment, see?

I said, "Well, I don't know why they would do that." I mean, here we have just got our war bond drive - I gave him a long - tried to steer him away from the real problem. He kept coming back to it. Finally he said, "I don't know why - it isn't the bond drive; it isn't compulsory savings. It is those people over there who are trying to get the tax job." He said, "I don't understand it."

This is condensed, but this is what he said, "I don't understand it. The White House has made it perfectly clear that Mr. Morgenthau is running the tax operation, but Vinson and Byrnes don't seem to know it." And he said also, "There is a lot of rumbling on the Hill that Congress is going to come to the President and say - presumably George and Doughton - and demand that Vinson run the bill. So I ran that one down. I went to Doughton and I asked him, and Doughton said that he hadn't made any such statement; he hadn't written any such opinion, and that he didn't intend to, and he didn't intend to go to the President and make such a request." He said, "I don't know - maybe Byrnes and Vinson have just heard that all of that is going on - heard those rumors - but don't know if that is true. Maybe that is what they are working on. Maybe they think if they stir the thing up Congress will come and do it."

MRS. KLOTZ: What did he say about what was discussed at the meeting?

(Mr. Paul entered the conference.)

- 4 -

MR. SMITH: He kept saying, "Can you deny that story?"

I said, "No, I don't think we ought to do anything about it." I said, "You don't answer some of my questions, so I won't answer some of yours. It is near enough to being true that you must have gotten it through somebody there."

He wanted to know what was wrong about it.

I said, "I don't know." After a while I said, "Look, will you tell me one thing? Did you get from whomever told you this story that compulsory savings and jurisdiction were both discussed?"

He said, "Yes. They said definitely that they were both discussed."

MRS. KLOTZ: He didn't want to answer it, but when he (Smith) asked him a direct question and he was able to, he told you.

MR. SMITH: He was awfully friendly.

Now, from what I gather from you, compulsory savings wasn't discussed.

H.M.JR: It never was mentioned.

MR. SMITH: So after the meeting whoever reported this to him deliberately said compulsory savings was one of the two things that was discussed.

H.M.JR: It was never mentioned.

MR. SMITH: So it was - again that fortifies the assumption that it was all laid out beforehand.

MR. PAUL: There is language in that that indicates the use of the tenses that it was written ahead of time.

MRS. KLOTZ: He denied that?

- 5 -

MR. SMITH: He denied he got it ahead of time. He denied that he got it until afterwards, but that doesn't mean necessarily--

H.M.JR: Mike Flynn's first talking with Shaeffer and then Smith leaves no doubt in anybody's mind that he got it from Byrnes.

MR. PAUL: Byrnes is the one I would say. But I just had a very amusing thing happen. I went over to see Robertson in order to have him straighten out - Robertson brought up this simplified question of - the question of simplifying the return next March very strenuously this morning. That brought up the victory tax. That is where Stam and I had a fight.

He flashed a copy - a big photostatic copy of the returns which haven't been - we haven't got them over there yet.

H.M.JR: Who did?

MR. PAUL: Robertson.

So Stam immediately concluded that I, knowing Robertson pretty well, had framed this thing on him and brought it up to embarrass him on the victory tax. He was very sore.

H.M.JR: This was before the whole committee?

MR. PAUL: Yes. So I went to Robertson, and I am kind of interested in knowing how Robertson got that thing, whether Helvering gave it to him or anybody in Helvering's office. If they did, they ought to be fired.

So I went over to Robertson's for two purposes, first, he wasn't sitting today; he was over in his office. First I asked him to tell me where he got that.

He looked very sheepish, and he said, "I don't think I had better tell you. I don't want to get anybody in any trouble."

- 6 -

I promised I wouldn't tell how he got it. Then I said, "You had better straighten things out with Stam, because Stam thinks you and I framed this thing, and we didn't."

He said that he would do that.

I was just kidding along with him a minute when the phone rang and his secretary said, "Judge Vinson is calling." He said, just as I was leaving - I was standing up - "How are you going to get this money?"

I said, "I don't know."

He said, "Well, if you expect to get anything out of Social Security, you are going to be disappointed." I wanted to evade that and not say anything. Just then the phone rang - Judge Vinson was calling - I laughed and said, "I will go along now." (Laughter)

H.M.JR: You should have stayed. (Laughter)

Well, I think this - I have been across the street, and the President will have this thing very shortly. I think that - I first thought we would say, if any reporters asked, "You had better go to see the White House," but I think this, it is simpler for all of us to say, "Now look, this is a White House conference. The Treasury never talks. There is only one person who can talk - two people - either the President or Mr. Early." This is red hot.

MR. SMITH: When Flynn talked to me he definitely gave me the impression that he was a little bit disgusted because these guys so obviously were trying to do something when they knew, and certainly they ought to know, that the thing has all been settled.

H.M.JR: I don't know what the definition of treason is in wartime, but I made this statement, and this is just here, "The President of the United States said that the Treasury - this morning - is the manager of the tax bill." And within the hour somebody at that meeting told a reporter that the whole question was up in the air, and it puts the

- 7 -

President on the spot to say publicly who it is. The President pounded the desk and said, "I am the boss, and I am saying so and so." He said, "The Treasury is the manager of the tax bill." And then within the hour somebody does that. If that isn't treason, I don't know what the definition of treason is. When the Commander in Chief says that and a fellow goes out undermining the Commander in Chief - so I think the thing for us is to know nothing, see nothing, like the three monkeys.

You three men simply say, "After all, this is a White House conference. There are only two people who can answer questions; one is Mr. Roosevelt, and the other is Mr. Early." Throw it right back over there.

MR. SCHWARZ: I have already done that with two inquiries - that they will have to put it up to the President.

H.M.JR: Somebody said, "The tax bill is coming; what have you got to say?"

I said, "Listen, there is a war going on. I am showing Mrs. Churchill this thing. Don't bother me." Well, instead of having a beautiful day and getting the fun out of this thing--

MR. PAUL: Have you made any arrangements about a conference tomorrow morning?

H.M.JR: I thought you were going to call him.

MR. PAUL: I did call him a little while ago, but I can't get him on the phone.

H.M.JR: Did you leave your name?

MR. PAUL: Yes, indeed. You want me to arrange that, don't you?

H.M.JR: You called up and you left your name?

- 8 -

MR. PAUL: Yes, but I didn't call Vinson again; I called Byrnes.

H.M.JR: I am not going to ask you to do anything more.

MR. PAUL: What will I do if he calls back?

H.M.JR: If he calls back - I told him I would do it any time tomorrow morning.

MR. PAUL: Then you will change your plan to go away?

H.M.JR: Oh, yes, but I am betting ten to one that you won't hear.

MR. PAUL: O.K.

## TREASURY DEPARTMENT

INTER OFFICE COMMUNICATION

DATE

SEP 9 - 1943

TO Secretary Morgenthau

FROM Randolph Paul

The memorandum which Dr. Lubin sent the President and the President forwarded to you with respect to the salaries of the top executives of certain corporations in the years 1940, 1941 and 1942 does not, to my mind, disclose a surprising situation, although it is obviously a situation which the President wished to prevent when he imposed the \$25,000 a year salary limitation, which has since been nullified by the Congress.

Furthermore, I do not quite get the force of Lubin's statement that the increases in salaries shown cannot be justified by the success of the respective executives in getting new customers. I am quite sure that the men in question would argue strongly that the increases in compensation are justified by their increased responsibilities in carrying on greatly expanded production activities.

In any event, I think the memorandum should be referred to John Sullivan inasmuch as the control of executive salaries, in so far as it can be done in the Treasury Department, would be almost entirely through the Bureau of Internal Revenue.



*Paul.*

THE WHITE HOUSE  
WASHINGTON

September 8, 1943.

MEMORANDUM FOR  
THE SECRETARY OF THE TREASURY

What do we do about this?

F. D. R.

THE WHITE HOUSE  
WASHINGTON

September 6, 1943

MEMORANDUM

TO: THE PRESIDENT

FROM: MR. LUBIN *W*

SUBJECT: UPPER BRACKET INCOMES IN 1942

The attached table, from a publication of the American Investor's Union, shows what happened to salaries of some of the leading corporation executives in 1942.

It is significant that many of these corporations are engaged exclusively on Government contracts or are making things that are used almost entirely by the armed forces. In other words, the increases in salaries cannot be justified by the success of the respective executives in getting new customers.

I have underlined the corporations whose business is primarily with the armed forces.

	1940	1941	1942
✓ American Locomotive Co., W. Dickerman	\$75,954	\$77,239	\$114,091
✓ Armour & Co., G. A. Eastwood	74,378	91,640	101,340
✓ Aviation Corp., V. Emanuel	25,000	79,150	88,917
✓ Budd Wheel Co., E. G. Budd	110,428	117,629	140,318
Burlington Mills, Inc., J. Spencer Loye	91,940	179,652	196,340
✓ Canada Dry Gingerale, Inc., R. W. Moore	47,747	53,308	65,540
✓ Doehler Die Casting Co., H. H. Doehler	35,930	49,824	56,105
✓ Elec. Storage Battery Co., R. C. Norberg	42,882	50,108	69,740
✓ Fairbanks, Morse & Co., R. H. Morse	120,700	120,960	162,170
Firestone Tire & Rubber Co., J. W. Thomas	91,937	98,437	120,000
Flintkote Co., I. J. Harvey, Jr.	53,370	55,326	90,050
Gen. Amer. Trans. Corp., L. N. Selig	60,000	72,000	84,000
Goodyear Tire & Rubber Co., E. J. Thomas	91,937	98,437	120,000
Kennecott Copper Co., E. T. Stannard	101,220	101,050	126,150
J. R. Kinney, Inc., G. L. Smith	23,600	31,600	44,150
Lima Locomotive Works Co., J. E. Dixon	31,680	49,010	63,150
Loew's, Inc., L. B. Mayer	697,048	704,425	949,766
Munsingwear, Inc., E. L. Olrich	27,886	44,424	68,787
J. C. Penney Co., A. W. Hughes	47,975	72,059	81,155
Phelps Dodge Corporation, L. S. Cates	100,520	127,843	151,350
Savage Arms Co., F. F. Hickey	32,010	71,850	86,400
Shrider Packing Corp., S. E. Comstock	22,000	22,000	35,595
Standard Oil Co. (Ohio), W. T. Holliday	90,000	90,000	120,000
Swift & Co., J. Holmes	65,000	74,442	85,000
Union Bag & Paper Co., A. S. Calder	86,829	86,829	100,731
Vick Chemical Co., H. S. Richardson	48,360	75,516	95,285
Walworth Co., W. B. Holton, Jr.	60,000	95,250	120,000
Willys-Overland Motors Co., J. W. Frazer	60,000	102,593	123,184

TREASURY DEPARTMENT  
INTER OFFICE COMMUNICATION

DATE

September 9, 1943

TO Secretary Morgenthau

FROM Fred Smith *FS*

*JA*

You will be interested in the attached couple of paragraphs, especially the second. It is the beginning of an interminable letter from Chet LaRocha.

"I miss not having seen you but from the daily papers I am following your good work. The Secretary is lucky to have you around. But you are lucky too to have such a good boss who is worrying a lot more about the people than himself.

"We are fortunate at this time to have a warm human being in charge of our finances; and I'm glad he is so strong for the voluntary method of raising money. They talk about the New Deal wanting to regiment us but the only ones who seem to desire to regiment the raising of money are the bankers."

25

September 9, 1943.

Dear Stuart:

Thank you very much for your telegram expressing your approval of the program which helped to launch the 3rd War Loan Drive. I appreciate your good wishes for an overwhelming success in connection with this campaign.

With cordial personal regards,

Sincerely,

(Signed) H. Morgenthau, Jr.

Mr. Stuart Peabody,

Irvington, New York.

GXF/dbs

WU28 24 NL

1943 SEP 9 AM 8 54

G CHICAGO ILL SEP 8 1943

HENRY MORGENTHAU JR

THOUGHT YOU AND ENTIRE PROGRAM WERE SPLENDID. BEST REGARDS AND WISHES  
FOR TREMENDOUS SUCCESS IN THIRD WAR LOAN AND YOUR FIGHT FOR AMERICAN WAY  
STUART PEABODY.

852A SEP 9.

September 9, 1943

Mr. William H. Andrews, Jr.,  
Chairman,  
Committee for National War Savings,  
Pittsburgh, Pennsylvania.

Dear Mr. Andrews:

May I, through you, extend the greetings and good wishes of the Treasury to the delegates and members of the National Association of Life Underwriters assembled in Pittsburgh at your 54th annual convention.

You, the Life Underwriters of America, have rendered a splendid service to your country, and especially to the Treasury, by your untiring efforts in behalf, first of the Defense Bond program, then by your support of the War Savings activity, and now with the War Finance Committees throughout the country in the Third War Loan.

You have been particularly effective in helping install Payroll Savings Plans. Many of the plans now in operation were initiated and promoted by your members. I understand too that throughout the country thousands of Life Underwriters have joined the Treasury's great volunteer army for direct person-to-person sales during the Third War Loan.

The true value of your work can be measured not only in the Payroll Savings Plans you have installed or the Bonds you sell. You are effectively preaching the gospel of patriotic thrift when such preaching is vital to your country's best interests.

The Treasury is indeed grateful for your splendid cooperation.

Sincerely,

(Signed) H. Morgenthau, Jr.

69 ✓

9/9/43

Mrs. Klotz

This was a rider to Department of Labor requisition #3227, "Envelope Insert" sent to the wives of all Army and Navy personnel. We paid for half and the Department of Labor the other side. They were mailed out with checks.

TRG



MR. GAMBLE

*"When*

*Johnny Comes Marching Home Again . . ."* <sup>70</sup>



It'll be a grand world—a world of wonderful opportunities, with our factories once more turning out all the cars, home furnishings, and exciting new things you cannot buy today. For his future in this brave new world, as well as your own, your Treasury Department urges you to put as much

of this check, and all future checks, into War Bonds as you possibly can. In so doing, you will not only be providing for the future but you will be helping to speed the day of Victory. "When Johnny Comes Marching Home Again."

*Back the Attack . . . . With War Bonds!*

**EVERYBODY—BUY AN EXTRA \$100 BOND IN THE 3d WAR LOAN**

15-36195-1 GPO

[OVER]



## THE IMPORTANCE OF SUPPLY IN MODERN WARFARE

### WAR STRESSES SUPPLIES

#### Combat Becomes Secondary

"Somewhere in England.—War is an incredibly complex business, a fact overlooked by the people who demand new fronts here and there. The campaigns being fought now were planned many months ago, and the goods began to move many months ago. The materials being delivered now may not be used until late spring.

Now the submarine seems really to be held up for a while, at least. The ships in their hundreds put into British ports every day and discharge mountains of equipment. One British ship may have locomotives and tanks on the deck and the holds full of 1000-pound bombs, lying like eggs in a crate. A constant stream of material rolls away from the seaports for storage and distribution about the islands, for no great quantity is kept in one place. The danger of bombing is too great.

Thus you come upon miles of tanks rolling along the roads to their points of distribution and trainloads of guns, thousands of cars of food going to the quartermaster's stores. It would probably be a good idea to lead some of our prisoners about and show them these materials and the rate of their arrival and then let them escape, for if the German people could be told what is preparing for them they would not have the heart to face it.

And in all of this preparation one begins to realize how comparatively few soldiers are likely to get into actual combat. For the combat army is only the head of the snake, and it is as small in proportion to the whole as the head of a snake is to the whole. This vast war is the process of making and moving and forcing materials up to the men who will use them, but the force involved in the moving is many times larger than that which actually fires the guns of the planes or tanks.

Leaving out the millions at home who are making the goods, there are the seamen and the stevedores, the guards of the ships, the donkey men and operators of giant cranes, and then the railroad men, the thousands of handlers, repairers, assemblers, testers, truck drivers. All of these men are trained to fight and some may even get into it, but it isn't likely. The job they do is too important. If their work stops even for an hour, the fighting would probably stop.

Battles and campaigns move and stop and recover and move again. But the services of supply never stop, day or night. Once the battle has started, the work of supply is accomplished. Thus supply men in the planning branches did not give much thought to the Sicilian campaign. They had done all that long ago.

They are working now on campaigns that will not start probably until next spring. The supplies still go to Sicily, but the means and the routes and the amounts are all settled now and the preparation is for the dreadful battle for the continent.

And when this blow falls it will be largely the work of the supply men, the men who complain now that they are not being allowed to fight. It will be the work of the seamen who rode out the sinkings and went back; of the railroaders in uniform; of the engineers whose weapons are scrapers and road machinery, and the men who service trains and trundle bombs. This is their war, whether they are able to see it now or not."

JOHN STEINBECK

Reprinted by permission, by the  
ARMY SERVICE FORCES

UNITED STATES OF AMERICA

72

2-1/2 PERCENT TREASURY BONDS OF 1964-69

Dated and bearing interest from September 15, 1943 Due December 15, 1969

REDEEMABLE AT THE OPTION OF THE UNITED STATES AT PAR AND ACCRUED INTEREST ON AND  
AFTER DECEMBER 15, 1964  
Interest payable June 15 and December 15

1943  
Department Circular No. 719

TREASURY DEPARTMENT,  
Office of the Secretary,  
Washington, September 9, 1943.

Fiscal Service  
Bureau of the Public Debt

I. OFFERING OF BONDS

1. The Secretary of the Treasury, pursuant to the authority of the Second Liberty Bond Act, as amended, invites subscriptions, at par and accrued interest, from the people of the United States for bonds of the United States, designated 2-1/2 percent Treasury Bonds of 1964-69. These bonds will not be available for subscription, for their own account, by commercial banks, which are defined for this purpose as banks accepting demand deposits. The amount of the offering is not specifically limited.

II. DESCRIPTION OF BONDS

1. The bonds will be dated September 15, 1943, and will bear interest from that date at the rate of 2-1/2 percent per annum, payable on a semiannual basis on December 15, 1943, and thereafter on June 15 and December 15 in each year until the principal amount becomes payable. They will mature December 15, 1969, but may be redeemed at the option of the United States on and after December 15, 1944, in whole or in part, at par and accrued interest, on any interest day or on 4 months' notice of redemption given in such manner as the Secretary of the Treasury shall prescribe. In case of partial redemption the bonds to be redeemed will be determined by such method as may be prescribed by the Secretary of the Treasury. From the date of redemption designated in any such notice, interest on the bonds called for redemption shall cease.

2. The income derived from the bonds shall be subject to all Federal taxes, now or hereafter imposed. The bonds shall be subject to estate, inheritance, gift or other excise taxes, whether Federal or State, but shall be exempt from all taxation now or hereafter imposed on the principal or interest thereof by any State, or any of the possessions of the United States, or by any local taxing authority.

3. The bonds will not be acceptable to secure deposits of public moneys before September 15, 1953. They will not be entitled to any privilege of conversion.

4. Bearer bonds with interest coupons attached, and bonds registered as to principal and interest, will be issued in denominations of \$500, \$1,000, \$5,000, \$10,000, \$100,000 and \$1,000,000. Provision will be made for the interchange of bonds of different denominations and of coupon and registered bonds, and for the transfer of registered bonds, under rules and regulations prescribed by the Secretary of the Treasury, except that they may not, before September 15, 1953, be transferred to or be held by commercial banks, which are defined for this purpose as banks accepting demand deposits. However, the bonds may be pledged as collateral for loans, including loans by commercial banks, but any such bank acquiring such bonds before September 15, 1953, because of the failure of such loans to be paid at maturity will be required to dispose of them in the same manner as they dispose of other assets not eligible to be owned by banks.

5. Any bonds issued hereunder which upon the death of the owner constitute part of his estate, will be redeemed at the option of the duly constituted representatives of the deceased owner's estate, at par and accrued interest to date of payment, <sup>1/</sup> Provided:

An exact half-year's interest is computed for each full half-year period irrespective of the actual number of days in the half year. For a fractional part of any half year, computation is on the basis of the actual number of days in such half year.

- 4) that the bonds were actually owned by the decedent at the time of his death; and
- 5) that the Secretary of the Treasury be authorized to apply the entire proceeds of redemption to the payment of Federal estate taxes.

Registered bonds submitted for redemption hereunder must be duly assigned to the Secretary of the Treasury for redemption, the proceeds to be paid to the Collector of Internal Revenue at \_\_\_\_\_ for credit on Federal estate taxes due from estate of \_\_\_\_\_". Owing to the periodic closing of the transfer books and the impossibility of stopping payment of interest to the registered owner during the closed period, registered bonds received after the closing of the books for payment during such closed period will be paid only at par with a deduction of interest from the date of payment to the next interest payment date <sup>2/</sup>; bonds received during the closed period for payment at a date after the books reopen will be paid at par plus accrued interest from the reopening of the books to the date of payment. In either case checks for the full six months' interest due on the last day of the closed period will be forwarded to the owner in due course. All bonds submitted must be accompanied by Form PD 1782 <sup>3/</sup>, properly completed, signed and sworn to, and by a certificate of the appointment of the personal representatives, under seal of the court, dated not more than six months prior to the submission of the bonds, which shall show that at the date thereof the appointment was still in force and effect. Upon payment of the bonds appropriate memorandum receipt will be forwarded to the representatives, which will be followed in due course by final receipt from the Collector of Internal Revenue.

The transfer books are closed from May 16 to June 15, and from November 16 to December 15 (both dates inclusive) in each year.

Copies of Form PD 1782 may be obtained from any Federal Reserve Bank or from the Treasury Department, Washington, D. C.

6. Except as provided in the preceding paragraphs, the bonds will be subject to the general regulations of the Treasury Department, now or hereafter prescribed, governing United States bonds.

### III. SUBSCRIPTION AND ALLOTMENT

1. Subscriptions will be received at the Federal Reserve Banks and Branches and at the Treasury Department, Washington. Banking institutions generally may submit subscriptions for account of customers, but only the Federal Reserve Banks and the Treasury Department are authorized to act as official agencies. Subscriptions must be accompanied by payment in full for the amount of bonds applied for.

2. The Secretary of the Treasury reserves the right to reject any subscription, in whole or in part, to allot less than the amount of bonds applied for, and to close the books as to any or all subscriptions at any time without notice; and any action he may take in these respects shall be final. Subject to these reservations, all subscriptions will be allotted in full. Allotment notices will be sent out promptly upon allotment.

### IV. PAYMENT

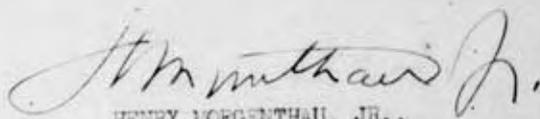
1. Payment at par and accrued interest, if any, for bonds allotted hereunder must be made on or before September 15, 1943, or on later allotment; provided, however, that bonds allotted to life insurance companies may be paid for, in whole or in part, at par and accrued interest, at any time or times not later than November 1943. One day's accrued interest is \$0.068 per \$1,000. Any qualified depository will be permitted to make payment by credit for bonds allotted to its customers up to any amount for which it shall be qualified in excess of existing deposits, when notified by the Federal Reserve Bank of its District.

- 5 -

## V. GENERAL PROVISIONS

1. As fiscal agents of the United States, Federal Reserve Banks are authorized and requested to receive subscriptions, to make allotments on the basis and up to the amounts indicated by the Secretary of the Treasury to the Federal Reserve Banks of the respective Districts, to issue allotment notices, to receive payment for bonds allotted, to make delivery of bonds on full-paid subscriptions allotted, and they may issue interim receipts pending delivery of the definitive bonds.

2. The Secretary of the Treasury may at any time, or from time to time, prescribe supplemental or amendatory rules and regulations governing the offering, which will be communicated promptly to the Federal Reserve Banks.

  
HENRY MORGENTHAU, JR.,  
Secretary of the Treasury.

UNITED STATES OF AMERICA

2 PERCENT TREASURY BONDS OF 1951-53

Dated and bearing interest from September 15, 1943 Due September 15, 1953

REDEEMABLE AT THE OPTION OF THE UNITED STATES AT PAR AND ACCRUED INTEREST ON AND AFTER SEPTEMBER 15, 1951

Interest payable March 15 and September 15

1943  
Department Circular No. 720

TREASURY DEPARTMENT,  
Office of the Secretary,  
Washington, September 9, 1943.

Fiscal Service  
Bureau of the Public Debt

I. OFFERING OF BONDS

1. The Secretary of the Treasury, pursuant to the authority of the Second Liberty Bond Act, as amended, invites subscriptions, at par and accrued interest, from the people of the United States for bonds of the United States, designated 2 percent Treasury Bonds of 1951-53. These bonds will not be available for subscription, for their own account, by commercial banks, which are defined for this purpose as banks accepting demand deposits. The amount of the offering is not specifically limited.

II. DESCRIPTION OF BONDS

1. The bonds will be dated September 15, 1943, and will bear interest from that date at the rate of 2 percent per annum, payable semiannually on March 15 and September 15 in each year until the principal amount becomes payable. They will mature September 15, 1953, but may be redeemed at the option of the United States on and after September 15, 1951, in whole or in part, at par and accrued interest, on any interest day or days, on 4 months' notice of redemption given in such manner as the Secretary of the Treasury shall prescribe. In case of partial redemption the bonds to be redeemed will be determined by such method as may be prescribed by the Secretary of the Treasury. From the date of redemption designated by any such notice, interest on the bonds called for redemption shall cease.

2. The income derived from the bonds shall be subject to all Federal taxes, now or hereafter imposed. The bonds shall be subject to estate, inheritance, gift or other excise taxes, whether Federal or State, but shall be exempt from all taxation now or hereafter imposed on the principal or interest thereof by any State, or any of the possessions of the United States, or by any local taxing authority.

3. The bonds will be acceptable to secure deposits of public moneys. They will not be entitled to any privilege of conversion.

4. Bearer bonds with interest coupons attached, and bonds registered as to principal and interest, will be issued in denominations of \$500, \$1,000, \$5,000, \$10,000, \$100,000 and \$1,000,000. Provision will be made for the interchange of bonds of different denominations and of coupon and registered bonds, and for the transfer of registered bonds, under rules and regulations prescribed by the Secretary of the Treasury.

5. The bonds will be subject to the general regulations of the Treasury Department, now or hereafter prescribed, governing United States bonds.

### III. SUBSCRIPTION AND ALLOTMENT

1. Subscriptions will be received at the Federal Reserve Banks and Branches and at the Treasury Department, Washington. An offering of securities of identical or similar tenor to those offered by this circular will be made for the exclusive subscription of commercial banks shortly after the conclusion of this offering. Until such offering has been made and the books thereon closed, or until ten days after the subscription books close on this offering, whichever is earlier, commercial banks are requested not to purchase and subscribers are requested not to trade in the securities offered by this circular. Banking institutions generally do not submit subscriptions for account of customers, but only the Federal Reserve Banks and the Treasury Department are authorized to act as official agencies. Subscriptions must be accompanied by payment in full for the amount of bonds applied for.

The Secretary of the Treasury reserves the right to reject any subscription in whole or in part, to allot less than the amount of bonds applied for, and to close the books as to any or all subscriptions at any time without notice; and any action he may take in these respects shall be final. Subject to these reservations, all subscriptions will be allotted in full. Allotment notices will be sent out promptly upon allotment.

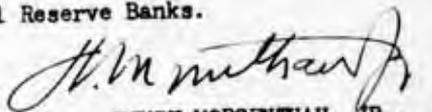
#### IV. PAYMENT

1. Payment at par and accrued interest, if any, for bonds allotted hereunder must be made on or before September 15, 1943, or on later allotment; provided, however, that bonds allotted to life insurance companies may be paid for, in whole or in part, at par and accrued interest, at any time or times not later than November 1, 1943. One day's accrued interest is \$0.055 per \$1,000. Any qualified depository will be permitted to make payment by credit for bonds allotted to its customers up to any amount for which it shall be qualified in excess of existing deposits, when so notified by the Federal Reserve Bank of its District.

#### V. GENERAL PROVISIONS

1. As fiscal agents of the United States, Federal Reserve Banks are authorized and requested to receive subscriptions, to make allotments on the basis and up to the amounts indicated by the Secretary of the Treasury to the Federal Reserve Banks of the respective Districts, to issue allotment notices, to receive payment for bonds allotted, to make delivery of bonds on full-paid subscriptions allotted, and they may issue interim receipts pending delivery of the definitive bonds.

2. The Secretary of the Treasury may at any time, or from time to time, prescribe supplemental or amendatory rules and regulations governing the offering, which will be communicated promptly to the Federal Reserve Banks.

  
HENRY MORGENTHAU, JR.,  
Secretary of the Treasury.

UNITED STATES OF AMERICA

7/8 PERCENT TREASURY CERTIFICATES OF INDEBTEDNESS OF SERIES E-1944

and bearing interest from September 15, 1943

Due September 1, 1944

1943  
Department Circular No. 721

TREASURY DEPARTMENT,  
Office of the Secretary,  
Washington, September 9, 1943.

Fiscal Service  
Bureau of the Public Debt

I. OFFERING OF CERTIFICATES

1. The Secretary of the Treasury, pursuant to the authority of the Second Liberty Bond Act, as amended, invites subscriptions, at par and accrued interest, from the people of the United States for certificates of indebtedness of the United States, designated 7/8 percent Treasury Certificates of Indebtedness of Series E-1944. These certificates will not be available for subscription, for their own account, by commercial banks, which are defined for this purpose as banks accepting demand deposits. The amount of the offering is not specifically limited.

II. DESCRIPTION OF CERTIFICATES

1. The certificates will be dated September 15, 1943, and will bear interest from that date at the rate of 7/8 percent per annum, payable on a semiannual basis on March 1 and September 1, 1944. They will mature September 1, 1944, and will not be subject to call for redemption prior to maturity.

2. The income derived from the certificates shall be subject to all Federal taxes, now or hereafter imposed. The certificates shall be subject to estate, inheritance, gift or other excise taxes, whether Federal or State, but shall be exempt from all taxation now or hereafter imposed on the principal or interest thereof by any State, or any of the possessions of the United States, or by any local taxing authority.

3. The certificates will be acceptable to secure deposits of public moneys. They will not be acceptable in payment of taxes.

4. Bearer certificates with interest coupons attached will be issued in denominations of \$1,000, \$5,000, \$10,000, \$100,000 and \$1,000,000. The certificates will not be issued in registered form.

5. The certificates will be subject to the general regulations of the Treasury Department, now or hereafter prescribed, governing United States certificates.

### III. SUBSCRIPTION AND ALLOTMENT

1. Subscriptions will be received at the Federal Reserve Banks and Branches and at the Treasury Department, Washington. An offering of securities of identical or similar tenor to those offered by this circular will be made for the exclusive subscription of commercial banks shortly after the conclusion of this offering. Until such offering has been made and the books thereon closed, or until ten days after the subscription books close on this offering, whichever is earlier, commercial banks are requested not to purchase and subscribers are requested not to trade in the securities offered by this circular. Banking institutions generally may submit subscriptions for account of customers, but only the Federal Reserve Banks and the Treasury Department are authorized to act as official agencies. Subscriptions must be accompanied by payment in full for the amount of certificates applied for.

2. The Secretary of the Treasury reserves the right to reject any subscription, in whole or in part, to allot less than the amount of certificates applied for, and to close the books as to any or all subscriptions at any time without notice; and any action he may take in these respects shall be final. Subject to these reservations, all subscriptions will be allotted in full. Allotment notices will be sent out promptly upon allotment.

- 3 -

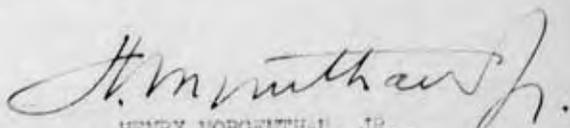
## IV. PAYMENT

Payment at par and accrued interest, if any, for certificates allotted hereunder must be made on or before September 15, 1943, or on later allotment. One day's accrued interest is \$0.024 per \$1,000. Any qualified depository will be permitted to make payment by credit for certificates allotted to its customers up to any amount for which it shall be qualified in excess of existing deposits, when so notified by the Federal Reserve Bank of its District.

## V. GENERAL PROVISIONS

1. As fiscal agents of the United States, Federal Reserve Banks are authorized and requested to receive subscriptions, to make allotments on the basis and up to the amounts indicated by the Secretary of the Treasury to the Federal Reserve Banks of the respective Districts, to issue allotment notices, to receive payment for certificates allotted, to make delivery of certificates on full-paid subscriptions allotted, and they may issue interim receipts pending delivery of the definitive certificates.

2. The Secretary of the Treasury may at any time, or from time to time, prescribe supplemental or amendatory rules and regulations governing the offering, which will be communicated promptly to the Federal Reserve Banks.

  
HENRY MORGENTHAU, JR.,  
Secretary of the Treasury.

25

September 9, 1943.

My dear General Meyers:

I want to thank you for arranging for me to go through the Willow Run Plant of the Ford Company, and also for making similar arrangements in connection with a tour of the Packard Plant. Colonel A. H. Johnson, who was assigned by you to take me around, made an extremely good impression upon me. I think the Air Corps is particularly fortunate in having Colonel Johnson on the ground there. He seems to have a most intelligent attitude toward his work, and particularly towards labor.

You will be interested to know, I am sure, that in talking with the leaders of the CIO Unions at the Willow Run Plant, they told me that working conditions for the men and women employed there have greatly improved during the last six weeks.

With thanks again for your courtesy, and cordial regards,

Sincerely,

(Signed) H. Morgenthau, Jr.

Brigadier General Bennett E. Meyers,  
Army Air Forces,  
Room 4 C - 870,  
Pentagon Building,  
Washington, D. C.

GMF/dbe



THE SECRETARY OF THE TREASURY  
WASHINGTON 25

September 8, 1943.

My dear General Meyers:

I want to thank you for arranging for me to go through the Willow Run Plant of the Ford Company, and also for making similar arrangements in connection with a tour of the Packard Plant. ~~You will remember that Colonel A. H. Johnson was assigned to take me around, and I was extremely well impressed with him. I think the Air Corps is particularly fortunate in having Colonel Johnson on the ground there. He seems to have a most intelligent attitude toward labor.~~ *his work and particularly towards labor.*

You will be interested to know, I am sure, that in talking with the leaders of the CIO Unions at the Willow Run Plant, they told me that working conditions for the men and women employed there have greatly improved during the last six weeks.

With thanks again for your courtesy, and cordial regards,

Sincerely,

Brigadier General Bennett E. Meyers,  
Army Air Forces,  
Room 4 C - 870,  
Pentagon Building,  
Washington, D. C.



September 8, 1943.

General B. Meyers,  
Air Corps,

My dear General Meyers:

I wish to thank you for arranging for me to go through the <sup>Willow</sup> ~~Bull~~ Run plant of Ford and also for having arranged for me to go through the Packard plant. I want you to know that I was extremely well impressed with Colonel A. H. Johnson, who was assigned to take me around. I think the Air Corps is particularly fortunate in having Colonel Johnson because he seems to have an intelligent attitude towards labor.

You will be interested in knowing that in talking to the leaders of the C.I.O. Union at the Ford Bull Run Plant, they told me that working conditions for the laboring man and woman had greatly improved during the last six weeks.

Yours sincerely,



TREASURY DEPARTMENT  
WASHINGTON 25, D. C.



OFFICE OF THE CHIEF  
U. S. SECRET SERVICE

September 9, 1943

REFER TO FILE NO.

Memorandum for the Secretary

From: Chief, U. S. Secret Service

Attached is a memorandum from Miss Tully dated September 1, 1943, to which was attached a letter from Vernon R. Hedrick, former guard employed at Hyde Park, which was addressed to Mrs. F. D. Roosevelt. As requested by you I discussed the letter with Miss Tully and she concurred in the matter of a reply to Mr. Hedrick's letter being made from this office. Attached is the reply dated September 3, 1943. Supervising Agent Maloney was instructed to personally deliver the letter to Mr. Hedrick. He called at the address of Hedrick in Poughkeepsie and was informed that he had moved to his former home, Chicago, to take up a position in that city. The letter has been mailed to the new address of Mr. Hedrick at Chicago.

Further inquiry at Poughkeepsie indicated that Mr. Hedrick had decided to disregard the matters which had upset him and to proceed to his old home in Chicago to work in a defense plant. Inquiry at Indianapolis and Chicago where Hedrick had been formerly employed disclosed no information of value as one firm retained only meagre records of his employment and the personnel files of the Indiana Motor Vehicle Police had been destroyed because the organization was abolished several years ago. His superior in that organization, Chief Robert T. Hames, was interviewed and stated that he was a man of a peculiar nature but could not recall any particular instance of his conduct.

Enclosures

C  
C  
P  
Y

September 3, 1943

Mr. Vernon R. Hedrick  
91 South Hamilton Street  
Poughkeepsie, New York

Dear Sir:

Your letter of August 21, 1943, addressed to Mrs. Roosevelt has been referred to this office for reply.

You refer to the draft classification of Mr. George Carnahan in Class 3-B and state that same was obtained by Mr. Carnahan without the sanction of the head of his Department. At that time no action was taken directly or indirectly regarding his classification by this Department or by other official sources, it was not required that he receive the sanction of this office, and the decision was arrived at independently by the Local Board in accordance with their regular procedure. At a later date the Treasury Department notified the Local draft boards of all employees that deferment was not desired and in accordance with that procedure a letter to that effect was sent to Mr. Carnahan's local draft board. In August, during a period in which Mr. Carnahan was on annual leave, he accepted temporary employment at Fishkill, and such action is not unusual, as no control is exercised over the activities of employees on leave.

I trust that the above information will clear up the situation. Your kind reference to the fact that Mrs. Roosevelt's sons are in the Armed Forces was appreciated.

I am

Very truly yours,

(Signed) Frank J. Wilson  
Chief, U. S. Secret Service

THE WHITE HOUSE  
WASHINGTON

September 1, 1943.

MEMORANDUM FOR

THE SECRETARY OF THE TREASURY:

Malvina has sent me the enclosed letter. I have shown it to the President but he does not seem to know what it is all about. As the letter states that Mr. Carnahan is now working for you, we thought perhaps you could handle the matter.

*Grace G. Tully*  
Grace G. Tully  
Private Secretary

Aug 21, 1943.

Mrs F. D. Roosevelt  
Valkill East Park  
Hyde Park N.Y.

Dear Madam :

Having worked on the Hyde Park Estate for the past year and a half, and knowing George Carnahan real well, I am taking this means of bringing to your attention some very important matter's in regard to Mr, Carnahan.

In the first draft classification, Mr, Carnahan was classified in class 1-A, latter he went before his draft board at Hyde Park and obtained deferment to class 3-B, without the sanction of his Department head. He retained this classification untill May 1, 1943. At this time the Secret Service challenged him as to how he was able to duck the draft, also making him appear before his local draft board, and having himself placed in his proper draft classification.

Mr, Carnahan has repeatedly made the remark's, that it was through your influence that he was able to obtain certain thing's. In fact I have seen and read letters of recommendation in Mr, Carnahans possession that were written by you.

Knowing that your own son's are now serving in the armed forces, of which I think is a very patriotic thing to do, and I congratulate you on their patriotism.

I am unable to comprehend why you are sponsoring Mr, Carnahan, who by the way is now working at the Secretary's Farm. As he is taking care of Mr, Morgenthau's saddle horses, and driving a big car on an average of thirty four miles per day for the fulfillment of his occupation. I am sure that you are not aware of this situation.

Respectfully

*Vernon R. Hedrick*

AIRGRAM

90

CONFIDENTIAL

FROM: Chungking  
Date Sent: Sept. 9, 1943  
(by pouch)

Rec'd: Sept. 29, 5 p.m.

Secretary of State,

Washington.

A-52, September 7, 1943, 9 a.m.

(EXCERPT from above airgram follows)

The local black market in foreign bank notes gradually recovered from the crisis brought on by the Provincial Government's ban against unauthorized foreign exchange transactions. The spread in rates tended to narrow as "back door" operators grew more numerous and became "known". Rates for United States dollars which had ranged from 75 to 85 to 1 in the early part of the month, settled down to 80 and 81 to 1 towards the month's end. Indian rupees sold fairly steadily at 28 to 30 to 1.

Prices fell slightly as hoarders liquidated some of their stocks. It was rumored that Central Government threats of action against hoarders had prompted this move. Another explanation bases the disposal of stocks on increasing confidence in the reopening of the Burma Road.

ATCHESON

sh:copy  
10-4-43

GM  
 This telegram must be  
 paraphrased before being  
 communicated to anyone  
 other than a Governmental  
 Agency. (BR)

Bombay

Dated September 9, 1943

Rec'd 11:03 a.m.

Secretary of State,  
 Washington.

509, September 9, 1 p.m.

Your 356, August 19.

FOR THE TREASURY DEPARTMENT

A. September 8 gold rupees 70 annas 5 per  
 tola fine, silver rupees 115 annas 8 per 100 tolas.  
 It is reported that the Reserve Bank of India has  
 sold to date in the open market seven hundred thousand  
 tolas of gold bullion since the inception of its  
 selling program second week in August. The heavy  
 sales of the last two weeks appear to have been  
 taken easily by the market and have had only slightly  
 depressing effect on gold prices. Most of the gold  
 has been sold at between rupees 70 and rupees 70 annas  
 14 per tola fine.

B. Reserves September 3 gold coin and bullion  
 80 crore, silver coin including paper notes millions  
 rupees 149.

C. Imports from British Empire and foreign  
 countries



-2-#609, September 9, 1 p.m., from Bombay.

countries respectively millions of rupees 1943 May  
45.1 and 34.1; 1942 May 46.8 and 38.2. Exports  
1943 May 107.2 and 56.5; 1942 May 89.2 and 42.4.

DONOVAN

CSB

SECRETARY OF TREASURY  
 1943 SEP 10 10 25  
 TREASURY DEPARTMENT

NOT TO BE RE-TRANSMITTED

COPY NO. 13

BRITISH MOST SECRET  
U.S. SECRET

OPTEL No. 298

Information received up to 10 A.M., 9th September, 1943.

1. NAVAL

NORTHERN WATERS. 8th. In early morning SPITZBERGEN W/T Station reported approach of enemy warships. No communication subsequently established with station. Reconnaissance of ALTEM FIORD on 7th had shown that TIRPITZ and SCHARNHORST had left. 8th. German U-boat arrived VIGO in tow of a Spanish trawler.

2. MILITARY

ITALY. 7th. U.K. troops landed GULF OF EUPHEMIA and met some opposition. 8th. Canadian troops reached LOCRI. No information regarding landing Central ITALY.

3. AIR OPERATIONS

WESTERN FRONT. 8th. 155 Medium Bombers dropped 212 tons on 2 airfields near LILLE and an airfield near ARRAS. 90 Medium Bombers and 20 Fighter Bombers attacked defence positions near BOULOGNE. 23 Light and Fighter Bombers attacked ABBEVILLE railway centre and MARDYCK airfield. Escort and cover provided by 103 squadrons of Fighters. Enemy casualties 10, 1, 8. Ours - 5 fighters missing.

One Medium Bomber crashed in sea. 8th/9th. Aircraft despatched - targets in BOULOGNE area 259 (1 crashed); Intruders 17. Bombing at BOULOGNE concentrated and several large explosions. Eight enemy aircraft flew over S. ANGLIA and S.E. ENGLAND of which three destroyed by fighters. Minor incidents only reported.

ITALY. 6th/7th. Wellingtons dropped 92 tons on railway yards 40 miles S.W. of NAPLES. 7th. Fortresses (B. 17) dropped 180 tons on FOGGIA airfields. 170 medium bombers attacked communications in NAPLES and TARANTO areas and 108 light bombers attacked CATRONE and other targets in CALABRIA.

SARDINIA. 7th. 42 Fighter Bombers attacked PABILLONIS airfield 33 miles N.W. of CAGLIARI.

TUNISIA. 6th. Attack on BIZERIA (reported yesterday) was made after dark.

NEW GUINEA. 6th. Escorted heavy bombers dropped 18 tons on enemy positions at LAE and medium bombers dropped 65 tons on airfield at MALAHANG.

T. R. GAMBLE

WAR FINANCE DIVISION

EXPENSES OF LOANS

TRG:FGT September 10, 1943

CONGRESSMAN VITO MARCANTONIO  
ELEVEN PARK PLACE  
NEW YORK NEW YORK

YOUR WIRE WHICH WAS SENT TO ME YESTERDAY AFTERNOON AT FOUR FORTY-EIGHT PM YOUR TIME DID NOT ARRIVE AT TELEGRAPH OFFICE UNTIL TWELVE MINUTES TO SIX CONSEQUENTLY I DID NOT SEE IT UNTIL THIS MORNING. I TALKED TO RANDOLPH BURGESS CHAIRMAN OF THE NEW YORK WAR FINANCE COMMITTEE AND LEARNED FROM HIM THAT MAYOR FIORELLO LaGUARDIA WAS NAMED BY HIM AS HIS PERSONAL REPRESENTATIVE TO SPEAK AT YOUR RALLY. I KNOW OF NO BETTER PERSON TO REPRESENT US AT SUCH A MEETING AND I TRUST THIS WAS SATISFACTORY.

HENRY MORGENTHAU, JR.  
Secretary of the Treasury

470

T R Gamble -

*Mrs McHugh*

95

WA99 LG RV NEWYORK NY 9 448P 1943

943 SEP 9 PM 5 48

HENRY MORGANTHAU JR

SECRETARY TREASURY BLDG

MORE THAN TWO WEEKS AGO WE REQUESTED THAT A SPEAKER REPRESENTING THE TREASURY DEPT FOR THE THIRD WAR LOAN APPEAR AT THE MEETING TONIGHT OF THE UNITED AMERICANS OF ITALIAN ORIGIN AT MADISON SQUARE GARDEN THE MORE THAN 20,000 ITALIAN-AMERICANS WHO WILL ATTEND THIS MEETING WILL NOT RECEIVE THE MESSAGE FROM THE TREASURY DEPT URGING THEM TO BUY BONDS BECASUE MR DALY INFORMED US THAT HE HAD NO SPEAKER AVAILABLE ALTHOUGH WE KNOW THAT THE TREASURY DEPT SPEAKERS ARE APPEARING AT HUNDREDS OF MEETINGS IN THIS AREA WE SUSPECT GENEROSO POPE ~~XXXXXXXXXX~~ HEAD OF THE ITALIAN SECTION IN NEWYORK HAS CAUSED THIS OUTRIGHT SABOTAGE OF THE BOND SALE BECASUE MR POPE HAVING MADE HIMSELF PERSONA NON GRATA IN THE ITALIAN COMMUNITY WAS NOT INVITED TO APPEAR AT OUR MEETING THE BOND APPEAL WILL BE MADE I WILL MAKE IT AND I HOPE THT THOUSANDS OF DOLLARS WORTH OF BONDS WILL BE PURCHSED AT THIS MEETING I INTEND ALSO AS SOON AS CONGRESS ECONVENES TO BRING UP N THE FLOOR OF THE HOUSE THIS SABOTAGE OF THE THIRD WAR LOAN DRIVE WE ITALIAN-AMERICANS ARE PROUD OF THE VICTORY IN ITALY AND WILL CONTINUE TO GIVE OUR ALL FOR OUR OUNTRY

VITO MARCANTONIO.

547P.

TREASURY TELEGRAPH TREASURY TELEGRAPH

314

September 10, 1943

Dear Mr. Friedsam:

Through you, I address a special appeal to all employees of Illinois Northern Railway and Chicago, West Pullman and Southern Railroad Company, to increase their purchases of United States Savings Bonds, in order that we may finance the enormous expenditures of the war without exposing our country to the ravages of inflation.

Employees of American industries have responded thus far with great generosity and patriotism to the appeals of the Treasury Department to buy War Bonds. I have learned with deep appreciation that every employee of your two railroads is now buying bonds each month.

But the government is<sup>2</sup> faced with the necessity of raising many more billions of dollars in war financing. A great campaign to raise 15 billion dollars, from non-banking sources, is now being conducted. It is a task that must continue until victory is won.

The regular monthly War Bond purchases of millions of war workers through the Pay Roll Deduction Plan is one of our most important sources of war revenue. In consideration of the enormous needs, the Treasury Department now asks that employees of Illinois Northern Railway and

Chicago, West Pullman and Southern Railroad Company increase their regular purchases through the Pay Roll Savings Plan. That is a big order, but the job we have to do is a big one. The employees of hundreds of firms throughout the nation are now setting aside an average of fifteen per cent of their wages and salaries.

We must not allow the seeds of ruinous inflation to be sown during this war. Every war worker realizes, I believe, that a dollar invested in War Bonds now protects that dollar so as to give it the greatest long range value to its owner.

Your government urges, therefore, that you contact the employees of the Illinois Northern Railway and Chicago, West Pullman and Southern Railroad Company and urge that they, through voluntary, patriotic efforts, set for themselves a higher objective. It is a small price to pay for what we have at stake.

Sincerely yours,

(Signed) H. Morgenthau, Jr.

Mr. A. C. Friedsam,  
President and General Manager,  
Illinois Northern Railway,  
Chicago, West Pullman and Southern Railroad Company,  
180 North Michigan Avenue,  
Chicago 1, Illinois.

## Letter sent to following list:

Mr. C. M. Harrison,  
Superintendent,  
Fort Wayne Works,  
International Harvester Company,  
Pontiac Street and Beuter Road,  
Fort Wayne 1, Indiana.

Mr. H. E. Gottberg,  
Acting Superintendent,  
Indianapolis Works,  
International Harvester Company,  
5565 Brookville Road,  
Indianapolis 1, Indiana.

Mr. H. B. Rose,  
Superintendent,  
Springfield Works,  
International Harvester Company,  
Lagonda Avenue,  
Springfield, Ohio.

Mr. M. V. Keeler,  
Assistant Superintendent,  
Saint Paul Works,  
International Harvester Company,  
2572 University Avenue,  
Saint Paul 4, Minnesota.

Mr. O. J. King,  
Superintendent,  
Bettendorf Works,  
International Harvester Company,  
Bettendorf, Iowa.

Mr. P. W. Johnson,  
Superintendent,  
Farmall Works,  
International Harvester Company,  
505 41st Street,  
Rock Island, Illinois.

Mr. V. A. Guebard,  
Superintendent,  
Milwaukee Works,  
International Harvester Company,  
1714 Bruce Street,  
Milwaukee 1, Wisconsin.

Mr. J. W. Phillips,  
Superintendent,  
Tractor Works,  
International Harvester Company,  
2600 West 31st Boulevard,  
Chicago 8, Illinois.

Mr. P. C. Booty,  
Superintendent,  
West Pullman Works,  
International Harvester Company,  
1015 West 120th Street,  
Chicago 43, Illinois.

Mr. G. A. Tucker,  
Superintendent,  
Auburn Works,  
International Harvester Company,  
5 Pulaski Street,  
Auburn, New York.

Mr. E. L. Fuller,  
Acting Superintendent,  
Canton Works,  
International Harvester Company,  
260 East Elm Street,  
Canton, Illinois.

Mr. P. J. McCormick,  
Acting Superintendent,  
Chattanooga Works,  
International Harvester Company,  
Carter and Main Streets,  
Chattanooga 1, Tennessee.

Mr. C. C. Calkins,  
Superintendent,  
East Moline Works,  
International Harvester Company,  
East Moline, Illinois.

Mr. E. W. Stahl,  
Superintendent,  
McCormick Works,  
International Harvester Company,  
Blue Island and Western Avenues,  
Chicago 8, Illinois.

Mr. C. N. McIntire,  
Superintendent,  
Richmond Works,  
International Harvester Company,  
520 North 15th Street,  
Richmond, Indiana.

Mr. C. C. Johnson,  
Superintendent,  
Rock Falls Works,  
International Harvester Company,  
201 First Street,  
Rock Falls, Illinois.

-2-

Mr. C. D. Bending,  
Superintendent,  
Special Machine Tool Works,  
International Harvester Company,  
1874 South 54th Avenue,  
Cicero 50, Illinois.

Mr. J. A. Lynch,  
Suprintendent,  
McCormick Twine Mills,  
International Harvester Company,  
2557 Blue Island Avenue,  
Chicago 8, Illinois

Mr. L. B. Robertson,  
General Superintendent,  
Wisconsin Steel Works,  
International Harvester Company,  
2701 East 106th Street,  
Chicago 17, Illinois.

Mr. R. E. Galbreath,  
Superintendent,  
Wisconsin Steel Company,  
Benham, Kentucky.

Mr. Nels Nelson,  
Superintendent,  
Wisconsin Steel Mines,  
Hibbing, Minnesota.

Mr. J. V. Dyrre,  
Superintendent,  
Huntington Park Works,  
International Harvester Company,  
Huntington Park, California.

Mr. L. Plough,  
Superintendent,  
Harvester Press,  
International Harvester Company,  
4829 South Kedzie Avenue,  
Chicago 32, Illinois.

A. B. Keller,  
Vice President and Treasurer,  
International Harvester Company,  
180 North Michigan Avenue,  
Chicago 1, Illinois.

Mr. T. B. Hale,  
Domestic Sales Manager,  
International Harvester Company,  
180 North Michigan Avenue,  
Chicago 1, Illinois.

SEP 10 1943

TO THE MOTHERS AND FATHERS  
OF AMERICA'S NEWSPAPER BOYS:

I am taking this means of addressing you because I want the people of your community as well as you, the parents of America's newspaper boys, to know how important we, at the Treasury Department, consider the work being done by your sons.

Since newspaper boys started selling stamps they have poured more than 90 Million dollars into the United States Treasury. . . . 90 Million dollars in dimes and small change that might never have otherwise been contributed to the support of the war effort.

I understand that Saturday, October 2, has been set aside as National Newspaper Boy Day as a tribute to those enterprising young merchants, and that in celebration of this day they have set themselves a goal to sell an average of \$1.00 in War Stamps to EACH of their customers.

Viewed from the standpoint of the individual boy, this may not sound like a very great contribution, but I want you, the parents of these boys and the public, to realize that if they attain this goal they will have raised TWENTY MILLION DOLLARS . . . Twenty Million Dollars in DIMES for INVASION.

I wish it were possible to write each of you parents in person and express my pride in the splendid job your sons are doing. I would like also to congratulate each of you for the splendid job you had done in directing the interests and efforts of your sons along such constructive, patriotic lines.

I am sure that your neighbors and friends, whom your son serves as a newspaper boy, fully appreciate the national importance of the work he is doing by selling War Savings Stamps. They will undoubtedly continue to encourage him by responding to his call for DIMES for INVASION on Newspaper Boy Day, Saturday, October 2.

Sincerely,

(Signed) H. Morgenthau, Jr.

Secretary of the Treasury.

Photostats to: D. W. Bell  
Paul  
White  
Smith

9/10/43

*Tapes*

SEP 10 1943

# F.D.R.'S TAX STAND LEFT TO TREASURY

Vinson Is Expected To  
Serve On Program As  
An Adviser Only

Ways, Means Of Raising  
Revenue To Be Up To  
Congress, Belief

War Department official tells House committee Government has saved \$3,955,845,000 under renegotiation law. . . . . Page 13

By RODNEY CROWTHER

[Washington Bureau of The Sun]

Washington, Sept. 9—The long-standing quarrel within the Administration over the nature of the new tax program and who will take the lead in the fight for it finally was settled at the White House today by President Roosevelt himself, according to word which spread following a conference of the President with his anti-inflation and fiscal advisers.

Although the White House maintained silence, and Treasury officials refused to talk about the matter, word got around quickly that the meeting definitely decided who will be tax spokesman for the Administration.

Vinson's Expected Role

At the same time members of Congress began hearing that Fred M. Vinson, economic stabilization director, whose views on tax matters have differed considerably

from those of the Treasury, will serve only in an advisory capacity on the program, confirming inferentially word in other quarters that the President decided to depend upon the Treasury to offer whatever views the Administration decides to offer Congress.

Present at the White House meeting were Secretary Morgenthau; James F. Byrnes, war mobilization director; Vinson, Randolph Paul, Treasury general counsel, and Judge Samuel I. Rosenman, personal adviser of the President.

The presence of Judge Rosenman lent color to the word circulated in unusually well-informed quarters that there had been a showdown and a solution of the quarrel which has prevented the Treasury so far from formulating a definite tax program for submission to Congress.

To Be Up To Congress

Meanwhile, members of Congress heard that the Treasury intends to leave it pretty much up to Congress itself to find the ways and means of meeting the \$12,000,000,000 of additional revenue the President wants to help meet the rising costs of the war program.

Neither members of the Administration nor members of Congress are eager to bear the onus of increasing tax rates on individuals sharply—to become effective in a national election year—and an increasing number of Congressmen incline to the belief that it may be late next spring before any sort of legislation can be enacted. Whatever measure comes forth, they believe, will be geared to impose only a very small additional extra burden on the lower income groups.

Parley Slated Soon

A further meeting of the President and his advisers is planned to be held within the next few days, it was heard, at which time some of the definite details of the Federal revenue situation will be discussed.

Some members of the Ways and Means Committee, who declined use of their names, said they had learned today that the present plan is for Secretary Morgenthau to appear before the committee, when hearings are opened September 20, and offer a series of revenue possibilities without giving Administration approval or support to any of them.

SENATE MEMBERS HOUSE

WALTER F. GEORGE, GA., CHAIRMAN	ROBERT L. DONAHY, N. C., VICE CHAIRMAN
FRANK G. CLARK, MASS.	THOMAS H. COLLIER, N. Y.
WALTER H. BARRETT, N.Y.	JERE COOPER, TEXAS
WALTER H. HALE, WIS.	ALLEN T. BRADWAY, MASS.
WALTER H. HALE, WIS.	HAROLD HANCOCK, MINN.
WALTER H. HALE, WIS.	

BRYANT C. BROWN, SECRETARY

COLIN F. STAM  
CHIEF OF STAFF  
G. D. CHESTEEN  
ASST. CHIEF OF STAFF

103

**Congress of the United States**  
JOINT COMMITTEE ON INTERNAL REVENUE TAXATION  
Washington

September 10, 1943.

Dear Mr. Secretary:

With all due respect, I do not believe that your letter of September 8, 1943 deals with the heart of our problem.

It is true, as you point out, that we have held numerous conferences with your staff and there has been exchanged between the two staffs certain memoranda dealing with tax problems. But these conferences and memoranda have always developed into matters of an exploratory nature. As stated in my letter of September 4, 1943, our staff was instructed by the Chairmen of both the Senate Finance Committee and the Committee on Ways and Means to work with Treasury officials and determine what proposals the Treasury and our staff could agree upon. In this connection, the Committee gave our staff a free hand to use their own judgment in arriving at a Joint Staff and Treasury program, to submit to the Committee. However, we have been unable to derive any constructive results towards this end in our conferences with Mr. Paul and his staff, chiefly because of the hesitancy on the part of Mr. Paul to make decisions for the Treasury. I believe several examples will make this clear.

One of the first problems in connection with the individual income tax is the question of the victory tax. While I realize that Mr. Paul was not in favor of the victory tax, he was unwilling to commit the Treasury to its repeal at our conferences because of the revenue involved. In other words, he seemed unwilling to submit an alternative concrete proposal to show what substitute the Treasury would suggest for the victory tax, so that we could reach an agreement or disagreement on this point. Another problem which was discussed was the elimination of the normal tax. Mr. Paul could give me no assurance on this point as to the Treasury position. Another problem was the conversion of the personal exemptions into

Honorable Henry Morgenthau, Jr.,  
Page #2.

a tax credit. Mr. Paul could give me no assurance as to what position the Treasury would take on this point. It is true that Mr. Paul submitted certain data in response to our request in July, relating to excise taxes, individual income rate schedules, etc. But in his letter, he was careful to point out that these were not to be considered to be the final decisions of the Treasury. Therefore, while the staff has been free to make decisions, your staff has not been able to make decisions for the Treasury, so that our conferences have accomplished very little towards the objective desired by the Committee of avoiding as far as possible controversies between the two Staffs. Any such controversies must, of necessity, result in delaying the bill. I recall that Mr. Paul, at one conference, stated that Mr. Blough was going over material with you and getting your approval to certain suggestions. But we have not been informed by Mr. Paul of the nature of such proposals, or the nature of any other proposals upon which he was authorized to confer for the purpose of reaching an agreement between the two staffs.

I wish to repeat the statement in my last letter that it was not our desire to ascertain what proposals the Treasury will recommend to the Congress if you do not desire to have your staff discuss such proposals with us prior to the formal presentation of your program to the Congress. However, I feel sure that you must admit that such a policy has prevented our carrying out the instructions given us by the Chairmen of both Committees to determine what proposals the staff and the Treasury could agree upon. I am somewhat perplexed by your statement in reference to me that "you have not expressed your opinion on certain matters because you regard the decisions as resting with the Committees". The Committee has given the staff a free hand in making decisions with the Treasury. Of course, this does not mean that the Committee will necessarily follow such decisions, as the responsibility for making final decisions rests with the Congress and not with our staff or the Treasury.

We have been severally handicapped in securing Bureau material for use in our studies. As stated in my letter of September 4, 1943, I am deeply grateful for your letter of September 2, 1943, making possible the direct flow of this material to us from the Bureau, as provided by law.

Honorable Henry Morgenthau, Jr.,  
Pgse #3.

In conclusion, I feel that the two staffs should make every effort to cooperate in the solution of this difficult fiscal problem. Anything that you may be able to accomplish in making this cooperation possible will be deeply appreciated. I am hopeful that in the future we can bend our joint efforts towards assisting the Congress in its effort to deal with this difficult fiscal problem.

Respectfully yours,

Colin F. Stam  
Colin F. Stam,  
Chief of Staff.

Honorable Henry Morgenthau, Jr.,  
Secretary of the Treasury,  
Washington, D. C.

## MEMORANDUM FOR THE SECRETARY.

September 10, 1943.

Mail Report

With September 15 almost at hand, the week's tax mail was focused nearly altogether on the Declaration of Estimation. About 35 copies of the forms were returned directly to this office, and there were in addition many of the usual sharp comments about the obscurity of the instructions, the difficulty of estimating future income, and the threat of penalty for failure to estimate correctly. An editorial "Glass Houses for Taxers", suggesting that those responsible for the Declaration be placed in view of the public while they make out their returns, was submitted several times, as was another editorial "Simple Taxes, Please" that appeared in Collier's on September 11. One man applied for a position with Internal Revenue, saying that he had spent several years in a mental institution and was now qualified to make out tax forms and instructions for the Treasury. Again there were several requests that the date of filing be postponed, and also that specific information about refunds be furnished at once. Occasionally it was suggested that all tax refunds be made in the form of Government Bonds.

A sales tax was proposed by 4 correspondents; but opposed, of course, by the 7 local CIO Unions that endorsed their newly devised tax program. Among several constructive ideas regarding taxes was a plan for the Government to insure each taxpayer so that his family will not be responsible for his income tax following his death.

The first telegram reporting oversubscription of a Third War Loan quota arrived Monday, September 6, and others came daily thereafter. The collapse of Italy inspired a number of messages containing promotional ideas for the Third Drive. A small flare-up just after news reports that, at the formal opening of

- 2 -

Memorandum for the Secretary.

September 10, 1943.

the campaign, Churchill had been presented with a \$100 Bond had died out before the end of the week. Otherwise, there was nothing new in the several hundred questions and suggestions about the Drive and routine Bond matters.

Only 3 of the 52 Bonds submitted for redemption came from Patchogue, New York. Of the 60-odd complaints about delayed Bonds or interest on Bonds, 44 came from personnel of the War Department. While this last figure represents a small increase over the numbers received in recent weeks, it is only half of the number that used to come weekly from these employees.

In the miscellaneous receipts, need for Government economy was again stressed by a number of writers, Mrs. Roosevelt's trip to Australia receiving adverse comment from 4 of them. Many of the protests on the new pennies now include chemical formulas for darkening them in such way that they resemble the old ones.

Gabriele E. Forbush

General Comments

Charles W. Davis, Detroit, Mich. I am enclosing Disability Compensation Check for \$50.00, endorsed "Payable to the Treasurer of the United States for War Effort". I am pleased to return this check to be used for the War effort and will continue to do so whenever possible.

Samuel S. Simpson, (Retired Railway Postal Clerk), Dayton, Ohio. Enclosed please find draft for \$10.00 to help fight the War.

Lucinda Moomau, Whittier, Calif. Enclosed you will find check for \$30.00 on my obligation to your Department for the duration of the War. This pays \$5.00 a month up till March 1, 1944. I wish it were more but I am doing my best. I am paying nearly \$10.00 on a hundred dollar Bond each month. Besides am sending in my income tax in advance for the full year as I realize you need the money. God Bless our Administration. When we look back to Pearl Harbor, it is simply miraculous what we have accomplished.

Kenneth V. Lawson, The Bank of Harlan, Harlan, Kentucky. Enclosed is a cashier's check for \$8.56. This was collected in pennies by the Yellow House Club, a Negro organization of High Splint, Kentucky. This check, like the other a short time ago, is a contribution toward the War effort. I am sure that several other gifts will be forthcoming from the Club before the end of hostilities.

Harry Scott, Dayton, Ohio. I am incloesing one dollar for War fund. It is mighty littel but my Hart is in the right place. The hot wither keep me down bed fast most of the time. I am looking for a cheper place but any way will try and send more next time.

- 2 -

Favorable Comments on Bonds

Elbert K. Fretwell, Chief Scout Executive, Boy Scouts of America, N.Y.C. I am happy to report to you that the members of the Boy Scouts of America, serving as official Office of War Information Dispatch Bearers, are distributing the Treasury Department's Third War Loan Posters this Saturday, September 4. More than 300,000 Scouts in 3,100 communities are active in this program. We are happy to have had the opportunity of helping the Treasury Department bring their message to the largest possible audience.

Sidi Mohamed Ali Barda, Los Angeles, Calif. (Telegram)  
I have waited a long time hoping someone on the Treasury Department staff would have the foresight to recognize the tremendous sale of Bonds that could be made to Mohammedan people in the United States, and all over the world by a particular appeal to them, if it were possible for the Government to print a new series of Bonds which pay no dividends but are redeemable only for the amount paid, even at the end of 10 years. Since the Koran forbids interest on loans, then the money people would loan to their Government if they are informed it would not draw interest. Will help them save their money and serve the United States and United Nations in winning the War. I know of no country in the world today, including Russia, where any merchant, farmer, or soldier could bank his money with more ease and security than with the Treasury of the United States of America. The millions of Muslims in the United States owe a great deal to Uncle Sam and this is surely one pleasant way of showing their gratitude.

Jerry Kawakami, Chicago, Ill. Enclosed is a little poem as my bit in the War effort, which, if you can, you may use it any way fit. I am a Japanese-American male citizen, 36 years old, born in Berkeley, Calif. \* \* \* I volunteered for the Japanese-American combat team of

- 3 -

the U. S. Army, but, unfortunately, was unable to pass the physical examination. Although I make only \$30 a week, ten percent of it goes into War Bonds.

- 4 -

Unfavorable Comments on Bonds

Congressman Edwin A. Hall (34th Dist. New York) forwards a letter he has received from Mr. Albert J. Schuster of Binghamton, N. Y. \* \* \* Last spring I was very sick and lost quite a little time at work. At this time, about April 9th, we decided to cash three War Bonds for we really needed the money. We were told at the Binghamton Post Office the check would be here within a week or ten days. Two weeks went by and we didn't receive it. We inquired at the Post Office and they said, "wait a month". So we waited a month. We went in at the end of a month and they said, "write the Federal Reserve Bank in New York City". So we wrote the Federal Reserve Bank and they sent us a blank form to be filled out. Needless to say, by this time the Doctor bills and X-Ray bills were mounting. We filled out this form and returned it to New York. On June 5 we received a letter stating that U. S. Check No. 1231646, dated April 12, for \$56.25, was issued. We have never received this check. On July 6, we wrote another letter. July 24 we received a reply from the Federal Reserve Bank saying that the Treasury Department had been advised on June 14 to stop payment on this check and that within a month we would receive some communication. That is the last we have heard. \* \* \*

Frederick Staples, Certified Public Accountant, Milwaukee, Wisconsin. We serve a large number of manufacturing concerns who have substantial cash balances which they are retaining as post-war reserves, realizing that such reserves proved to be necessary in the period subsequent to the previous war. However, they are to a large extent precluded from investing these monies in U. S. Government Bonds because of a ruling issued by the Commissioner of Internal Revenue that, if a corporation makes any outside investments, this should be considered as some evidence of unreasonable

- 5 -

accumulation of surplus for the purpose of the imposition of the heavy special tax to be imposed under Section 102 of the Federal Internal Revenue Code upon corporations who are availed of for the purpose of avoiding the surtax upon stockholders. We have recently had Revenue Agents state that the mere purchase of a small amount of U. S. Government Bonds would be sufficient evidence of an intent to avoid the tax upon the stockholders to justify the imposition of a heavy assessment on the corporation. We think you ought to know about this situation in view of your proposed War Loan campaign to start at an early date. \* \* \*

George Moeller, Manchester Hosiery Mills, Manchester, New Hampshire. \* \* \* It seems to me ridiculous to ask holders of Bonds bought previously to sell these with the idea of purchasing Bonds of a current issue. Not only have I but many of my friends carefully analyzed the last paragraph of the enclosed letter and, strange to say, all are in accord that the word "contribution" is one hundred percent incorrect in usage in this paragraph. \* \* \* (The following paragraph is quoted from a letter written by W. L. Carter, State Chairman, War Finance Committee, Manchester, N.H.) \* \* \* You may now be holding Bonds of previous issues purchased in former campaigns. You might wish to consider selling such Bonds on the market that you may be in position to make as generous a contribution as possible in the issues to be offered in the THIRD WAR LOAN drive.

John Wightman Dean, Jr., Compton Advertising, Inc., Rockefeller Center, N.Y.C. Because I've forgotten which of the innumerable bureaus to which this should be addressed; because, if I remembered, my grandchildren would be rheumatically gnarled before I received a reply; because previous inquiries sent to you regarding this and that, have received prompt attention; I ask you where are the War Bonds I purchased while in the Army?

- 6 -

Tolbert Henson, Member, Missouri House of Representatives, St. Louis, Mo. I worked for the U. S. Engineers here in St. Louis from June 16, 1942, to June 16, 1943. There was deducted from my pay during that time \$130.00 for War Bonds. I was terminated from the payroll on June 16, 1943, and up to the present time I have not received a single Bond, neither can I get any information as to when I will get them. I do not have anything to show that these deductions were made, but there was \$10.00 each two weeks taken out for Bonds. I have been at the office several times but could not secure any information. I was advised to write the Chicago office, which I did on July 9th. They advised me the accounts had been transferred to the St. Louis office, and to contact them, which I did, and they advised me they know nothing about it. I hope the above explanation will enable you to contact the proper authority so that I can receive my Bonds.

Mrs. Gertrude P. Herman, Washington, D. C. In consideration of the proximity of the Bond Drive for the Third Victory Loan, it is my belief that the following case history should be of interest to you: On June 15, 1942, while employed with the War Department in the New York Ordnance District, I authorized deduction of \$5.00 per semi-month to be made from my salary for the purchase of War Bonds. On September 15, 1942, I requested that such deductions be stopped as of October 1, as I was resigning from the War Department on that date. On May 6, 1943, I wrote a letter to the Commanding Officer of the War Bond Division of the Finance Section of the War Department in Chicago, Illinois, and under postmark date of May 25, 1943, I received Form WBD-2 saying that my communication of May 6th would receive prompt attention upon completion of the transfer of records to Chicago. On June 29, 1943, as I had received no further word from any one in connection with this matter, I addressed another letter to the Commanding Officer of the War Bond Division in Chicago. On July 15, 1943, a reply was received to this last letter of mine which contained no further information relative

- 7 -

to the date upon which I might expect my money or my Bonds. As eleven months have passed since the last deduction was made from my salary for the purchase of War Bonds, during which eleven months I have received neither the War Bonds nor my money, I am convinced that even the most drastic steps are justified to assure the prompt completion of my purchase. \* \* \*

F. H. Smith, War Veterans Association of America, Pittsburgh, Pa. We read in the papers that the War Bond Drive was officially opened by you yesterday, and that Mr. Churchill was presented with a \$100 Bond. The question prevailing is, and the people are commenting on it, this drive should have been opened by one of our prominent Americans, like Herbert Hoover; and the next question raised was, was the Bond given away? I hear that some of the people here are taking the matter up with Congress, as a right they have, but I would prefer to await your reply for you would know the true facts, as the papers sometimes miss out on the correct news. Thanks very kindly. (The following comment is from a later communication received from Mr. Smith.) The comments raised over the question of your presenting Mr. Churchill with the first Bond in the new War Bond Drive has been partially cleared up since the card sent you today, as one or two of the other papers here said Mr. Churchill paid for the Bond, so therefore I presume that is correct, and will accept same.

Fulton Jeffers, Brooklyn, N.Y. (Telegram) Listened to the Treasury Department Bond Wagon program Saturday night. Heard a third rate comedy making fools of our soldiers. I think this kind of show is unworthy of Government sponsorship.

- 8 -

Favorable Comments on Taxation

Oren R. Haney, Greenfield, Ind. You will please find enclosed six Bonds that I would like to cash in as I've got about \$100 in tax to pay on September 15, 1943. \* \* \* It's so much better the way that they are withholding the taxes now every week, as it doesn't have to be raised all in such a large sum.  
\* \* \*

- 9 -

Unfavorable Comments on Taxation

Edward P. Curley, Watervliet, N.Y. I received a Declaration of Estimated Income and Victory Tax for the year 1943. I do not understand it and cannot afford to consult a CPA as I did on 1942 tax. Is there not a more simple form that can be sent out that the common laboring man can understand? I do not complain about paying the taxes, but I cannot afford to pay some one for making out this form for me. I paid the 1942 tax in full, and I understood that the 20% withholding tax paid all the 1943 taxes.

Florence Lewis, Watervliet, N.Y. I recently received by mail instructions for a Declaration of Income Taxes for 1943. I have read, and re-read same instructions, and would like to know why some way cannot be devised to simplify, and break down to ordinary laymen's language these instructions. I am no moron, and can read and write, but let me assure you it would take a Philadelphia lawyer to figure these out. Thank you for your indulgence, and hope that some action can be taken to help your loyal but bewildered taxpayers.

Richard O. A. Petersen, Summit, N.J. \* \* \* I want to go on record that I think the note on Form 16-36028-1 is a G-- D---d outrage! "The amount you enter above. . . . is subject to penalty if due to an underestimate of income". Presume I may be able to get closer than 20%, but doubt it for the following reasons: (a) May get another job at higher salary, (b) May get bonus larger than the 20% received last year, (c) Might take a flyer in the market and make a killing. \* \* \* There are even more ideas than these why my estimate is 20% or more of what I estimate, and I'm just an ordinary guy. Should I be penalized because I don't have a crystal ball into which to look to see the future? The whole setup is based on coercion rather than on getting the honest cooperation on an "equality" basis of the average

- 10 -

citizen, and I don't like it, and as a taxpayer I want you to know that I don't, and I feel sure that many join me in my reactions. I'm going to write to my Senators and Representatives and tell them about this latest "strong arm" technique of the Treasury Department.

William H. Long, Essexville, Mich. \* \* \* As a former reporter, I cannot help but gnash my teeth at the double talk in the tax instructions I received by mail. Can you tell me if I must file a guess as to what I may earn if nothing happens to my job? \* \* \* All I want to know is do I file? Also, can any one tell me if my job will last the rest of the year? Four sheets of paper! All I want to know is exactly what it means in simple English. I haven't time to brush up on the fine shadings of punctuation, which, by the way, are sadly misused in the lengthy meaningless discourse which takes four pages and still isn't clear.

R. M. Douglas, Minneapolis, Minn. Did it ever occur to you, Mr. Morgenthau, that hundreds of thousands of wage earners are paid once a month, usually on the last day of each month, and yet year after year your Department specifies the middle of a month for the collection of taxes. You're a wise old owl supposedly, but presume the fog of Washington has affected your good sense.

Henry F. Anderson, Executive Secretary, Manpower Division, State Council of Defense, Providence, Rhode Island. The Advisory Committee of the Manpower Division has instructed me to communicate with you with regard to a problem deterring the full utilization of the manpower supply in our state. At a meeting on August 13, 1943, the members of the committee cited numerous instances where workers refused to perform overtime work because the payment for such work would place them in a higher income bracket on the chart employers are permitted to use in determining withholding tax, pointing out that inclusion in the higher \$10 group reduces their take-home pay for such overtime work. The committee instructed me to recommend

- 11 -

to you that employers be required to determine withholding tax to the nearest dollar of income, rather than using the present chart which allows for withholding taxes based on \$10 groupings. It was pointed out that even though such tax will be computed next March, and any overcharge will be applied to next year's taxes, workers look upon this as being too far ahead. \* \* \*

Helen L. Plummer, Clinton, Mass. I wish to state that for the sake of the women, if not some men, I wish you would word your instructions for our Federal taxes in a clearer way. We don't mind paying taxes, but we like to know and understand things without having to consult a lawyer or a specialist along this line.

James C. Hilton, N.Y.C. \* \* \* In June 1943, I was in touch with the office of the Collector of Internal Revenue, which, after communicating by telephone with the Federal Reserve Bank, informed me my Series B-1943 Notes, if held by me to maturity, could be redeemed for cash at full value including interest. Upon presenting the Notes to the Chase National Bank this morning, I was told I could collect only their purchase price, and I then took the matter up with the Federal Reserve Bank, Second New York District. The person first contacted stated payment of interest had been authorized on the A-1943 Notes, if held to maturity, but no such authorization had been received in the case of the B-Series Notes of that year. He did, however, offer the observation that the B Notes principally were bought by large taxpayers and corporations and indicated that might offer reason for withholding interest from those who had purchased such Notes in excess of their immediate tax needs. I then was put in touch with a Mr. Bush who stated he was the head of the Government Bond Division. Mr. Bush informed me his office had received a telegram from the Treasury Department specifically denying interest on unused matured B-Series Notes. I asked for the date of the wire, but after an interval, during which he presumably endeavored to locate the

- 12 -

telegram, he returned to the telephone and acquainted me with a press release made in June 1943, which stated interest would be allowed on unused Series-A Notes, but that no such decision at that time had been reached with respect to the Series-B Notes, 1943 issue. It was suggested any protest which I might have should be registered directly with the Treasury Department at Washington. \* \* \*

Ernest S. Rastall, Public Accountant, Rockford, Ill. I am sending you a copy of a letter which I recently wrote to each member of the Ways and Means Committee. From where I sit, Congress looks like a madhouse to me. It seems through the haze that intervenes between here and Washington that tax legislation which is supposed to originate in the Ways and Means Committee is largely formulated by yourself and the so-called experts of the Administration, with the President's general endorsement, then tossed to the Ways and Means Committee, who in turn pass the ball to a sub-committee, who in turn throw it into the lap of one Jere Cooper, who is reported to be a wizard in tax matters, and has recently been made Chairman of the sub-committee. \* \* \* It seems that what Cooper originates, the others fall for because they don't understand it. \* \* \* I think the time has come not for the Government to take over business, but for business to take over the Government. We should at least have a sprinkling of sane, experienced businessmen in the Ways and Means Committee and in your office.

Letter forwarded to the Treasury by the White House -- addressed to the President by Mrs. Clara Holtz, Detroit, Michigan. \* \* \* I am blind and crippled. \* \* \* I so much wanted to earn a few cents so I may be a proud owner of a Bond. I try very hard to hem dish towels for the League Handicap of Detroit. For doing this I earn, when able, \$1.20 a week. Being a diabetic person, \$1.00 goes for insulin every two weeks, so here is my puzzle. Enclosed I am sending you the month's

- 13 -

bill, but my check instead of being \$4.80 was reduced to \$3.84. How come the colored girl that works here by the day, who demands \$5.00 for 8 hours and works 6 days a week as day worker does not need to give the Government of her money. \* \* \* Please clear this puzzle for me. I am enclosing my check and the statement (notice from Detroit League for the Handicapped re deductions for income tax). You can return the check to me. Do you think this is justice?

Milton B. Slemmer, Slemmer & Company, Domestic Engineers, Centreville, Maryland. I desire to ascertain just why it is that all vocations or businesses aren't obliged to keep records and report to the proper authorities their earnings, and be taxed the same as us little fellows who are required to keep books and preserve them for two years, etc., and always have them available for inspection by the proper authorities, etc? I have in mind just now the oyster industry here in Maryland. I am informed on reliable and competent authority that these people, who last year and this year expect to make from \$40 to \$150 per day, pay no taxes on income whatever because the transactions are strictly cash on delivery and there are no records whatever kept or even attempted. I learned recently of one instance last year when a man and two sons sold their day's catch for \$350.00. This is just one case, of course, but I am told that it is universal. May I have the reason why these people who are reaping a small fortune, "soaking us" right now for their catch at over \$2.00 a bushel when they used to be satisfied with 30¢ a bushel, should be tax-free?

Treasury Department  
Division of Monetary Research

121✓

Date September 10 1943

To: Secretary Morgenthau

Appended is a proposed statement to be issued by you announcing that the United States Government will not purchase or recognize transfer of titles to looted gold. The key phrases are indicated in red crayon.

We have discussed this at length within the Treasury and there is now agreement among the Legal Division, Foreign Funds Division and my Division to recommend such a statement for your consideration.

We would like to discuss the matter with you at your early convenience. If you think there is sufficient merit in the idea we would like to take it up with the State Department for their views.

H. D. White

MR. WHITE  
Branch 2058 - Room 214½

- 40000

PROPOSED STATEMENT TO BE ISSUED BY THE UNITED STATES GOVERNMENT.

WHEREAS on January 5, 1943 the United Nations Declaration was issued as a warning to all concerned, and in particular to persons in neutral countries, that the United Nations intend to do their utmost to defeat the methods of dispossession practiced by the governments with which they are at war against the countries and peoples who have been so wantonly assaulted and despoiled;

WHEREAS it has been announced many times that one of the purposes of the financial and property controls of the United States Government is to prevent the liquidation in the United States of assets looted by the Axis through duress and conquest;

WHEREAS the Axis powers have seized illegally large amounts of gold belonging to the nations they have occupied and plundered;

WHEREAS the Axis powers have purported to sell such looted gold to various countries which continue to maintain diplomatic and commercial relations with the Axis, such gold thereby providing an important source of foreign exchange to the Axis and enabling the Axis to obtain much needed imports from these countries;

WHEREAS the United States Government cannot in any way condone the policy of systematic plundering adopted by the Axis or participate in any way directly or indirectly in the unlawful disposition of such gold;

WHEREAS the United States Treasury has already taken measures designed to protect the assets of the invaded countries and to prevent the Axis from disposing of looted currencies, securities, and other looted assets on the world market:

THEREFORE, the United States Government does not and will not recognize the transference of title to the looted gold which the Axis at any time holds or has disposed of in world markets;

AND, THEREFORE, it will be the policy of the United States Treasury not to buy any gold presently located outside of the territorial limits of

- 2 -

the United States from any country which has not broken relations with the Axis, or from any country which after the date of this announcement acquires gold from any country which has not broken relations with the Axis, unless and until the United States Treasury is fully satisfied that such gold is not gold which was acquired directly or indirectly from the Axis powers or is not gold which any such country has been or is enabled to release as a result of the acquisition of gold directly or indirectly from the Axis powers.

August 14, 1943

MEMORANDUMRecent German Transfers of Gold  
to the European Neutrals.

During the seven-month period, December 1942 - June 1943, Germany is known to have disposed of more than \$57 million in gold to the neutral European nations. Of this total, \$30 million was accounted for by direct transfers from Germany, while \$27 million was moved between neutral countries for the account of the Reichsbank, as shown by the following tabulation:

Direct Transfers from Germany:

To Spain	\$ 1,500,000	March - June 1943 <u>1/</u>
To Portugal	\$ 8,000,000	December 1942 - February 1943 <u>2a/</u>
	5,000,000	March - June 1943 <u>2b/</u>
	562,656	April 1943 <u>2c/</u>
	<u>\$13,562,656</u>	
To Sweden	\$ 7,400,000	December 1942 - February 1943 <u>3a/</u>
	500,000	March - June 1943 <u>3b/</u>
	<u>\$ 7,900,000</u>	
To Switzerland	\$ 3,760,000	December 1942 - February 1943 <u>4/</u>
To Turkey	\$ 3,000,000	March - June 1943 <u>5/</u>
	<u>\$29,722,656</u>	

Indirect Transfers for Account of German Reichsbank:

Switzerland to Spain	\$12,320,000	December 1942 - February 1943 <u>6a/</u>
	5,500,000	March - June 1943 <u>6b/</u>
	<u>\$17,820,000</u>	
Switzerland to Portugal	\$ 567,170	May 13 - 19, 1943 <u>7a/</u>
	562,878	May 27 - June 2, 1943 <u>7b/</u>
	1,127,700	June 3 - 16, 1943 <u>7c/</u>
	2,756,030	June 17 - 23, 1943 <u>7d/</u>
	<u>\$ 5,013,778</u>	

- 2 -

Switzerland to Sweden	\$ 4,524,000	December 1942 <sup>8/</sup>
	<u>                    </u>	
TOTAL	<u>\$27,357,778</u>	
GRAND TOTAL	<u>\$57,080,434</u>	

In addition to the above, it is known that Germany shipped \$23.6 million in gold to Switzerland in the last quarter of 1941 <sup>9/</sup>. Since these figures are based on fragmentary reports which, combined, cover only ten months of the war period, it is likely that Germany's gold transactions have far exceeded the total of \$81 million reflected above.

It has been estimated <sup>10/</sup> that Germany's gold holdings of \$150 million at the outbreak of war have since increased by \$500 million as a result of acquisitions from the occupied countries of Belgium, Danzig, Denmark, Holland, and Poland. Information with respect to the gold which Germany may have acquired from other occupied countries is not available. As her military position has weakened, Germany has been compelled to use this gold to obtain essential goods from the neutral European countries, which have become increasingly reluctant to extend additional commercial credits to a faltering Axis.

The ability of Germany to sell in neutral countries the gold presently under her control enables her to acquire essential war materials from them, even after her ability to obtain goods on credit has been exhausted, without using her limited resources for merchandise exports. Any measures adopted which will discourage the acquisition of gold from Germany by the neutrals may have serious repercussions upon her wartime economy.

NOTE: In all cases where figures were given in foreign currencies and weights, they were converted into United States currency on the basis of 1 ton equals 1,000 kilograms, 1 kilogram equals 2.6792 lbs. (troy), 1 lb. (troy) equals 12 oz., 1 oz. of gold equals \$35., 1 escudo equals \$.04, 1 Swiss franc equals \$.232.

- <sup>1/</sup> British Financial Censorship Summary on Gold transactions and Holdings, for March - June 1943.
- <sup>2a/</sup> Ibid. for December 1942 - February 1943.
- <sup>2b/</sup> Ibid. for March - June 1943.
- <sup>2c/</sup> Office of Strategic Services Report, April 2, 1943. There is no indication as to whether this report duplicates 2b/.
- <sup>3a/</sup> British Financial Censorship Summary on Gold Transactions and Holdings, for December 1942 - February 1943.
- <sup>3b/</sup> Ibid. for March - June 1943.
- <sup>4/</sup> British Financial Censorship Summary on Gold Transactions and Holdings, for December 1942 - February 1943.
- <sup>5/</sup> Ibid. for March - June 1943.
- <sup>6a/</sup> Ibid. for December 1942 - February 1943.
- <sup>6b/</sup> Ibid. for March - June 1943.

- 3 -

- 7a/ Financial Intelligence Report for May 13 - 19, 1943.  
7b/ Ibid. for May 27 - June 2, 1943.  
7c/ Ibid. for June 3 - 16, 1943.  
7d/ Ibid. for June 17 - 23, 1943.  
8/ Letter to Mr. Pehle from R. J. Stopford of British Embassy dated December 29, 1942.  
9/ Letter to Mr. Dietrich from R. W. Auburn of British Embassy dated January 19, 1942.  
10/ Report received from R. J. Stopford of British Embassy dated June 1, 1943.

September 10, 1943

Dear Miss Tully:

In accordance with the President's request, I am returning to you herewith for your files the letter which Secretary Jones addressed to the President on August 10th.

Sincerely yours,

(Signed) H. S. Klotz

Miss Grace Tully,  
Secretary to the President,  
The White House,  
Washington, D.C.

THE WHITE HOUSE  
WASHINGTON

August 16, 1943.

MEMORANDUM FOR

THE SECRETARY OF THE TREASURY:

FOR YOUR INFORMATION AND  
PLEASE RETURN FOR MY FILES.

F.D.R.

THE SECRETARY OF COMMERCE

WASHINGTON

AUG 11 11 43 AM '43

RECEIVED

August 10, 1943

Dear Mr. President:

You will recall that I mentioned to you some time ago that the Dutch Government wanted to arrange for a loan of \$300,000,000, to be used in reconstruction of their country after the war.

When Mr. Van den Broek was in to see me I gave him a copy of our loan agreement under which we loaned the British Government \$425,000,000. Mr. Van den Broek later submitted a list of collateral and would like to arrange for the loan on the same general terms under which we made the British loan, the security to be United States investments entirely acceptable to us. The RFC would make the loan at 3% interest, the money to be drawn after the war.

I am writing this letter because Mr. Van den Broek advised me he expected to discuss the matter with you tomorrow morning.

Sincerely yours,

*Frank B. Rowan*  
Secretary of Commerce

The President  
The White House

**SECRET**

SEP 10 1943

My dear Mr. President:

There is attached a report of Lend-Lease purchases made by the Treasury Procurement Division for the Soviet government indicating the availability of cargo for September.

The inventory of materials in storage as of September 1, 1943 was 450,571 tons or 93,414 tons less than the August 1st inventory. Production scheduled for September shows a decrease of 22,767 tons as compared with August.

Yours sincerely,

(Signed) H. Morgenthau, Jr.

The President

The White House

HFRiley/kb

(9-9-43)

VS

copy  
file  
6-7-43

## TREASURY DEPARTMENT - U. S. S. R.

MATERIALS AVAILABLE FROM STORAGE AND PRODUCTION DURING SEPTEMBER, 1943

<u>COMMODITY</u>	<u>STORAGE</u> <u>SEPTEMBER 1, 1943</u>	<u>PRODUCTION</u> <u>DURING SEPTEMBER</u>	<u>TOTAL AVAILABLE</u>	<u>PRIORITY CARGOS</u> <u>TO PORT AREAS</u> <u>SPECIFIED TO DATE</u> <u>FOR SEPTEMBER</u>
AGRICULTURAL MACHINERY AND IMPLEMENTS		19	19	
ALUMINUM	357	9,190	9,547	1,000
AUTOMOTIVE EQUIPMENT AND PARTS		52	52	
BEARINGS	391	564	955	150
BRASS AND BRONZE	9,068	1,245	10,314	4,000
CHEMICALS	6,181	98	6,279	5,500
CLOTHING AND TEXTILES		70	70	
CONSTRUCTION MACHINERY		1,339	1,339	
COPPER IN VARIOUS FORMS	61,952	7,091	69,043	2,350
FERRO-ALLOYS	4,032		4,032	
GRAPHITE PRODUCTS	1,474	35	1,509	
HAND AND CUTTING TOOLS		1,712	1,712	1,712
INDUSTRIAL MACHINERY	131,644	21,511	153,175	25,200*
MEDICAL SUPPLIES		21	21	
NICKEL AND NICKEL PRODUCTS	220		220	200
NON-FERROUS METALS, OTHER	154	17	171	170
PAPER AND PAPER PRODUCTS	3,083	235	3,318	250
PLASTICS	6,933		6,933	
RUBBER AND RUBBER PRODUCTS	4,987	7,109	12,096	4,300
STEEL, ALLOY AND SPECIAL	65,493	9,986	75,479	6,300
STEEL, CARBON	111,864	10,568	122,432	6,300
STEEL, PIPES AND TUBES	38,373	3,560	38,933	3,500
STEEL, RAILS	5,289		5,289	5,200
TIN PLATE	2,055	1,788	3,844	1,000
ZINC		1,000	1,000	1,000
TOTAL	450,571	77,211	527,782	69,132

\*In addition, all available tonnage applicable to the Oil Refinery Program is classed as priority cargo for prompt shipment to ports.

NOT TO BE RE-TRANSMITTEDCOPY NO. 13

1943 SEP 11  
 TREASURY DEPARTMENT  
 OFFICE No. 299  
 1. VAL  
 U.S. SECRET  
 MOST SECRET

Information received up to 10 A.M., 10th September, 1943.

MEDITERRANEAN. In evening 9th H.M. ships berthed inside harbour of TARANTO. Italian ships had left and were proceeding to sea. One ship, probably a cruiser, has been ordered to MALTA. After berthing in TARANTO one of H.M. Minelayers sank during night 9th/10th, apparently having been mined. Believed heavy casualties amongst troops with loss of equipment and vehicles. During 9th 3 'Littorio' class battleships, 6 cruisers and 12 destroyers sailed south from SPEZIA and GENOA. Attack made by German dive bombers N.E. of SARDINIA and one battleship set on fire. Force then separated and 2 battleships, 5 cruisers and 5 destroyers reported to be steering towards BONE. Several Italian submarines made contact with H.M. ships and were directed to PALERMO or MALTA. German light forces evacuated BASILIA, CORSICA, after being shelled by shore batteries, Italian destroyer and one of H.M. Submarines.

NORTHERN WATERS. Germans believed to have raided SPITZBERGEN.

BLACK SEA. Russian Naval ratings landed near BUDENOVKA (Northern CRIMEA). Much damage was done, an R-boat sunk, two small minesweepers captured and over 200 Germans killed or taken prisoner.

### 3. MILITARY

ITALY. 9th. Leading elements of U.S. 5th Army were ashore by 5 a. in SALERNO Bay and in contact with Germans. 6th U.S. Corps S. of RIVER SELO and 10th British Corps N. of RIVER SELO. Some opposition from shore batteries and from air. Commandos and rangers landed unopposed between MALEFI and MAIORI. By 3:30 p.m. airfield at MONTECORVINO (20 miles S.E. SALERNO) was in our hands. At TARANTO a small force of British troops begin disembarkation in evening without opposition.

CALABRIA. 8th. Our forces reached POLISIFAMA and ROSARNO by last night.

RUSSIA. Russians have captured LYUDINOVO (40 miles N. of BRYANSK), BALTANOVKA (33 miles S. of BRYANSK) and BAKMACH (15 miles W. of KONOTOP) and have advanced to points 40 miles S.W. of SUMY. In DONBAS area they have advanced to points 30 miles W. of STALINO.

### 3) AIR OPERATIONS

WESTERN FRONT. 9th. 718 sorties over FRANCE by bombers and 2,118 over FRANCE and Channel by fighters. 272 Fortresses (B. 17) and 65 Liberators (B. 24) bombed aircraft works at PARIS (51 tons) and 7 airfields (567 tons). Light and medium bombers dropped 56 tons on 5 other airfields. Medium bombers dropped 386 tons on enemy defences at BOULOGNE. 79 squadrons of Spitfires, Typhoons and Mustangs (P. 51) provided protective screen over shipping in Channel. Except over PARIS enemy reaction was small. Enemy casualties 17, 6, 2. Ours 10, 0, 1. One of 3 enemy aircraft reconnoitering over S. Coast destroyed by Spitfires.

ITALY. 7th/8th. 23 tons on airfield 25 miles S.S.W. of BRINISII. 94 tons on airfield near FOGGIA, 13 intercepting fighters destroyed without loss. 48 Wellingtons bombed VITERBO. 40 tons dropped on railway centres N.S.W. of TARANTO and BENEVENTO.

8th. Fortresses (B. 17) (one missing) dropped 389 tons on FRASCATI (12 miles S.E. of ROME) demolishing much of town. Enemy casualties 28, 8, 4. Railway targets in SAPRI area and TREBISACCE attacked by 153 medium bombers.

SARDINIA. 8th. PAPILLONIS landing ground bombed by 48 Warhawks (P 40 F).

BURMA. 6th. Liberators (B. 24) dropped 50 tons at BANGCOON. 4 medium sized freighters hit. Enemy casualties 5, 10, 1. Ours 0, 0, 4.

## TREASURY DEPARTMENT

## INTER OFFICE COMMUNICATION

DATE

September 11, 1943

TO Secretary Morgenthau

FROM Fred Smith (FS)

In connection with the survey that Dr. Likert is doing on Bond Redemptions, I asked him to find out why so many Bonds are sent to you from Patchogue for redemption. He reports today that he has run this down and finds that the Postmaster and the banks of Patchogue tell all comers to send their Bonds to the Treasury for redemption and not bother them.

9/11/48

Harry White

Secretary Morgenthau

I have the idea that for the end of the Drive I would like to fly to Fairbanks, Alaska, where we turn over the American airplanes to the Russians, and I would like some very important Russian to meet me there, and thank the American people for all the equipment we have given them, say how much it has meant to them in this recent offensive, and ask the American people to go ahead and buy bonds so that we can give them more equipment.

If the Russians don't want to send anybody from Moscow, my second choice would be the Aviation General who is head of the Russian Purchasing Mission here, and who speaks English very fluently.

The date I have in mind is either September 25th or 26th, so we will have to move fast. I would like you to call Fred Smith about it as soon as possible, and after you have talked to him I wish you would contact the State Department to see if they think it would be all right. If you can't get hold of Hull, Jimmy Dunn has been surprisingly friendly and you might contact him, or you could ask Hull's office to whom you should speak about the matter.

After you have cleared it with the State Department, then I would like to have you contact Mr. Gromyko, the Russian Ambassador, and ask him to get a cable off today. You could show him the film of Churchill, and tell him that that is what Churchill did and now we would like to have the Russians do this.

I want to be sure that the above is taken care of today.

FLIGHT FROM WASHINGTON, D. C. TO FAIRBANKS, ALASKA,  
SEATTLE, WASHINGTON AND RETURN TO WASHINGTON, D. C.

	<u>Distance</u>	<u>Time</u>
Washington, D. C. to Minneapolis	975	5 - 10
Minneapolis to Fargo	223	1 - 11
Fargo to Regina	434	2 - 18
Regina to Edmonton	436	2 - 18
Edmonton to Fort St. John	343	1 - 49
Fort St. John to Fort Nelson	192	1 - 00
Fort Nelson to Watson Lake	232	1 - 14
Watson Lake to Whitehorse	220	1 - 09
Whitehorse to Northway	274	1 - 27
Northway to Big Delta	145	0 - 48
Big Delta to Fairbanks	<u>72</u>	<u>0 - 21</u>
Total	2,571	18 - 45
 <u>Fairbanks to Seattle, via Anchorage</u>		
Fairbanks to Anchorage	256	1 - 21
Anchorage to Annette Island	791	4 - 10
Annette Island to Seattle	<u>650</u>	<u>3 - 25</u>
Total	1,697	8 - 56
 <u>Fairbanks to Seattle, via Cardova</u>		
Fairbanks to Cardova	307	1 - 37
Cardova to Annette Island	684	3 - 36
Annette Island to Seattle	<u>650</u>	<u>3 - 25</u>
Total	1,641	8 - 38
Seattle to Washington, D. C.	2,527	13 - 20



*CONFIDENTIAL*

# AIR ROUTE MANUAL

U. S. ARMY AIR FORCES

## UNITED STATES TO ALASKA MAY 12, 1943

DESTROY PREVIOUS ISSUES

**CAUTION**

This publication is compiled from the latest and most reliable information available in this office. However, conditions change rapidly and pilots are advised to obtain the latest information at each point of departure for the next leg of the flight.

OFFICE OF THE  
ASSISTANT CHIEF OF AIR STAFF, INTELLIGENCE  
WASHINGTON, D. C.

*CONFIDENTIAL*

This manual is a revised edition of one bearing the same title and issued on September 30, 1942. All copies of the previous issue should be destroyed as provided in AH 386-5. Subsequent editions will be issued as circumstances warrant.

The manual has been limited to the description of inland routes originating in the Middle West, namely Great Falls, Montana and Minneapolis, Minnesota, both routes continuing to Fairbanks, Alaska via Edmonton, Fort St. John and Whitehorse, and to the coastal route from Seattle, Washington to Anchorage, Alaska via Annette Island and Yakutat. Other fields at Great Falls, Montana and Paine Field at Everett, Washington, have been designated as clearing stations for Alaska and ordinarily traffic will be routed through these terminals. At the present time, contract cargo carriers are operating out of Edmonton, Canada and briefing of crews for that purpose is handled there.

There are numerous possible variations of these routes, especially between Minneapolis and Edmonton, depending on the use made of intermediate fields and radio range facilities. However, north of Edmonton, emergency fields are practically non-existent and the usual practice is to follow a route which at least passes all the established fields. The coastal route affords several variations, depending upon the desire to avoid mountainous terrain by flying coastwise.

For convenience in use, the routes have been divided into several sections, and presented in two groups in the order shown:

**A. INLAND ROUTE**

- Minneapolis to Regina
- Regina to Edmonton
- Great Falls to Edmonton
- Edmonton to Fort St. John
- Fort St. John to Whitehorse
- Whitehorse to Fairbanks

**B. COASTAL ROUTE**

- Seattle to Annette Island
- Annette Island to Anchorage

Each such section contains a route map, course and distance table and route information. The route maps include only those fields for which descriptions are included in the manual. Any emergency fields of which there are but a few between Edmonton and Fairbanks, are indicated on existing aeronautical charts. Weather summaries for the various routes (coastal routes not included in this edition) follow the route descriptions.

Airport descriptions are listed in alphabetical order for ease in reference with a complete index on the page preceding the airport descriptions. Let-down procedures are included if available, most of them having been adapted from those devised by the C.A.A., Northwest Airlines and Trans-Canada Airlines. Although based on the best available information and on flight checks, they should be used with utmost caution, especially in mountainous terrain and in areas where ranges are known to be unreliable. It should be noted also that the procedures devised by the airlines are based on a cruising speed of 120 to 130 miles per hour and adjustments must be made for ships which cannot cruise at such a low speed.

Radio data has been limited to radio range and air-ground communications, of civil and military agencies and excludes all private stations. It is thought that frequencies and other characteristics are now fairly well stabilized. All stations (that is, C.A.A., A.A.G.S., Dept. of Transport, and R.C.A.F. stations) operate on normal Army and airline frequencies, and no great difficulty with communications should be experienced.

In addition to the radio information included with each airport description, there is included at the rear of the manual, a map and table of all radio ranges and radar stations along the routes, also other general information such as a map index, magnetic variation chart, sunrise and sunset table, etc.

To supplement the information in the manual, the user is referred to other publications of the Air Movements Branch, ACA3, namely:

- Air Route Manual - Alaska (Interior Routes) - Issue of February 20, 1943.
- Air Route Guide - Alaska - Issue of March 15, 1942.
- Airport Directory - Alaska - Issue of January 19, 1943.
- Airport Directory - Canada and North Atlantic Islands - Issue of December 17, 1942.

Also to Army Air Forces Radio Facility Charts, published the first of each month by the Air Service Command, and if available, the Northwest Airlines Operations Manual for the Northern Division.

For the purpose of expediting corrections or additions to the manual, several perforated correction sheets have been inserted at the end of the manual, addressed to the Commanding General, Army Air Forces, Office of the Assistant Chief of Air Staff, Intelligence, Attention: Air Movements Branch, Washington, D.C. All users of the manual are requested to make maximum use of these sheets.

	PAGE		PAGE
ROUTE INDEX MAP .....	Facing p. 1	GREAT FALLS, MONTANA	
ROUTE INFORMATION - INLAND ROUTE		Airport Description .....	38
Minneapolis to Regina .....	1	Vicinity Map .....	39
Regina to Edmonton .....	2	Let-Down Procedure and Radio Data .....	39
Great Falls to Edmonton .....	3	JUNEAU, ALASKA	
Edmonton to Fort St. John .....	4	Airport Description .....	40
Edmonton to Grande Prairie .....	5	Vicinity Map .....	41
Grande Prairie to Fort St. John .....	6	Let-Down Procedure and Radio Data .....	41
Fort St. John to Whitehorse .....	7	LADD FIELD, FAIRBANKS, ALASKA	
Fort St. John to Fort Nelson .....	7	Airport Description .....	42
Fort Nelson to Watson Lake .....	7	Vicinity Map .....	43
Watson Lake to Whitehorse .....	7	Let-Down Procedure and Radio Data .....	43
Whitehorse to Fairbanks .....	8	LETHBRIDGE, ALBERTA, CANADA	
ROUTE INFORMATION - COASTAL ROUTE		Airport Description .....	44
Seattle to Annette .....	10	Vicinity Map .....	45
Annette to Anchorage .....	11	Let-Down Procedure and Radio Data .....	45
WEATHER SUMMARY		MINNEAPOLIS, MINNESOTA	
Minneapolis to Edmonton .....	12	Airport Description .....	46
Great Falls to Edmonton .....	13	Vicinity Map .....	47
Edmonton to Whitehorse .....	14	Let-Down Procedure and Radio Data .....	47
Whitehorse to Fairbanks .....	15	NORTHWAY, ALASKA	
INDEX MAP TO MAJOR AIRPORTS ....	Facing p. 16	Airport Description .....	48
MAJOR AIRPORTS		Vicinity Map .....	49
List of Airports on Inland Route .....	17	Let-Down Procedure and Radio Data .....	49
List of Airports on Coastal Route .....	17	PAINE FIELD, EVERETT, WASHINGTON	
Alphabetical Index to Airports .....	17	Airport Description .....	50
AIRPORT DESCRIPTIONS		Vicinity Map .....	51
ANNETTE ISLAND, ALASKA		Let-Down Procedure and Radio Data .....	51
Airport Description .....	18	PATRICIA BAY, VANCOUVER, CANADA	
Vicinity Map .....	19	Airport Description .....	52
Let-Down Procedure and Radio Data .....	19	Vicinity Map .....	53
BIG DELTA, ALASKA		Let-Down Procedure and Radio Data .....	53
Airport Description .....	20	PENHOLD, ALBERTA, CANADA	
Vicinity Map .....	21	Airport Description .....	54
Let-Down Procedure and Radio Data .....	21	Vicinity Map .....	55
CALGARY, ALBERTA, CANADA		Let-Down Procedure and Radio Data .....	55
Airport Description .....	22	SEATTLE, BOEING FIELD, WASHINGTON	
Vicinity Map .....	23	Airport Description .....	60
Let-Down Procedure and Radio Data .....	23	Vicinity Map .....	61
CORDOVA, ALASKA		Let-Down Procedure and Radio Data .....	61
Airport Description .....	24	SYDNEY, VANCOUVER, CANADA (See PATRICIA BAY)	
Vicinity Map .....	25	TANACROSS, ALASKA	
Let-Down Procedure and Radio Data .....	25	Airport Description .....	62
EDMONTON, ALBERTA, CANADA		Vicinity Map .....	63
Airport Description .....	26	Let-Down Procedure and Radio Data .....	63
Vicinity Map .....	27	WATSON LAKE, YUKON TERRITORY, CANADA	
Let-Down Procedure and Radio Data .....	27	Airport Description .....	64
ELMENDORF FIELD, ANCHORAGE, ALASKA		Vicinity Map .....	65
Airport Description .....	28	Let-Down Procedure and Radio Data .....	65
Vicinity Map .....	29	WHITEHORSE, YUKON TERRITORY, CANADA	
Let-Down Procedure and Radio Data .....	29	Airport Description .....	66
EVERETT, WASHINGTON (See PAINE FIELD)		Vicinity Map .....	67
FAIRBANKS, ALASKA (See LADD FIELD)		Let-Down Procedure and Radio Data .....	67
FARGO, NORTH DAKOTA		WINNIPEG, MANITOBA, CANADA	
Airport Description .....	30	Airport Description .....	68
Vicinity Map .....	31	Vicinity Map .....	69
Let-Down Procedure and Radio Data .....	31	Let-Down Procedure and Radio Data .....	69
FORT NELSON, BRITISH COLUMBIA, CANADA		YAKATADA, ALASKA	
Airport Description .....	32	Airport Description .....	70
Vicinity Map .....	33	Vicinity Map .....	71
Let-Down Procedure and Radio Data .....	33	Let-Down Procedure and Radio Data .....	71
FORT ST. JOHN, BRITISH COLUMBIA, CANADA		YAKUTAT, ALASKA	
Airport Descriptions .....	34	Airport Description .....	72
Vicinity Map .....	35	Vicinity Map .....	73
Let-Down Procedure and Radio Data .....	35	Let-Down Procedure and Radio Data .....	73
GONE FIELD, MONTANA (See GREAT FALLS)		LIST OF RADIO RANGES .....	74, 75
GRANDE PRAIRIE, ALBERTA, CANADA		RADIO RANGE MAP .....	Facing p. 74
Airport Description .....	36		
Vicinity Map .....	37		
Let-Down Procedure and Radio Data .....	37		

# TABLE OF CONTENTS

	PAGE
RADAR STATIONS	
Use and Security of Equipment .....	76
List of Stations .....	76
SUNRISE AND SUNSET TABLE .....	77
MAGNETIC VARIATION MAP .....	78
MAP INDEX .....	79

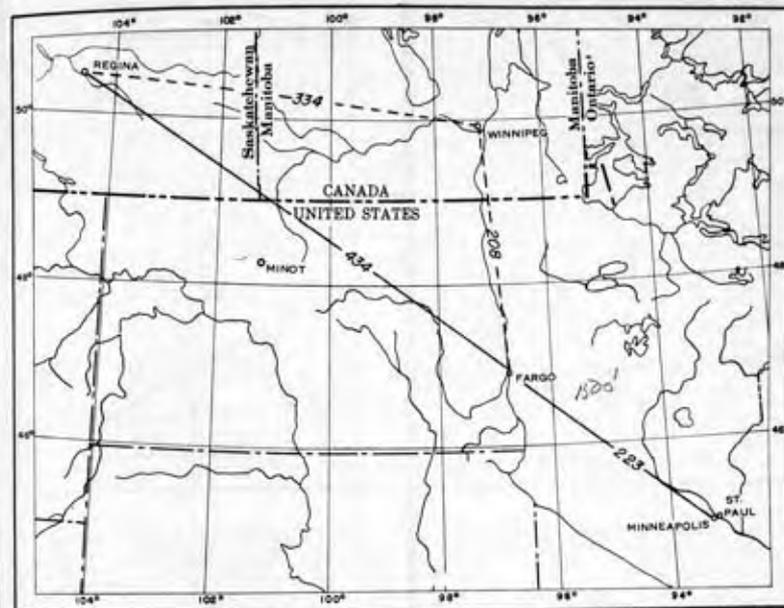
	PAGE
STATION ABBREVIATIONS .....	80
EMERGENCY PROCEDURES IN THE ARCTIC .....	82
CORRECTION AND/OR ADDITION REPORTS .....	Rear of Manual
LIST OF PUBLICATIONS .....	Rear of Manual

# ROUTE INDEX MAP





MINNEAPOLIS TO REGINA



Minneapolis and Fargo are situated in the Mississippi and Red River valleys respectively, both at altitudes of about 900 feet. The intervening terrain is low and fairly level, probably does not exceed 1,500 feet, and is studded with numerous lakes and a network of railroads almost too numerous to mention as

landmarks. The Red River is quite straight in the Fargo area and lies almost due north and south.

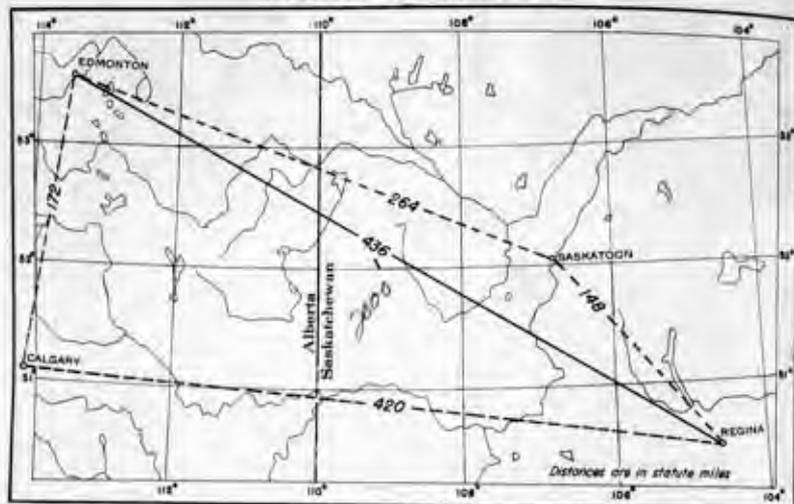
The route leaves the airway at Fargo and cuts across sparsely settled, flat, grain country keeping north of a railroad which runs via Minot to a point just west of Regina. Minot may be used as a staging point.

COURSES AND DISTANCES

FROM	TO	STATUTE MILES	NAUTICAL MILES	TRUE COURSE	MAGNETIC COURSE
MINNEAPOLIS	REGINA	657	570	306°	294° (114°)
MINNEAPOLIS	FARGO	223	194	309°	301° (121°)
FARGO	REGINA	434	377	304°	289° (109°)
FARGO	WINNIPEG	208	181	355°	344° (164°)
WINNIPEG	REGINA	334	290	276°	262° (82°)

## ROUTE INFORMATION

### REGINA TO EDMONTON



Between Regina and Edmonton, the terrain is low and flat, averaging a little in excess of 2,000 feet in elevation, and rising east of Edmonton to a maximum of 2,555 feet. One hundred and twenty miles out from Regina, the South Saskatchewan River is crossed, and for the last one hundred and twenty-five miles into Edmonton

the route parallels the Canadian National Railroad on the north. Small lakes are characteristic of the latter section of the route. There are no landing fields between Regina and Edmonton except a number of R.C.A.F. fields in the vicinities of Moose Jaw and North Battleford, both cities some distance from the route.

### COURSES AND DISTANCES

FROM	TO	STATUTE MILES	NAUTICAL MILES	TRUE COURSE	MAGNETIC COURSE
REGINA	EDMONTON	436	379	300°	278° (98°)
REGINA	SASKATOON	148	129	324°	305° (125°)
SASKATOON	EDMONTON	264	263	289°	266° (86°)
REGINA	CALGARY	420	365	276°	255° (75°)
CALGARY	EDMONTON	172	149	07°	342° (162°)

## ROUTE INFORMATION

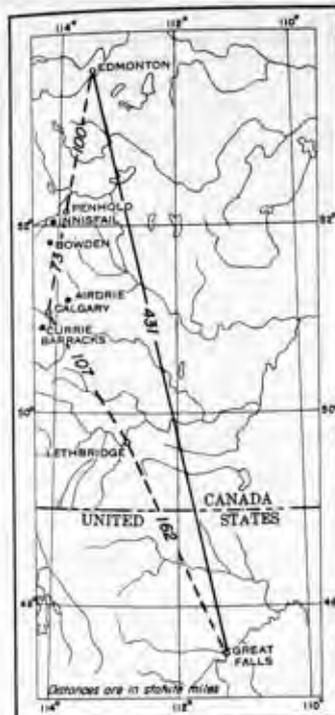
### GREAT FALLS TO EDMONTON

All the major stops on this route are equipped with radio range stations and the route presents no major difficulties to flying.

From Great Falls to Lethbridge, the track country averaging 4,000 feet in altitude and crossed by numerous streams. Lethbridge is located on the conspicuous Oldman River.

Flat plateau country between 3,000 and 3,500 feet in altitude, is typical between Lethbridge and Calgary. The Canadian Pacific Railroad runs between these two points and may be followed with little sacrifice in distance. Fifty-five miles out from Lethbridge, the course passes directly over Kirkoaldy. There are seven landing fields in the Calgary area, the best field lying to the northeast of the city. Calgary is located on the Bow River, which on the straight course is crossed 42 miles southeast of the airport. Most of these fields are training stations for the R.C.A.F. and due caution should be observed in this area because of the large number of planes in the air.

The railroad continues from Calgary to Edmonton, keeping to the west of the track for the first half of the distance, and to the east of the track for the latter half. Seventy-four miles from Calgary, Penhold Airport is 4 miles left ahead, and at 83 miles the large Red Deer River is crossed. The terrain is low, fairly level, and north of the Red Deer River a great many lakes are in evidence. Edmonton is very conspicuous from a distance and like the other large cities in this area, is situated on a large river, the Saskatchewan.

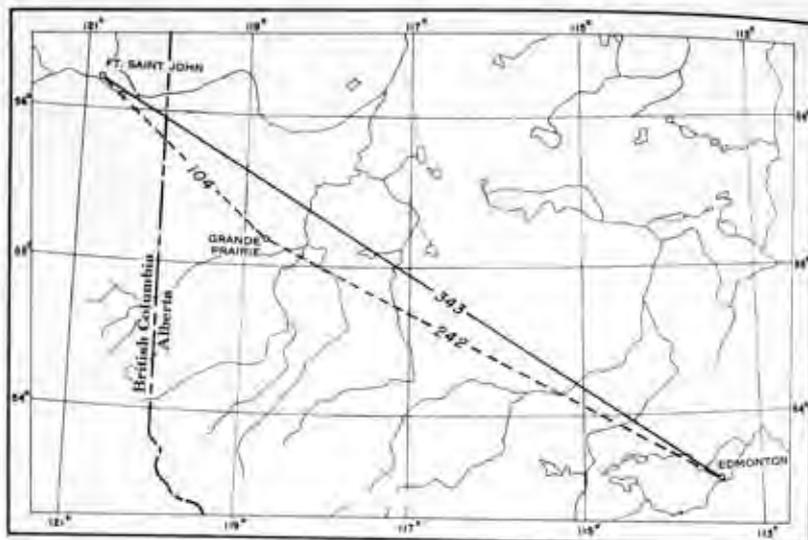


### COURSES AND DISTANCES

FROM	TO	STATUTE MILES	NAUTICAL MILES	TRUE COURSE	MAGNETIC COURSE
GREAT FALLS	EDMONTON	431	374	343°	323° (143°)
GREAT FALLS	LETHBRIDGE	162	141	336°	315° (135°)
LETHBRIDGE	CALGARY	107	93	334°	311° (131°)
CALGARY	EDMONTON	172	149	07°	342° (162°)
CALGARY	PENHOLD	73	63	04°	339° (159°)
PENHOLD	EDMONTON	100	87	11°	346° (166°)

## ROUTE INFORMATION

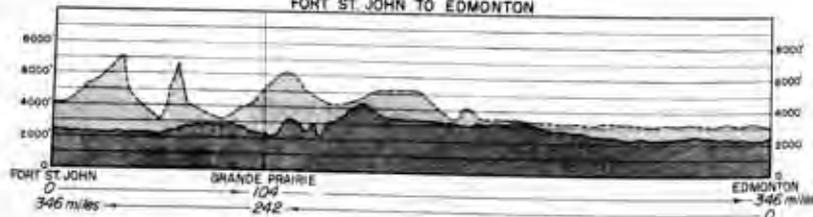
### EDMONTON TO FORT ST. JOHN



### FLIGHT PROFILES

— ON TRACK  
 --- 30 MILES EITHER SIDE OF TRACK  
 DISTANCES IN STATUTE MILES

#### FORT ST. JOHN TO EDMONTON



### COURSES AND DISTANCES

FROM	TO	STATUTE MILES	NAUTICAL MILES	TRUE COURSE	MAGNETIC COURSE
EDMONTON	FORT ST. JOHN	346	298	302°	274° (94°)
EDMONTON	GRANDE PRAIRIE	242	210	300°	273° (93°)
GRANDE PRAIRIE	FORT ST. JOHN	104	90	320°	291° (111°)

## ROUTE INFORMATION

### EDMONTON TO GRANDE PRAIRIE

For the first fifty miles northwest of Edmonton, the terrain is flat to rolling, extensively cultivated, and with few small communities located throughout the area. The route follows closely the route of the Canadian Pacific Railroad to White Court, where it terminates at the junction of the Sarwateman and Athabasca Rivers. The next 150 miles, the country is uninhabited, and uncultivated, and no railroads or highways are observed. Emergency landings over this area would be extremely difficult and rescue parties would have considerable difficulty in getting to the site of the landing. Just prior to reaching Grande Prairie, the country flattens out and is extensively cultivated, with a few small communities located around the immediate vicinity at Grande Prairie. Emergency landings can be effected over this area safely. Charts of this area are not very accurate, and rivers indicated on these charts are not to be relied upon as landmarks for navigation purposes.

**RADIO FACILITIES** - The northwest leg of the Edmonton range is projected directly on this course and the southeast leg of the Grande Prairie range interlocks with the northwest leg of Edmonton. Under normal reception conditions, radio contact for navigation purposes can be maintained between these two points and it is recommended that pilots avail themselves of these facilities although flights may be proceeding contact. The range station at Grande Prairie is so located with the northwest leg projected directly over the field at Grande Prairie making low instrument approaches at these stations feasible.

**INTERMEDIATE FIELDS** - No intermediate fields are available for the entire distance between Edmonton and Grande Prairie.

**NIGHT FLYING AIDS** - With the exception of obstruction, boundary and beacon lights at Grande Prairie, no night flying aids are available on this leg of the route.

### GRANDE PRAIRIE TO FORT ST. JOHN

For the first forty miles, the terrain is quite flat and extensively cultivated, with few small communities located in the immediate vicinity of Grande Prairie. Several large lakes can be observed from the course and serve as landmarks to the pilot over this area. Beyond this point, the terrain rises slightly and becomes uninhabited and quite heavily timbered with the average height of the hills about 3,000 feet above sea level. This uninhabited hilly and timbered country continues to Fort St. John and although numerous streams and rivers cross the route, due to the inaccuracy of present charts, they are not to be relied upon for navigation purposes. Within the immediate vicinity of Fort St. John, limited cultivation will be observed and few small communities are situated in the area. On this leg of the route, because of the rolling, hilly and timbered terrain, emergency landings would be difficult to effect safely.

**RADIO FACILITIES** - The northwest leg of the Grande Prairie range is projected along this course and the southwest leg of the Fort St. John range, although it is not interlocked with the northwest leg at Grande Prairie, is sufficiently close to the magnetic bearing of this route to be used in the approach to Fort St. John. Under normal radio conditions, contact can be maintained with these two stations for navigation purposes. The range site of the Fort St. John range is located to offer feasible low instrument approach.

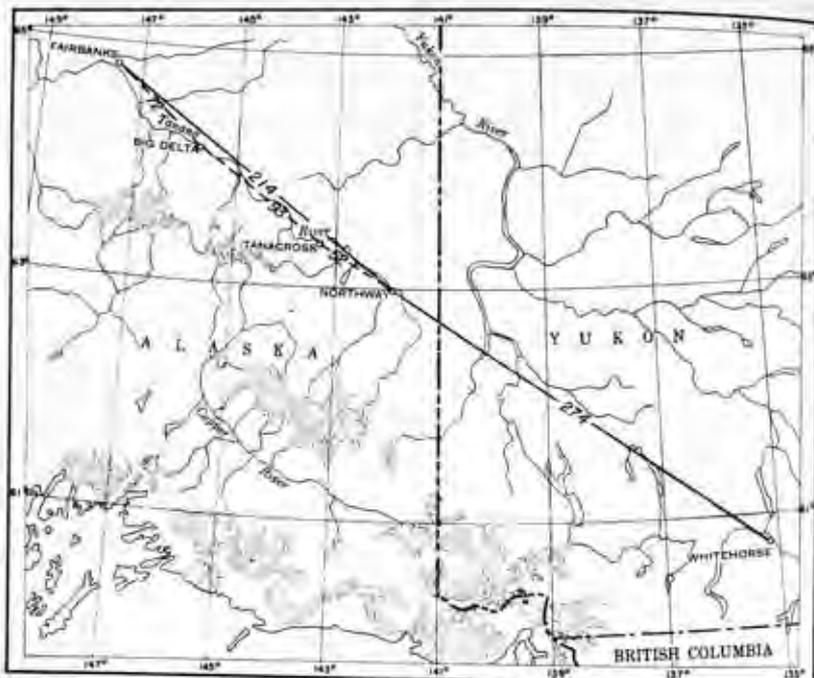
**INTERMEDIATE FIELDS** - The only intermediate field available between Grande Prairie and Fort St. John is a flight strip under construction at Dawson Creek.

**NIGHT FLYING AIDS** - No night flying aids are available on this route with the exception of obstruction, boundary and beacon lights on the field at Fort St. John.



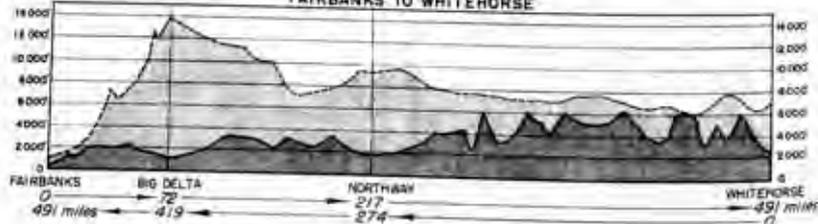
## ROUTE INFORMATION

### WHITEHORSE TO FAIRBANKS



### FLIGHT PROFILES

— ON TRACK  
 --- 30 MILES EITHER SIDE OF TRACK  
 DISTANCES IN STATUTE MILES  
 FAIRBANKS TO WHITEHORSE



The terrain between Whitehorse and Northway, a distance of 265 miles, is generally mountainous with numerous streams and rivers lying across the route. Immediately upon leaving Whitehorse, the terrain rises rapidly to an average elevation of 7,000 feet, making contact flight during adverse weather hazardous.

About 70 miles northwest of Whitehorse, the route passes over Aishihik Lake, a long narrow lake easily distinguished by its shape. At the northwest end of the lake it is joined by a small stream with Sekulmen Lake, another long lake, lying north and south, also easily identified from the route. Emergency landings could be effected with consequent damage, however, to aircraft in this area, and during freeze-up, flights could be landed safely on the ice. From Aishihik, for the next 75 miles, the route is extremely mountainous with no valleys and the average elevation of these mountains is 7,000 feet above sea level. Beyond this, the route crosses Wellesley Lake, which lies in a wide valley, to rolling plateau country with numerous valleys, rolling hills and intermittent mountains averaging 4,000 feet in height. Along the entire route from Whitehorse to Northway, the course parallels the St. Elias Mountains which are approximately 50 miles to the southwest. These mountains are extremely high and rugged with peaks extending from 10,000 feet to 18,000 feet above sea level. Just prior to reaching Northway, the plateau flattens out into another large bowl with fewer rolling hills but with numerous scattered lakes. Contact flight from this point to Northway can be accomplished safely at low altitudes. The plateau continues in a northwesterly direction beyond Northway for about 40 miles; however, it narrows down into a wide valley and has a few hills rising to an elevation of about 3,000 feet. The course also approaches nearer to the St. Elias or Alaska range of mountains which now border the southwest side of the plateau. About 40 miles northwest of Northway, the terrain rises into rolling hills and mountains averaging in height about 3,000 to 4,000 feet above sea level. Upon reaching George Lake, the country again flattens out into a wide valley; however, the course follows within 20 miles of the Alaska mountain range. The range at this point averages about 6,000 feet in height, some peaks extending up to 9,000 and 10,000 feet above sea level.

At Big Delta, the valley broadens out, although Mt. Hayes, 13,740 feet in height, is only 25 miles west at this point. The terrain in the immediate vicinity of Big Delta is flat and marshy and contact flights at 3,000 feet can safely be made. At Selacher Lake, the valley

## ROUTE INFORMATION

### WHITEHORSE TO FAIRBANKS

widens further, and the Alaska range turns in a westerly direction leaving only a low range of hills to the west and northwest. For the entire distance from Northway to Fairbanks, the route follows closely the course of the Tanana River, which is an excellent landmark for pilots in contact flight. Caution is advised, however, in following the Tanana River with low visibility as frequent bends and turns are prevalent and the river at times approaches dangerously close to the higher mountains to the north.

**RADIO FACILITIES** - Between Whitehorse and Fairbanks, radio ranges in addition to the installations at Whitehorse and Fairbanks, are in operation at Northway and Big Delta. The northwest leg of the Whitehorse range approximately interlocks with the southeast leg of the Northway range and although it is difficult under normal radio conditions to maintain contact the entire distance, it is recommended that pilots maintain heading on departure from Whitehorse. The range at Northway is located about 12 miles northeast of Northway and the southwest leg projects directly over the runway. Because of the few obstructions in the immediate vicinity at Northway, low instrument approach is feasible; however, caution is advised in following the procedure closely. Between Northway and Big Delta, the northwest leg of the Northway range and the southeast leg of the Big Delta range approximately interlock. Under normal conditions, continuous radio contact can be made over this leg of the route. At Big Delta also, the range station is located approximately 12 miles northeast of the field and the southwest leg is projected along the SE/SW runway. All approaches at this field are zero and this site makes low instrument approach feasible. From Big Delta to Fairbanks, the northwest leg of the Big Delta range is projected on a magnetic bearing of 291° and intersects the northwest leg of the Fairbanks range about 8 miles southwest of Fairbanks. Present identification procedure at Fairbanks requires pilots report at this intersection and contact the control tower at Ladd Field for approach and landing instructions.

**INTERMEDIATE FIELDS** - Intermediate fields are available between Whitehorse and Fairbanks at Northway, Tanacross and Big Delta, and all of these fields are adequate for large aircraft.

**NIGHT FLYING AIDS** - With the exception of the lighted fields at Whitehorse, Northway, Big Delta and Fairbanks, and beacons installed at these points, no other night flying aids are in operation.

### COURSES AND DISTANCES

FROM	TO	STATUTE MILES	NAUTICAL MILES	TRUE COURSE	MAGNETIC COURSE
WHITEHORSE	FAIRBANKS	486	422	306°	275° (95°)
WHITEHORSE	NORTHWAY	274	237	305°	270° (90°)
NORTHWAY	FAIRBANKS	214	186	307°	276° (96°)
NORTHWAY	BIG DELTA	145	126	303°	271° (91°)
BIG DELTA	FAIRBANKS	78	63	312°	281° (101°)
NORTHWAY	TANACROSS	52	45	304°	272° (92°)
TANACROSS	BIG DELTA	93	81	306°	275° (95°)

SEATTLE TO ANNETTE

From Boeing Field the track lies northward over Puget Sound and the low land lying west of Admiralty Inlet. Bearings may be taken from the radio range at Seattle. The course then crosses the eastern end of the Strait of Juan de Fuca, reaching the southeastern tip of Vancouver Island just east of the city of Victoria. About eleven miles north of Victoria, the course passes just west of Patricia Bay Airport and the Sidney Island radio range. The track skirts the southeastern coast of Vancouver Island for 70 miles before crossing the Strait of Georgia to the mainland. The western leg of the range at Vancouver is crossed about 63 miles northwest of Victoria at the point where the track leaves Vancouver Island and continues over the Strait of Georgia.

From the northern end of the Strait of Georgia the track parallels the mainland coast for 365 miles. The coast is characterized by many channels and inlets which dissect the land into numerous large islands and peninsulas. The course passes over or near land rising to heights of 5,000 to 7,000 feet in altitude. There are elevations as high as 15,000 feet, 45 miles northeast of the track.

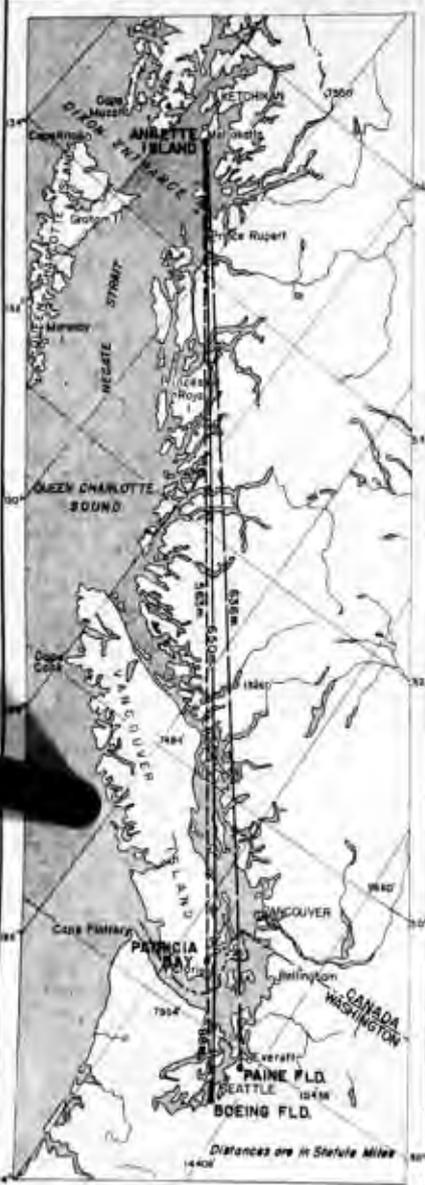
About 80 miles southeast of Annette, the track leaves the mainland 5 miles southwest of the city of Prince Rupert, easily identified by the Skeena River and the railroad connecting it with Prince George to the east.

From there the course lies just east of the southeast leg of the Annette Island range crossing Chatham Sound and passing directly over Dundas Island and the southwest coast of Duke Island before reaching the airport.

The route from Faine Field is practically identical with the Boeing Field route.

COURSES AND DISTANCES

FROM	TO	TRUE COURSE	MAGNETIC COURSE	STATUTE MILES
SEATTLE	ANNETTE ISLAND	322°	296° (116°)	650
SEATTLE	PATRICIA BAY	323°	300° (120°)	60
PATRICIA BAY	ANNETTE ISLAND	322°	296° (116°)	563
EVERETT	ANNETTE ISLAND	321°	295° (115°)	636



ANNETTE TO ANCHORAGE

The first part of this route passes over a region of mountainous coast bisected by numerous passages and inlets, and large off-shore islands also mountainous, but to a lesser extent.

From Annette to Juneau the route follows the inner Passage, crossing over several islands of 3,000 ft. elevation. It skirts the mainland coast, which is characterized by mountains of 9,000 feet for the entire distance.

In order to avoid mountains of over 15,000 ft. elevation, the track leaves the Inner Passage at Juneau and crosses to Cape Spencer, mainly over the waters of Icy Strait and Cross Sound.

Upon reaching Cape Spencer radio beacon, the route follows the coastline all the way to Yakutat. The course lies entirely over water or land of less than 1,000 ft. elevation. However, mountains rise abruptly to over 15,000 ft. within 16 miles of the track.

From Yakutat, the track crosses the mouth of Yakutat Bay and once again roughly parallels the coast to Yakataga. The terrain on this route is also below 1,000 ft., although it is just a few miles south of 8,000 ft. mountains.

From Yakataga the route passes over Bering Glacier, continues north of Bagged Mt. (3,316'), and over the Copper River delta into Cordova.

From Cordova to Portage, the track passes over low land reaching a maximum of 3,151 ft. 8 miles from Cordova, and then crosses Prince William Sound. The coast just east of Portage rises abruptly to 8,206 ft. but these mountains can be avoided by following the valley of the eastern branch of the Piacier River which rises near the head of Passage Canal.

After leaving Portage, 5,000 ft. elevations south of Elmendorf Field may be avoided by skirting the shore of Turnagain Arm and following the railroad to Elmendorf.

A direct route from Annette Island to Yakutat is preferable for long range planes. Such a track lies west of the northwest leg of the Annette range and passes in succession over Prince of Wales, Rulu, Baranof and Chichagof Islands. These islands are extremely irregular and mountainous, with elevations rising to 4,700 ft. on course. About 150 miles northwest of Annette the track intersects the east leg of the Sitka range over Rulu Island and 52 miles farther the northeast leg of the same range is intersected over Baranof Island. At the northern end of Chichagof Island, the track intersects the southwest leg of the Juneau range at a point opposite Cape Spencer. From this point the track continues over water, paralleling the coast and following the southeast leg of the Yakutat range to the airport.

COURSES AND DISTANCES

FROM	TO	STATUTE MILES	TRUE COURSE	MAGNETIC COURSE
ANNETTE	ANCHORAGE	791	305°	275° (95°)
ANNETTE	JUNEAU	256	334°	304° (124°)
JUNEAU	C. SPENCER	75	261°	231° (51°)
C. SPENCER	YAKUTAT	143	309°	279° (99°)
YAKUTAT	YAKATAGA	102	290°	261° (81°)
YAKATAGA	CORDOVA	108	287°	258° (78°)
CORDOVA	PORTAGE	114	280°	250° (72°)
PORTAGE	ANCHORAGE	45	315°	285° (105°)
ANNETTE	YAKUTAT	431	315°	286° (106°)



MINNEAPOLIS TO EDMONTON

The route from Minneapolis to Edmonton via Regina traverses eleven hundred miles of flat or slightly rolling wheatland with numerous lakes and occasional patches of badland or small timber. The elevations range from 900 feet in the Mississippi and Red River valleys to slightly over 2,500 feet near Edmonton. No obstructions to the free flow of the winds and the movement of air masses will be found within 150 miles of any portion of this route, the chief physiographic controls in this region being: (1) the Rocky Mountains or Cordillera lying to the west of Edmonton, and (2) Hudsons Bay lying some 700 miles to the northeast of Regina.

The climate of the entire region is distinctly continental as it is either far removed from, or separated by high mountains from the major oceanic regions which act as sources for moisture and winter warmth. Actually, the extensive lake and swamp surfaces of the entire north-central part of Canada influence the humidity, cloud, fog and rainfall characteristics of this region as much as do the Arctic Ocean, Hudsons Bay or the Atlantic.

The major climatic controls, then, are the unstable air masses from the Pacific as modified by the Cordillera (mFk air), tropical air from the Gulf of Mexico coming in frequently aloft and occasionally reaching the surface (aFk air), and the cold continental Polar or Arctic masses originating over the Northwest Territories, Hudsons Bay, or the Polar Basin.

The Pacific masses have lost most of their moisture over the Rockies, but retain their instability and mild temperatures. The stable Arctic and Tropical masses, wretchedly cold and dry, or very warm and moist, respectively, have complete freedom to course unmodified up or down the four thousand mile long trough bounded on the east by the Appalachians and on the west by the Cordillera.

Thus the normal weather pattern for the year is determined by the average frequency with which these three types of air dominate this region, and that frequency is contingent on the position and intensity of the major frontal zone or belt of cyclonic storms separating the Polar and Tropical masses. During seasons or periods when the cyclonic storms follow a course to the north of this route, the winds follow a sequence from southeast to southwest or west. The prevailing direction of the surface winds is southwest and the average velocity from 20 to 35 miles per hour, over these unbroken plains. Flying conditions during such periods of high zonal circulation are usually very good, being limited only by the tendency toward turbulence, strong gusty surface winds, westerly gales aloft, frequent passage of fronts aloft, snow flurries or squalls in winter, dry thunderstorms in summer and local blowing dust where rainfall is deficient. When the cyclonic storms pass over or to the south of this region, the winds vary from southeast through southwest to northwest or north. The air masses alternate from Tropical to Polar or Arctic, frontal action is severe, temperature changes radical, winds locally violent and conditions more difficult to forecast.

In winter (October through March) extensive snowstorms or blizzards occur on the Active cold fronts which roll down the Prairies at rates varying from 500 to 1,500 miles in 24 hours, or become stationary along or near the International boundary, completely closing in every field over a longitudinal range of several hundred miles. During such blizzards, winds often reach 50 miles per hour with strong gusts, usually from the NW, snowfall is light so fine that it is carried aloft several hundred feet, reducing visibility to zero, and temperatures may fall from above freezing to ten, twenty, or thirty below in a few hours. This condition is only dangerous for those caught unprepared, or those unfamiliar with the nature, extent, force and duration of such blizzards.

In summer (April through September), passage of such fronts is attended by equally turbulent conditions, but instead of blizzards, violent thunderstorms often accompanied by heavy rain, hail, or small tornadoes and local dust storms occur where the tropical air is being replaced or forced aloft by cold polar air. Even as the frequency of tropical masses decreases as one goes toward Edmonton from Minneapolis, the frequency of thunderstorms decreases, and of "dry" type thunderstorms with blowing dust, increases. Temperatures in this area may go below zero during the months from October to April, inclusive, and in southeastern Alberta, averaging below zero in January. Temperatures of 60° below have been recorded in this sector, and during extremely long periods of sub-zero weather, the mean temperature may average 25° below zero for a month, as it did in February, 1936. Sub-zero weather is not so frequent at the Edmonton and Minneapolis ends of the airway.

During the summer, temperatures of over 100° F. may be expected in the eastern part of this airway from April until September. The hottest on record is about 110° in this section. In the winter the temperature will often go above 45° during Chinooks, while in the Edmonton region, these warm, dry, foehn winds may send the temperature up to 60° in December or February, removing in a short time all trace of snow. Needless to say, these winds become less effective the farther east one goes from the Continental Divide, as that bare ground will be found less often in northern Minnesota than in southern Alberta. Fog of the radiation type will occur frequently in the winter in the Regina area, and less often to the northwest and southeast. During December and January this fog will persist all day quite often, occurring at Regina over 25% of the time in the early morning hours. In the spring and fall the dense fog of this type is limited to the early morning or late evening, and is so light the little fog that does occur is very light. The same may be said of low stratus type clouds which seldom occur in the Edmonton region except in the fall and in the other sectors in the late fall, winter and early spring.

Trouble may be avoided by the pilot flying over the Minneapolis-Edmonton area if five unusual occurrences are kept in mind:

- (1) Cold front blizzards which usually come from the northwest but may strike the airway at any point.
- (2) Sudden formation of radiation fog over wide areas in late fall.

- (3) especially near Regina.
- (3) Violent thunderstorms when tropical air is being replaced by polar in the warm season.
- (4) sudden dust storms and gales in very type occluded frontal zones, especially in Alberta.
- (5) Flying in extensive frontal zones at the surface during the fall, winter and spring, and in clouds during spring, summer and fall.

GREAT FALLS TO EDMONTON

Flying conditions between Great Falls and Edmonton are unusually good, being favored by:

- (1) Location of landing fields on level prairie or bench land far from any major obstructions.
- (2) Level or slightly rolling nature of terrain along this route, with no high elevations in close proximity to form obstructions to flying, or to the movement of air masses.
- (3) General continentality of the climate, this region being remote from any major source of moisture.
- (4) Sheltering effect of the Continental Divide which lies on the average about 30 miles west of the route, together with the prevailing westerly winds which are warmed and dried by compression as they descend the eastern slopes of the Rockies.

As fog is rare, low cloudiness infrequent, contamination of the air by city smoke not appreciable around the airports, optical or deep haze unknown, rainfall light, snowfall not excessive and soon removed by Chinook winds which are frequent in winter, and icing in clouds milder and less frequent than in regions to the west, north or east; commercial flights during the past decade to and from Great Falls, Lethbridge, Calgary and Edmonton have been highly successful, completed schedules averaging between 95% and 99% of all scheduled trips, and delayed trips running between 1% and 3% throughout the year.

The chief factors contributing to the occasional delay or cancellation of schedules for planes equipped for instrument flying are:

- (1) Low overcast nimbus with ceilings from 100 to 500 feet which at times persist for a day or two with winds between NNW and NNE from 15 to 25 miles per hour. This condition occurs during April, May, September or October when slope winds occur in connection with deep, slow moving mass of mFk air which has crossed the Cordillera from the Gulf of Alaska and is moving southward over Alberta and Saskatchewan into eastern Montana. The precipitation may be in the form of a drizzling rain, or a steady snow which may drift to depths of one or two feet on runways.
- (2) Snow squalls which occur during or after the passage of cold fronts or cold occlusions. These squalls temporarily reduce the ceiling to 600 or 800 feet and visibility to 1/2 mile to 2 miles. Winds are usually from NNW to NW and from 15 to 30 miles per hour. The danger lies in the suddenness with which the field closes in and the frequency of the squalls. Between squalls the ceiling may be unlimited with visibility from 6 to 10 miles in most directions so that a plane usually can circle the field in the clear, especially near Regina.
- (3) Summer rain and thunder squalls. These are usually of the "dry" type, accompanied by local blowing dust, winds of 45 to 65 miles per hour with strong gusts sometimes reaching 75 miles per hour, occasional hail or even a small tornado. There is invariably much precipitation aloft (virga) and at times heavy rains reach the surface, especially on the southwestern slopes of the ranges. The condensation level may be 10,000 or 12,000 feet above sea level in July or August, accounting for the terrific surface winds and convective activity which is set up, and for the fact that the rain evaporates before reaching the ground in many cases. These storms can usually be circumnavigated, but are dangerous for planes landing or taking off, or attempting to fly through or under them. Winds are usually SEW shifting to WSW during the storm. Visibility is often zero in blowing dust on the field for ten or fifteen minutes. Except directly under the CbW cloud the visibility is excellent, and skies between clouds are usually clear. Moreover, the storm can be seen approaching the field or airway for half an hour or an hour before it hits.
- (4) Strong, gusty surface winds. Winds of over 60 miles per hour, with gusts at times reaching 75 miles per hour at Great Falls and 95 miles per hour at Lethbridge, may occur in connection with the passage of a warm-type occlusion, during the fall or early spring. The strongest winds usually occur during the heat of the day, with temperatures between 50° and 75° F. and are caused by the combination of frontal action and the super-adiabatic lapse rates set up in the already unstable maritime polar (mFk) air descending the western slopes of the Cordillera. Characteristic Chinook or foehn clouds (lenticular alto-cumulus) will usually be seen overhead, extending far fifty or a hundred miles along the airway parallel to the Divide. An irregular barometer with abnormal high temperatures for the season is normally indication that these strong winds are imminent, since the only well defined front which passes during such periods, is the cold front aloft which does not produce immediate cloudiness or precipitation due to the extreme dryness of the air which has lost its high moisture content on the western slopes of the Rockies and Coastal Ranges, and is further dried by compression while descending the east slopes.
- (5) Temporarily low ceilings and rain or snow following the passage of a cold front aloft. About 24 hours after one of the above fronts pass, when the mFk air mass has reached Saskatchewan or western North Dakota, a dome of air is built up at the surface which is sufficiently cold to provide a slope for the fresh westerlies to over-ride, especially if the strength of these westerlies is increasing.

free zone above the clouds which in the winter do not usually extend above 10,000 or 12,000 feet in this type of air mass, until the squall drifts away from the field. Often the squalls are so local that one portion of a field may be in the clear when the observatory is "closed in" where traffic is thick, the main source of danger is from collision while circling the field or trying to sneak in just ahead of a squall.

Alto-stratus will build up to the east of the airway and the precipitation area will work backward over the airway from the east, giving

## WEATHER SUMMARY

zero conditions in the Belt, Highwood, Bearpaw and other low ranges just east of the airway, and ceilings between 800 and 1,000 feet along the air route. While the pilot will never get caught in a suddenly lowering alto-stratus overcast as occurs west of the Divide (Seattle and Spokane) under similar conditions, it is well to watch for this occasional reversal of the normal cloud-formation pattern, especially as the cloud will extend to greater heights, winds aloft will be of hurricane force (30 to 120 miles per hour from SW to NW) and icing may be severe aloft.

Forecasting the advent of bad weather in the Great Falls - Edmonton area is not as difficult for the experienced forecaster or pilot who is on the spot, as the prediction of improvement in the weather after a day or so of persistent bad weather. When a mass of stable, cold, Arctic air fills in the low valleys along the east slope of the Rockies, the less dense maritime air masses from the west tend to override the pool of cold air below, which pool does not disappear until the southwest or west winds become strong enough to remove the air by turbulence. The balance between the force of the two air masses is so delicate that it is often impossible to tell within 36 or 48 hours just when the Chinook winds will predominate over the stable northwesterlies. This uncertainty exists between mid-September and early June, and is the despair of forecasters in the regions along the Continental Divide where this stationary front exists. As can be seen from the above discussion, practically all of the bad weather in this region occurs when such a stationary front develops along or just east of the Continental Divide. If the fronts or waves are moving at a normal speed from west to east the bad weather is only temporary due to the Continentality of the region, and is minimized further by the down-slope tendency of the prevailing winds.

A word might be said about the variation from the normal pattern of the climate which might be expected in this region from year to year. At Great Falls in winter the temperature usually goes above freezing several times each month, resulting in removal of all snow and even drying up the fields. During January and early February 1942 there were four weeks of Chinook weather with continuous CAUV conditions, completely bare ground and not even enough frost to produce freezing and thawing of the unsurfaced runways. Winds were on an average over 20 miles per hour and occasionally 40 or 45, making training flights with light planes difficult, but producing ideal conditions for heavier craft. On the other hand during January 1936 and February 1926 the average temperature was several degrees below zero, snowfall was frequent and totaled from 15 to 20 inches during the month, being about twice the normal, and due to the low temperatures the snow stayed on the ground for weeks—a rare occurrence. Normally 10 to 20 below is the coldest experienced each winter but occasionally temperatures between 30 and 40 below have occurred. This is mild compared with conditions encountered at Edmonton or Regina, however. At points between Calgary conditions are intermediate. Average snowfall at Great Falls is practically the same as that at Edmonton—only it does not accumulate at Great Falls.

## EDMONTON TO WHITEHORSE

The route from Edmonton to Whitehorse traverses about a thousand miles of diverse mountains. About one-third of the distance is over level or slightly rolling prairie, the next third in narrowing canyon and mountain gorges, and the last portion over rugged mountain ridges. About 100 miles of the distance is over flat, cultivated, farm-land; half of which is near Edmonton and the other half in the Peace River Valley beginning at Grande Prairie.

The airway inclines from Edmonton toward the Continental Divide which may soon be seen stretching like a wall from the southwest to the southeast horizon. On a clear day, about 500 miles of the Canadian Rockies may then be seen in the west, with unbroken prairie to the south and flat lake country to the north. A plane flying at 8,500 feet would clear every obstruction along this air route for the first 750 miles, almost as far as Watson Lake. An elevation of 5,500 feet would clear every ridge along the entire airway, including the additional 500 miles from Whitehorse to Fairbanks. However, from Grande Prairie to Fort St. John and after the plane reaches Fort Nelson, mountains 7,000 and 8,000 feet high converge on the airway as the Peace River Canyon and the wild gorge of the Liard River are entered, and from there on, summits 8,000' high are dangerously close to the airway.

From September to the first of June, a plane is in the icing zone whenever flying through clouds over the prairie region, and at any season there is danger of icing in clouds at the elevations of 7,000 feet or over which are required to clear the Cordillera between Fort Nelson and Whitehorse. Fortunately this is a region of little cloudiness and of good visibility so that a plane can avoid difficulties due to icing without cancelling or delaying more than a few trips during the course of a year, if the pilot is alert to frontal conditions that involve icing danger in this region.

Warm type conclusions are frequently encountered over the ranges between the Gulf of Alaska and the northern Prairies. During the late summer and fall a great deal of moisture is contained in the layers of air between 8,000 feet and 18,000 feet — the levels at which flights over this territory must be made. Most of the moisture is precipitated on the western slopes of the higher ranges, but enough gets across into the Interior to occasionally produce rapid cloud formation and suddenly lowering ceilings from an alto-stratus deck in connection with a cold front aloft. If a pilot understands the nature of this phenomenon he can take advantage of the lee effect of the higher ridges, since the worst weather, the lowest ceilings, the heaviest snow and the greatest icing danger occurs on the windward or western slopes, while the clouds on the lee side become tenuous and disappear within thirty or forty miles, and snowfall and heavy icing usually extends for only a few miles beyond a major summit.

## WEATHER SUMMARY

The important thing to remember in this region is that prevailing winds are westerly and may reach very high velocities aloft, 100 to 120 miles per hour from the SW to NW being not uncommon. When such conditions exist, the weather on the lee slopes will be warm, dry and the air turbulent at all flying levels, but ceilings will be high or unlimited, visibility will be excellent except in local areas usually, and danger of surface fog, icing, low stratus or precipitation will be negligible at reasonable distances from the mountains.

Across the mountains bad weather may be encountered over and west of the higher ridges, but low cloud layers will seldom be encountered for great distances, due to turbulence. The chances of encountering extensive layers of low clouds and icing in this region are greater when slowly moving frontal systems, or stationary fronts overlie or parallel the Rockies, especially in May, June, September and October. Then a plane might need to fly at 15,000 feet or higher to tap an unbroken layer of strato-cumulus from Whitehorse to Grande Prairie without finding a break, and may find the latter places fogged in or the whole east slope in the grip of an Arctic Air Mass blizzard. This would be a rare occurrence but would be the one situation which would spoil an otherwise perfect flying or operating record. Experience in this region would show that certain airway route fields, like Peace George, for example, might be more surely open.

During the entire year, barometric depression crosses the Cordillera with more or less regularity and with varying intensity. Along the eastern slopes fluctuations in pressure may be great enough to produce erratic altimeter readings of the magnitude of 1,000 feet or more at 10,000 feet. Care must be taken when flying "humps" through upper air cold fronts or occlusions, over peaks of a known height which need only slight clearance in warm CAUV weather, to allow sufficient extra clearance to compensate for density differences which are apt to occur, especially when entering such an upper air trough over a major peak of the surface air.

Chinook winds occur frequently in fall and spring, and occasionally in winter in the Peace River and Liard River regions, but their frequency is not as great, nor do they persist for long periods in mid-winter as in the vicinity of Great Falls and Lethbridge. The result is that the climate is mild in spring, summer and fall, but is quite severe in winter when clear, cold, continental Polar air persists for weeks and the snow stays on the ground as a rule from December to March or April. The climate of all of these Interior regions is semi-arid as to precipitation, but the long-lasting snow cover and frozen ground keeps the moisture in the soil enabling wheat and other crops to be grown that would otherwise be impossible. As in the more southerly prairie regions about 1/3 of the moisture occurs in summer (from mid-April to early September) so that the winters are on the whole clear and dry.

The temperature in December, January and February averages near or below zero in this region. Temperatures of 50 below are frequently experienced and 60 below has occurred several times in low spots. Frost fog due to such low temperatures is not as common as it is in

Alaska and the lower Mackenzie where the air is more humid. Fog banks will occur during the fall on the lee side of inter-mountain lakes like Watson Lake, Wolf Lake, Atlin and Teelin, in swampy lake regions east of the Divide, and where slowly moving Polar air masses work south along the east slopes giving up-slope stratus to higher bench-land, divides and slopes.

Blizzards will occur along the east slopes and snow squalls will fill the Interior valleys when fresh outbreaks of Arctic Air moves down from the Mackenzie, or overrides the Cordillera. These cold-front blizzards or snowstorms are not so common when the snow becomes hard-crusted due to a long clear spell of strong sunshine, but are extremely bad when a foot or so of fine, dry snow is distributed by a wind of from 25 to 45 miles per hour. Gorge winds will occur near Fort Nelson due to the Grand Canyon of the Liard suddenly opening out onto the open plain near there, and drifting or blowing snow should be expected in winter under such conditions.

Snow falls to a total depth of four to five feet during the winter along this airway, and the accumulation will occasionally be as great as three or four feet by March. Except where local winds occur, snow removal in fields is fairly simple, and drifting is only occasionally bothersome. An occasional fall of snow may occur in September or April, making landing easy for a day or so, but the intense and long-lasting insulation in northern latitudes at this season makes snow disappear rapidly.

The spring thaw in March or April in the Peace River region, and in April or early May farther north, renders most of the fields useless for heavy bombers, unless steel mats or concrete runways are provided. Even blacktop will buckle under the weight of medium and heavy planes with heavy loads of fuel or ammunition.

In spite of all of the above difficulties and cautions, the region from Edmonton to Whitehorse is as good for air operations as any mountainous or unsettled region and could be expected to be. The worst conditions will occur in late spring and fall, but throughout the year better than 80% of scheduled operations should be completed without delay with present facilities.

## WHITEHORSE TO FAIRBANKS

The route from Whitehorse to Fairbanks crosses ridges of an average elevation of 5,000 feet for about 200 miles, then follows the broadening valley of the Tanana River for the remainder of the 500 mile course. The terrain is not quite as wild as that between Watson Lake and Whitehorse, yet only during the past decade has the region been regularly flown over, and there are very few habitations.

The high ranges lying to the southwest of this Airway have a profound influence on the climate and flying conditions in the Interior valleys. The St. Elias Range rises to 12,000 in 18,000 feet above sea level and cut off most of the moisture and block the lower portion of air masses attempting to press into the Mackenzie Basin from the Gulf of Alaska. Farther along the course, from Northway to

## WEATHER SUMMARY

Tanacross, the maritime air masses must cross two high ranges, the Chugach Mountains along the coast and the Wrangell Mountains north of the Copper River; the latter rising to 16,000 feet in places. The portion from Tanacross to Fairbanks is protected on the south by several ranges with elevations of 12,000 to 14,000 feet within 30 miles of the route.

The above ranges, while in places approaching dangerously close to the Airway, provide more of a boon than a bane to aviation, as they result in consistently high ceilings throughout the year, the valleys being clouded over or fogged in only when moist maritime air works up the Kuskokwim and Yukon Valleys into the upper Tanana during the season from mid-April to November. Winter frost fog will occur on rare occasions of very low temperature in December as well, but the lack of large settlements reduces the chances of occurrence of ice-fogs in such continental country to a minimum.

It should be remembered, however, that fog banks will form along or over lakes of any size, as Klusne Lake northeast of Burwash Landing, during the season when the lakes are free from ice. In this section the lakes freeze over in late October and break-up occurs in May or June. From November to April the ice is safe to land on. Open leads appear in the Tanana River even in mid-winter when temperatures are far below zero, but although in the river valley, which are numerous, may be used for emergency landings.

Winds are seldom strong in any of these Interior Valleys. Calms prevail over 25% of the time in winter, and such winds as do occur are usually due to local drainage effects. Occasionally strong northeast winds blow off of the ranges north of the Tanana valley when a deep mass of Arctic Air settles over Yukon Territory, and these winds seem very strong when velocities of 20 to 30 m.p.h. are experienced.

Gusty east or southeast winds likewise blow down the Tanana Valley, but the weather is always clear in such cases, and speeds are seldom high enough to do any damage. Southerly or southwesterly winds will always be downslope accompanied by Föhn effects, and these winds, while unstable, and locally strong and gusty, only serve to clean out any fog or low clouds that chance to lie in the valleys. Such winds cannot be counted on reaching the surface in winter since the mountains are too high in many places, and the pressure gradient insufficient to produce the turbulence that would clear out the stagnant pools of extremely cold air. This is more likely to be the case in the enclosed valleys in Yukon Territory, than in the Tanana Valley which is more easily drained.

Bad weather in this section is confined to the following types:

- (1) Winter snow squalls when an Arctic Air Mass pushes in from the north under more moist maritime air from the Aleutians, or when the reverse condition occurs.
- (2) Radiation fog in October, November and December when maritime air moves in and stagnates in the valleys. In late November and December this fog may persist all day or for several days.
- (3) Low Nimbo-stratus in the warm season, occasionally broken by periods of moderate thunderstorm activity, when shallow low pressure areas stagnate in the Yukon.

AM KCMY TROPRIA





INLAND ROUTE

	Page
Minneapolis, Minnesota .....	46
Fargo, North Dakota .....	30
Winnipeg, Manitoba, Canada .....	68
Regina, Saskatchewan, Canada .....	56
Saskatoon, Saskatchewan, Canada .....	58
Edmonton, Alberta, Canada .....	26

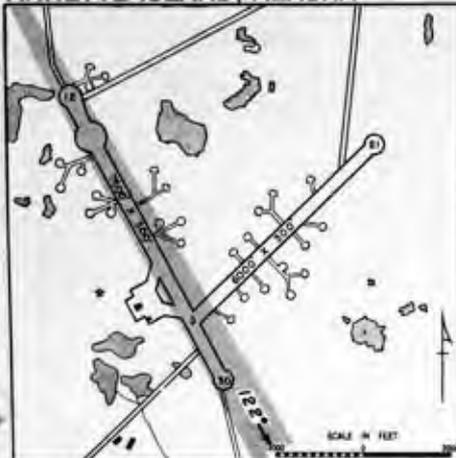
COASTAL ROUTE

	Page
Seattle, Washington .....	60
Paine Field, Everett, Washington .....	50
Patricia Bay, Vancouver, Canada .....	52
Annette Island, Alaska .....	18
Juneau, Alaska .....	40
Yakutat, Alaska .....	72
Yakutat, Alaska .....	70
Cordova, Alaska .....	24
Elmendorf Field, Anchorage, Alaska .....	28

Great Falls, Montana .....	38
Lethbridge, Alberta, Canada .....	44
Calgary, Alberta, Canada .....	22
Ferndale, Alberta, Canada .....	24
Edmonton, Alberta, Canada .....	26
Grande Prairie, Alberta, Canada .....	34
Fort St. John, British Columbia, Canada .....	32
Fort Nelson, British Columbia, Canada .....	64
Watson Lake, Yukon Territory, Canada .....	66
Whitehorse, Yukon Territory, Canada .....	48
Northway, Alaska .....	62
Tanacross, Alaska .....	20
Big Delta, Alaska .....	42
Ladd Field, Fairbanks, Alaska .....	42

ALPHABETICAL INDEX TO AIRPORT DESCRIPTIONS

Anchorage (Elmendorf Field), Alaska .....	28	Minneapolis, Minnesota .....	46
Annette Island, Alaska .....	18	Northway, Alaska .....	48
Big Delta, Alaska .....	20	Paine Field, Everett, Washington .....	50
Boeing Field, Seattle, Washington .....	60	Patricia Bay, Vancouver, Canada .....	52
Calgary, Alberta, Canada .....	22	Ferndale, Alberta, Canada .....	24
Cordova, Alaska .....	24	Regina, Saskatchewan, Canada .....	56
Edmonton, Alberta, Canada .....	26	Saskatoon, Saskatchewan, Canada .....	58
Elmendorf Field, Anchorage, Alaska .....	28	Seattle, Washington .....	60
Everett (Paine Field), Washington .....	50	Stevenson Field, Winnipeg, Man., Canada ..	68
Fairbanks (Ladd Field), Alaska .....	42	Sydney (Patricia Bay), Vancouver, Canada ..	52
Fargo, North Dakota .....	30	Tanacross, Alaska .....	62
Fort Nelson, British Columbia, Canada ..	32	Watson Lake, Yukon Territory, Canada .....	64
Fort St. John, British Columbia, Canada ..	34	Whitehorse, Yukon Territory, Canada .....	66
Gore Field, Great Falls, Montana .....	38	Winnipeg, Manitoba, Canada .....	68
Grande Prairie, Alberta, Canada .....	36	Wold-Chamberlain Field, Minneapolis, Minn.	46
Great Falls, Montana .....	38	Yakutat, Alaska .....	70
Hector Field, Fargo, North Dakota .....	30	Yakutat, Alaska .....	72
Juneau, Alaska .....	40		
Ladd Field, Fairbanks, Alaska .....	42		
Lethbridge, Alberta, Canada .....	44		



## NAME AND LOCATION

ANNETTE ISLAND AIR BASE, located 6 miles S. of Metlakatla, on the SW. peninsula of Annette Island.

POSITION - Lat.  $55^{\circ} 03' N.$ , Long.  $131^{\circ} 35' W.$

MAGNETIC VARIATION -  $29^{\circ} E.$

ALTITUDE - 50 to 100 feet.

LANDMARKS - Military barracks, extinct volcano crater nearby.

## GENERAL INFORMATION

OPERATED BY - U. S. Army Air Forces.

REMARKS - Annette Island is a restricted area.

Use anti-aircraft procedure approach.  
Seaplane facilities in Tanga Harbor.

## DESCRIPTION

DIMENSIONS - NW./SE. (12-30) 7,500' x 300';  
NE./SW. (3-21) 6,000' x 300'.  
SURFACE - Water-bound macadam.  
MARKINGS - Standard markings.  
LIGHTING - Emergency lighting.  
OBSTRUCTIONS - Trees and brush. Mountains  
some distance to NW. and S. Radio masts in  
camp area.

## FACILITIES

HANGARS - One hangar 200' x 160', under construction. Revetments available.  
REPAIR FACILITIES - Limited repair facilities available.  
FUEL AND OIL - 100 octane gasoline available.  
COMMUNICATIONS - Radio range, radio, control tower.  
WEATHER REPORTS - First order weather station.  
TRANSPORTATION - Roads to Metlakatla and to small docks in Tanga Harbor where supplies are unloaded.  
ACCOMMODATIONS - Barracks and extensive quarters.

## WEATHER

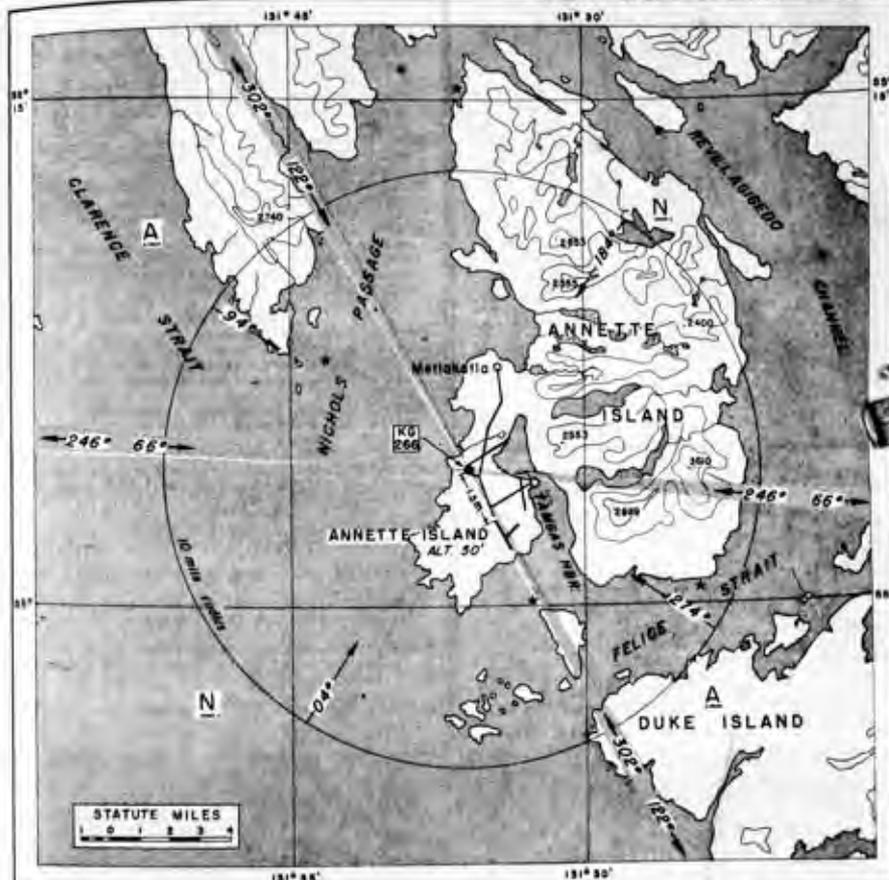
PREVAILING WINDS - SE. winds above 30 m.p.h. occur 1 1/2 of the time during January and February, decreasing during remainder of year.

PRECIPITATION - Rain 157" per year, snow 12" equivalent.

TEMPERATURE - Extreme range:  $96^{\circ} F.$  to  $-80^{\circ} F.$

VISIBILITY - Frequent fogs and low ceilings. Cloudy days average 280 days per year. Ceilings average 1,500 feet. Rain and drizzle reduce visibilities during the autumn months. Fog occurs 2 days per month in June, July and August, less than 1 day per month during remainder of year.

CHARTS - Fraser River Regional Chart.

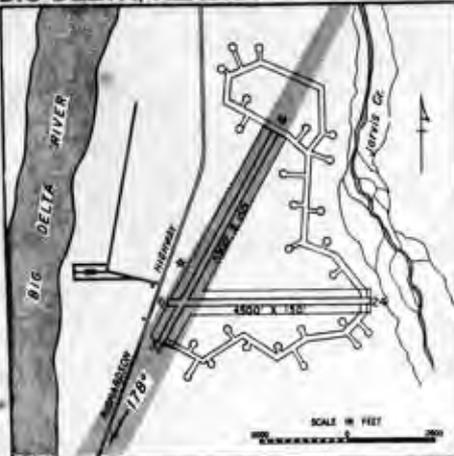


## LET-DOWN PROCEDURE

INITIAL APPROACH ALTITUDE: NB 7,000' minimum, SE 6,000' minimum, WB 10,000' minimum.  
SHUTTLE: N. and S. legs, 4,000' minimum.  
FINAL APPROACH: N. leg, minimum 4,000' alt.  
PROCEDURE TURN: Left. Minimum altitude 4,000'.  
ALTITUDE OVER RANGE ON FINAL APPROACH: 4,000'.  
MAGNETIC BEARING AND DISTANCE TO FIELD: W. leg descending 1,000 f.p.m. for maximum of 3 minutes (6 mi.) to minimum of 1,050' - 1.5 miles at  $122^{\circ} W.$   
IF LANDING NOT ACCOMPLISHED: Maximum climb on W. leg for not more than 3 minutes (6 mi.), returning over the range at 4,000' and continue climb to cruising altitude.  
CAUTION: Do not proceed on E. leg at less than 8,000'.  
(NORTHWEST AIRLINES)

## RADIO DATA

CALL	TRANS.	GUARDS	REMARKS
WYZF (AACS)	1638 4220 4495 4742.5	1638 4495 4595	Air/Ground, voice " " " " " "
ANNETTE ISLAND TOWER	306 3017.5 3105	3017.5 3105 4495 6210	Tower, voice " " " " " "
KXQP (CAA)	266 5672.5	3105 4495 6210	Radio range, voice " " " " " "

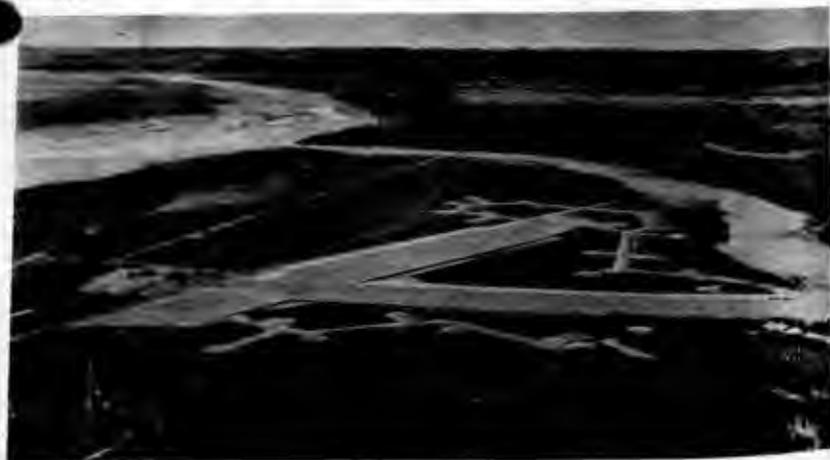


## NAME AND LOCATION

**BIG DELTA CAA FIELD**, located 11 miles SSE. of Big Delta and E. of Richardson Highway, between Big Delta River and Jarvis Creek.  
**POSITION** - Lat.  $64^{\circ} 00' N.$ , Long.  $145^{\circ} 44' W.$   
**MAGNETIC VARIATION** -  $31^{\circ} E.$   
**ALTITUDE** - 1,266 feet  
**LANDMARKS** - Richardson Highway, Tanana and Big Delta Rivers. Donnelly's Dome 15 miles S.

## GENERAL INFORMATION

**OPERATED BY** - C.A.A. and A.A.F.  
**REMARKS** - This is one of the best fields in Alaska. There is an old field located at Big Delta town which is still in use by private operators. Population of Big Delta - 25.  
 Wing covers and heating units available in quantity.



## DESCRIPTION

**DIMENSIONS** - NE./SW. (18-36) 5,300' x 500' strip with 5,300' x 150' runway.  
 E./W. (6-24) 4,500' x 500' strip with 4,500' x 150' runway. 2,700' parking area on NE./SW. strip with tie-down cable for 60 planes.  
**SURFACE** - Gravel with 150' asphalt strips on each. Parking areas and hardstands to be asphalted.  
**MARKINGS** - Sock on tower at W. side of runway.  
**LIGHTING** - Boundary, range, approach and obstruction lights. Rotating beacon.  
**OBSTRUCTIONS** - Building at W. end of E./W. runway. Radio towers (135') 1.8 miles to NE. Beacon (51') 150' W. of NE./SW. runway. Mountain range reaching 13,740' to the S. with foothills 15 miles distant.

## FACILITIES

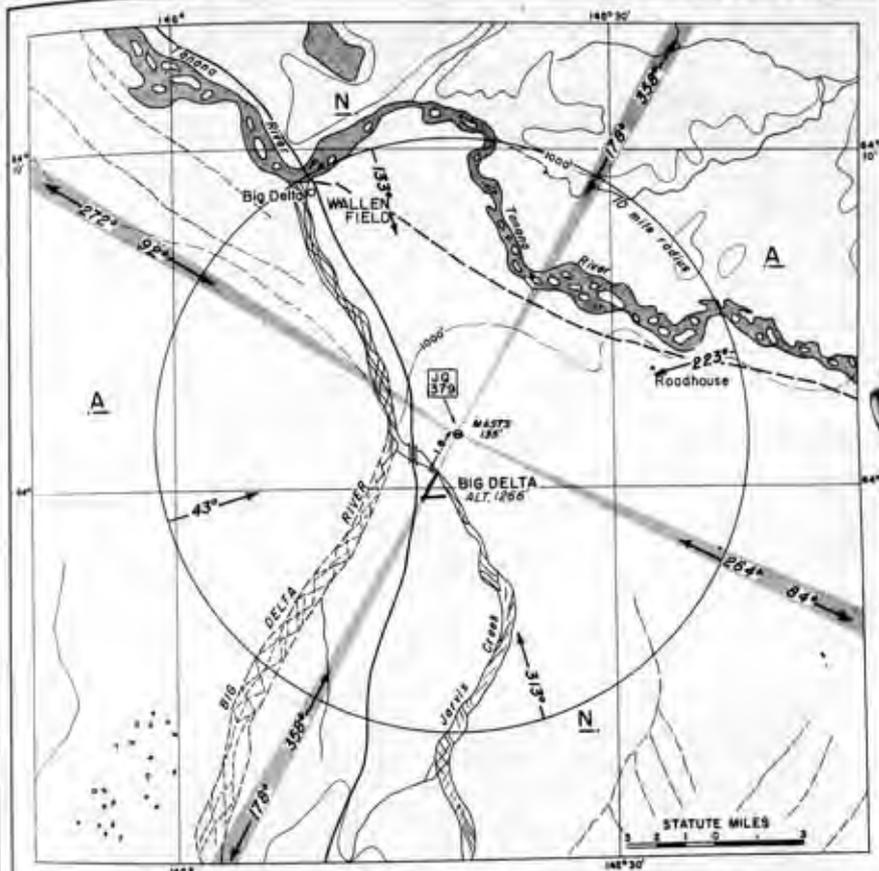
**HANGARS** - Two nose hangars.  
**REPAIR FACILITIES** - None.  
**FUEL AND OIL** - Large quantity 100 octane fuel and oil available. Bulk storage under construction.  
**COMMUNICATIONS** - Telegraph. Telephone to Valdez and Fairbanks. Radio and radio range. Control tower.  
**WEATHER REPORTS** - Available  
**ACCOMMODATIONS** - Quonset huts for Army Staff. Barracks and messing for 200. CAA quarters.

## WEATHER

**PREVAILING WINDS** - Summer N. Winter N. and W.  
**PRECIPITATION** - Rain 20" per year, snow 60" per year.  
**TEMPERATURE** - Extremes:  $90^{\circ} F.$  maximum to  $-50^{\circ} F.$  minimum.  
**VISIBILITY** - Occasional fog during winter. Clouds average 175 days per year.

**NOTE:** Wind conditions troublesome to pilots the majority of the year. Only drawback to field.

**CHARTS** - Fairbanks (Alaska Aeronautical Charts)

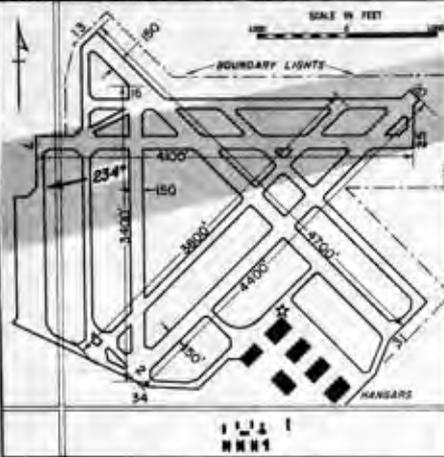


## LET-DOWN PROCEDURE

**INITIAL APPROACH ALTITUDE:** E. bound on W. leg - 5,000' W. bound on E. leg - 6,000'. If on top and in the clear - 2,500'.  
**SHUTTLE:** E. and W. legs within 3 minutes (6 miles) to 3,500' minimum.  
**FINAL APPROACH:** E. leg.  
**PROCEDURE TURN:** Left. 2,500' minimum.  
**ALTITUDE OVER RANGE ON FINAL APPROACH:** 1,766'.  
**MAGNETIC BEARING AND DISTANCE TO FIELD:** Follow W. leg away from station at minimum altitude for not to exceed 1 1/2 minutes. If contact made prior to reaching station, turn to S. leg and follow to airport - 1.76 miles. If contact made while on W. leg, make a left turn and proceed to airport.  
**IF LANDING NOT ACCOMPLISHED:** If on W. leg, climb to 2,500'; turn around and continue climb to station. Shuttle on E. and W. legs.  
**MINIMUM ALTITUDE DURING ORIENTATION:** 6,000' If lost 23,000'.

## RADIO DATA

CALL	TRANS.	GUARDS	REMARKS
KHDO	379	3105	Radio range, voice
		4495	Radio range, voice
		6210	Radio range, voice



**DESCRIPTION**

**DIMENSIONS** - Airport 1 mile square, with four landing strips, all with runways and parallel taxi strips: N./S. (16-34) 3,400' x 150', taxi strip 3,800' x 100'; NE./SW. (2-20) 4,400' x 150', taxi strip 3,800' x 100'; E./W. (7-53) 4,100' x 150', taxi strip 3,600' x 100'; NW./SE. (13-31) 4,700' x 150', taxi strip 3,200' x 100'. Portions of field under construction.

**SURFACE** - Runways paved, remainder of field sod and usable. Artificial drainage.

**MARKINGS** - Wind cone, illuminated wind tee.

**LIGHTING** - Rotating beacon flashing "CY", obstruction, boundary and contact lights.

**OBSTRUCTIONS** - Airport building area to S. Farm buildings 33' high 2,000' NW. of NW./SE. strip. Minimum safe altitude anywhere within radius of 25 miles - 5,500'.

**FACILITIES**

**HANGARS** - Five double R.C.A.F. hangars. Small T.C.A. hangar.

**REPAIR FACILITIES** - R.C.A.F. only.

**FUEL AND OIL** - R.C.A.F. bulk storage for 40,000 gallons 100 octane fuel.

**COMMUNICATIONS** - Telephone, teletype. Radio and radio range facilities.

**WEATHER REPORTS** - Complete.

**TRANSPORTATION** - Bus and motor transport.

**ACCOMMODATIONS** - Quarters for 2,000 officers and men. Hotels in Calgary.

**WEATHER**

**PREVAILING WINDS** - NW. and SE., maximum 31 m.p.h.

**PRECIPITATION** - 16 1/2" rain and 43.5" snow/year.

**TEMPERATURES** - Annual range: 90° F. to -50° F.

**VISIBILITY** - Fog rare.

**CHARTS** - Banff-Bassano (Canada Air Navigation) North Saskatchewan Regional.

**NAME AND LOCATION**

CALGARY MUNICIPAL AIRPORT, located 2 miles NE. of Calgary.

**POSITION** - Lat. 51° 06' N., Long. 114° 00' 47" W.

**MAGNETIC VARIATION** - 24° E.

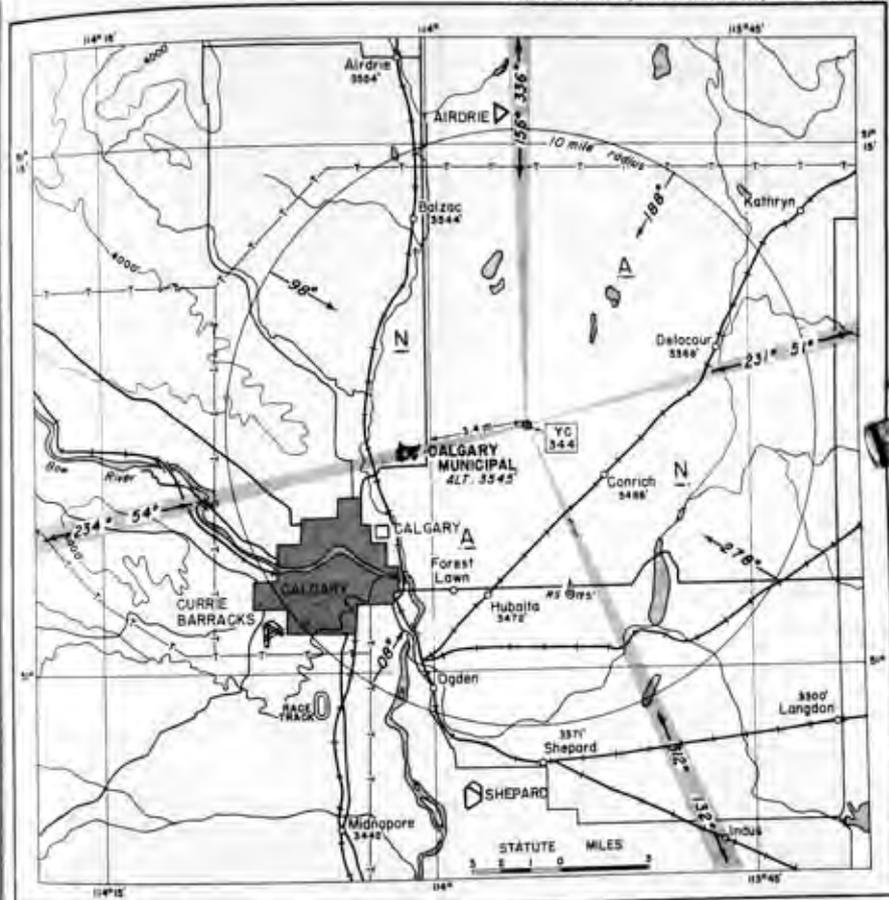
**ALTITUDE** - 3,545 feet.

**LANDMARKS** - RR. 1 1/2 miles W., city of Calgary.

**GENERAL INFORMATION**

**OPERATED BY** - Dept. of Transport and R.C.A.F.

**REMARKS** - Airport traffic control, tower on R.C.A.F. hangar. Calgary controls zone of 25 mile radius and contact should be made with tower before entering this zone.



**LET-DOWN PROCEDURE**

**INITIAL APPROACH ALTITUDE** - Westerly 13,000'. Others 5,000'.

**SHUTTLE**: None.

**FINAL APPROACH**: E. leg, magnetic heading of 231° towards station.

**PROCEDURE TURN**: N. or S. of E. leg. 4,500' minimum.

**ALTITUDE OVER RANGE ON FINAL APPROACH**: 4,100'.

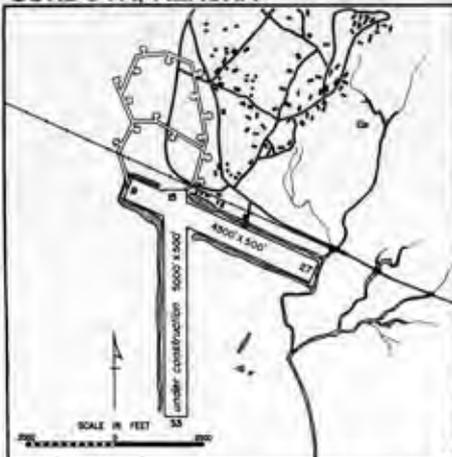
**MAGNETIC BEARING AND DISTANCE TO FIELD**: 233° and 3.4 miles.

**IF LANDING NOT ACCOMPLISHED**: Over the range station, turn immediately on to S. leg, magnetic heading 132° and climb to 5,000'.

(TRANS-CANADA AIRLINES)

**RADIO DATA**

CALL	TRANS.	GUARDS	REMARKS
VFA (D. of T.)	344	3105 4495 6210	Radio range, voice " " "
VXO (D. of T.)	278	3105 6210	Tower. Also guards airline frequencies.



## NAME AND LOCATION

CORDOVA AIRFIELD, located 10 miles SE. of Cordova.

POSITION - Lat.  $60^{\circ} 29' N.$ , Long.  $145^{\circ} 30' W.$

MAGNETIC VARIATION -  $25^{\circ} 35' E.$

ALTITUDE - 40 feet.

LANDMARKS - Copper River and Northwestern R.R. (abandoned) alongside airport.

## GENERAL INFORMATION

OPERATED BY - C.A.A.

REMARKS -



## DESCRIPTION

DIMENSIONS - NW./SE. (9-27) 4,500' x 500', N./S. (15-33) 5,000' x 500'.

SURFACE - NW./SE. runway asphalt; N./S. runway sand and silt, cleared only, used as parking area.

MARKINGS - Wind cone, boundary cones.

LIGHTING - Beacon, boundary and range lights.

OBSTRUCTIONS - Mountains to the N., canyon to the E. Glacier overflow to the W. 54' beam airport buildings and power line to S. of NW./SE. runway.

## FACILITIES

HANGARS - None. Extensive revetments under construction.

REPAIR FACILITIES - None at present.

FUEL AND OIL - Available in drums.

COMMUNICATIONS - Radio range, radio, telephone.

WEATHER REPORTS - Weather station at Cordova.

Reports available.

TRANSPORTATION - Harbor at Cordova. Cordova Air Service at old airport. Railroad to Cordova to be replaced by highway.

ACCOMMODATIONS - Extensive housing and messing facilities. Hotels in town. Population - 900.

## WEATHER

PREVAILING WINDS - Winter NE. and E. Summer E. and SW.

PRECIPITATION - Rain  $147''$  per year, snow  $150''$  per year.

TEMPERATURE - Extreme range:  $87^{\circ} F.$  to  $-19^{\circ} F.$

VISIBILITY - Fog rare. Occurs from June to August, about two days per month.

CHARTS - Kenai (Alaska Aeronautical Charts)



## LET-DOWN PROCEDURE

INITIAL APPROACH ALTITUDE: NW. leg, 11,000' minimum. SE. leg, 10,000' minimum. NE. leg 15,000' minimum.

SHUTTLE: NW. and SE. legs down to 4,500' min.

FINAL APPROACH: NW. leg.

PROCEDURE TURN: Right. Minimum altitude 4,500'

ALTITUDE OVER RANGE ON FINAL APPROACH: 4,000' minimum.

MAGNETIC BEARING AND DISTANCE TO FIELD: SE. leg, descending 1,000 f.p.m. to minimum altitude of 520' - 22 miles.

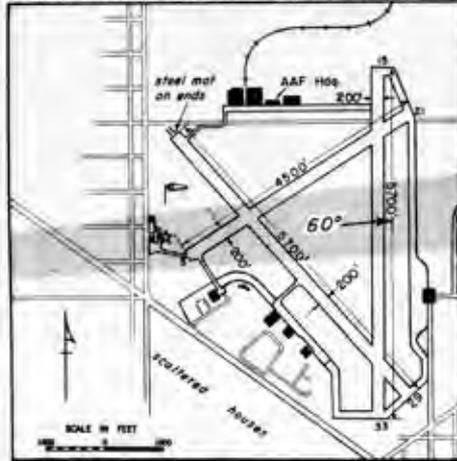
IF LANDING NOT ACCOMPLISHED: Climb on SE. leg to cruising altitude holding right side of leg. Any turn made on SE. leg should be right turn-around.

MINIMUM ALTITUDE DURING ORIENTATION: 15,000'. (NORTHWEST AIRLINES)

## RADIO DATA

CALL	TRANS.	GUARDS	REMARKS
WTSC (AACS)	4220 4595	4495 4595	Air/Ground, voice
KROU (CAA)	362	3105 4495 6210	Radio range, voice " " " " " "

MAINLAND RADIO RANGE IS NOT YET IN OPERATION.



**NAME AND LOCATION**

EDMONTON MUNICIPAL AIRPORT, 2 1/2 miles NW. of center of Edmonton, within city limits.  
 POSITION - Lat. 53° 34' N., Long. 113° 31' W.  
 MAGNETIC VARIATION - 25° E.  
 ALTITUDE - 2,185 feet.  
 LANDMARKS - Canadian Nat. RR. yards to N. Grain elevator 1 mile NW. Yellow arrow on roof of Army in city points toward airport. A concrete boulevard extends N. from the city to the airport.

**GENERAL INFORMATION**

OPERATED BY - Dept. of Transport and R.C.A.F.  
 REMARKS - Field practically complete. Areas around field and temporary housing facilities very muddy after rains.



**DESCRIPTION**

DIMENSIONS - NW/SE. (11-29) 5,700' x 200'  
 N./S. (15-33) 5,700' x 200'  
 NE./SW. (3-21) 4,500' x 200'  
 SURFACE - Runways hard, concrete and asphalt. Remainder of field sod, can be used except in wet weather. Level, poor drainage.  
 MARKINGS - Wind cone on hangar, W. side of field. White runways strips, white circle, boundary markers.  
 LIGHTING - Boundary, contact, obstruction and floodlights. Rotating beacon flashing "24" 6 times per minute.  
 OBSTRUCTIONS - Do not circle under low overcast due to radio towers, grain elevators and city buildings. NE. - radio towers 5 1/2 miles.  
 NW. - grain elevator 4,800' distant, coal dock and water tower 2,300' distant, house 500' from end of runway. SE. - chimney 3,000' distant. SW. - power line 1,000' from end of runway. W. - Tele. poles along edge of field.

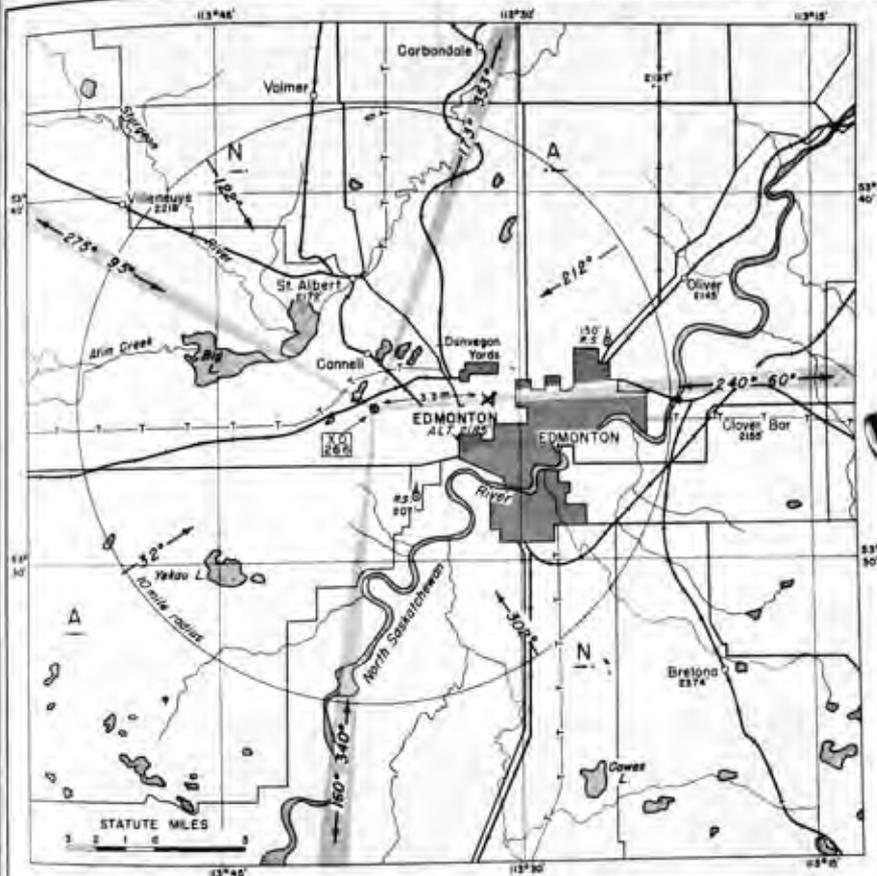
**FACILITIES**

HANGARS - Two C.F.A. Three R.C.A.F. One YCA. Two Aircraft Repair Ltd. One A.T.C.  
 REPAIR FACILITIES - Complete. Major rebuilding.  
 FUEL AND OIL - Bulk storage large quantity high octane gas.  
 COMMUNICATIONS - Telephone, telegraph, teletype. Radio and radio range.  
 WEATHER REPORTS - Complete. Army Weather Service.  
 TRANSPORTATION - By taxi or motor transport.  
 ACCOMMODATIONS - Quarters and mess at field. Numerous hotels in town.

**WEATHER**

PREVAILING WINDS - SW. In winter, NW. In summer.  
 PRECIPITATION - 18" of rain and 43" of snow per year. Winter operations O.K.  
 TEMPERATURE - Extremes: 98° max., -57° min.  
 VISIBILITY - Fog rare, 5 days annually.

CHARTS - Red Deer-Edmonton (Canada Air Navigation); North Saskatchewan Regional.



**LET-DOWN PROCEDURE**

INITIAL APPROACH: On E. or S. legs, 5,000' minimum; on W. leg, 6,000' minimum. If on top and in the clear, 3,600' minimum.  
 SHUTTLE: None.  
 FINAL APPROACH LEG: W. leg.  
 PROCEDURE TURN: Right only. Minimum 3,600'.  
 ALTITUDE OVER RANGE STATION ON FINAL APPROACH: 3,000' minimum.  
 MAGNETIC COURSE AFTER PASSING RANGE STATION: E. leg descending 300 f.p.m. to minimum authorized altitude of 2,685'. Fly at minimum altitude for not more than 2 1/2 minutes after passing station.  
 IF LANDING NOT ACCOMPLISHED: Climb along E. leg away from station to 5,000'.  
 MINIMUM ALTITUDE DURING ORIENTATION: 5,000'. If lost, 7,000' minimum.  
 (NORTHWEST AIRLINES)

**RADIO DATA**

CALL	TRANS.	GUARDS	REMARKS
WXAB	2994	2994	Air/Ground, voice, night
(AADS)	4420	4495	" " " Army
	4917.5	4917.5	" " " Primary
	6490, 6700	6490, 6700	" " " CW
	10965	10965	" " " CW
VPIX	4184	4184	" " " voice, RCAP
(D. of T.)	4220	4220	" " " AAF
	5390	5390	" " " CPA
VXK	278	3105	Tower. Also guards
(D. of T.)		6210	airline frequencies.
VPE	266	197, 3105, 4495	Radio range, voice
(D. of T.)		4885, 5390, 5500	" " " "
		6210, 5642D, 4330N	" " " "



## NAME AND LOCATION

ELMENDORF FIELD, located 4 miles NE. of Anchorage, N. of the Alaska Railroad.  
 POSITION - Lat.  $61^{\circ} 15' N.$ , Long.  $149^{\circ} 48' W.$   
 MAGNETIC VARIATION -  $27^{\circ} E.$   
 ALTITUDE - 190 feet.

LANDMARKS - Alaska Railroad to the S., military barracks, city of Anchorage.

## GENERAL INFORMATION

OPERATED BY - U.S. AAF, Bsq. 11th Air Force.  
 REMARKS - Field and facilities practically complete. Several dispersal fields in the area, namely Lake Spenard, Merrill, Campbell Creek, Goose Bay, Birchwood and Willow.

## DESCRIPTION

DIMENSIONS - E./W. (5-23) 7,500' x 200', N./S. (15-33) 5,000' x 150'.  
 SURFACE - Concrete runways and parking Areas. Runways only usable.  
 MARKINGS - Wind indicator, runway markers.  
 LIGHTING - Portable floodlights, boundary and obstruction lights. Flashing beacon on request.  
 OBSTRUCTIONS - Hangars, water tower and building area to SW. High mountains to E. 60' trees 1/4 mile to W. and 1/2 mile to E.

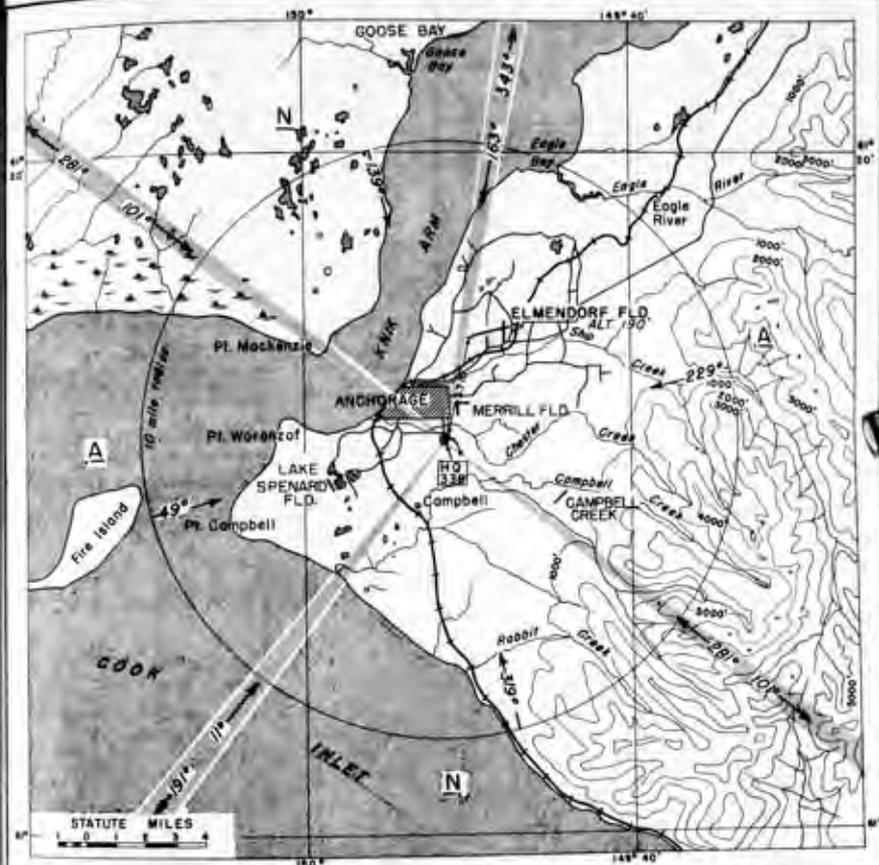
## FACILITIES

HANGARS - Three permanent, one temporary, max. 300' x 275'. Revetments for 40 bombers and 80 fighters.  
 REPAIR FACILITIES - Sub-depot, 24th Air Base Squadron. Major repairs.  
 FUEL AND OIL - 100 octane gasoline available in underground storage. Tank trucks for servicing.  
 COMMUNICATIONS - Radio range, control tower, radio, teletype, telephone, telegraph.  
 WEATHER REPORTS - AAF Station, hourly reports.  
 TRANSPORTATION - Bus or taxi to town, railroad to Seward and Fairbanks, steamers to United States.  
 ACCOMMODATIONS - Extensive barracks and messing; hotels in town.

## WEATHER

PREVAILING WINDS - North. Maximum velocity 50 m.p.h. Average velocity 5 m.p.h.  
 PRECIPITATION - Rain 15" per year, snow 77" per year.  
 TEMPERATURE - Extreme range:  $75^{\circ} F.$  to  $-9^{\circ} F.$   
 VISIBILITY - Fog about 30 days per year.

CHARTS - Kenai (Alaska Aeronautical Charts)



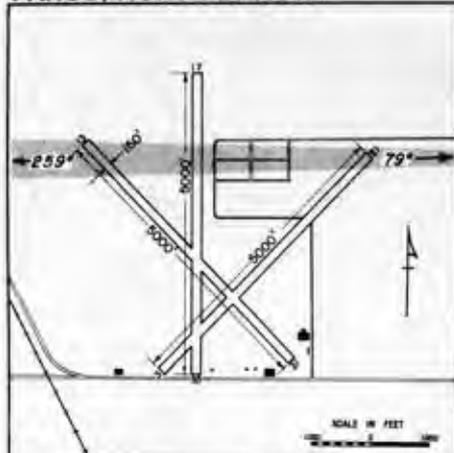
## LET-DOWN PROCEDURE

INITIAL APPROACH ALTITUDE: HW. 11,000'. SB. 12,000'.  
 SHUTTLE: S. leg only within 8 minutes (16 mi.) of the range to a minimum of 2,500'.  
 FINAL APPROACH LEG: S. leg.  
 PROCEDURE TURN: Right. Minimum 2,500'.  
 ALTITUDE OVER RANGE ON FINAL APPROACH: 1,000'.  
 MAGNETIC BEARING AND DISTANCE TO FIELD: Proceed into "A" quadrant holding heading established on final approach on S. leg descending 300 f.p.m. to 700' min. distance 4 miles. CAUTION: Do not fly at minimum altitude for more than 2 1/2 minutes after passing range.  
 IF LANDING NOT ACCOMPLISHED: Immediately make left hand climbing turn to intercept N. leg. Proceed to station and continue turn to intercept N. leg. Proceed to station before again crossing range station.  
 MINIMUM ALTITUDE DURING ORIENTATION: 10,000'. If lost 25,000'.  
 (NORTHWEST AIRLINES)

## RADIO DATA

CALL	TRANS.	GUARDS	REMARKS
VZK (AACS)	4220 4595	4495 4595	Air/Ground, voice "
ELMENDORF TOWER	396	3105 4495 6210	Tower, voice "
ECOW (CAA)	338 5672.5	3105 4495 6210	Radio range, voice "





**NAME AND LOCATION**

HECTOR FIELD, located on NW. edge of Fargo.  
 POSITION - Lat. 46° 54' N., Long. 96° 49' W.  
 MAGNETIC VARIATION - 11° E.  
 ALTITUDE - 895 feet.  
 LANDMARKS - Great Northern Railroad to the SW.  
 Fargo to the SE. Red River to the E. Highway  
 to the N. and E. Fair grounds 3/4 mile to the  
 E.

**GENERAL INFORMATION**

OPERATED BY - Municipality.  
 REMARKS - Entire field is available except in  
 wet weather.



**DESCRIPTION**

DIMENSIONS - Three runways: N./S. (17-35)  
 5,000' x 150'; NE./SW. (3-21) 5,000' x 150';  
 NW./SE. (13-31) 5,000' x 150'.  
 SURFACE - Asphalt.  
 MARKINGS - "FARGO" on hangar, boundary markers.  
 LIGHTING - Beacon, clear, rotating. Green  
 code beacon flash. Obstruction and flood-  
 lights.  
 OBSTRUCTIONS - Poles 500' E. of SE. corner,  
 lighted. 268' towers 4 miles SW., lighted.

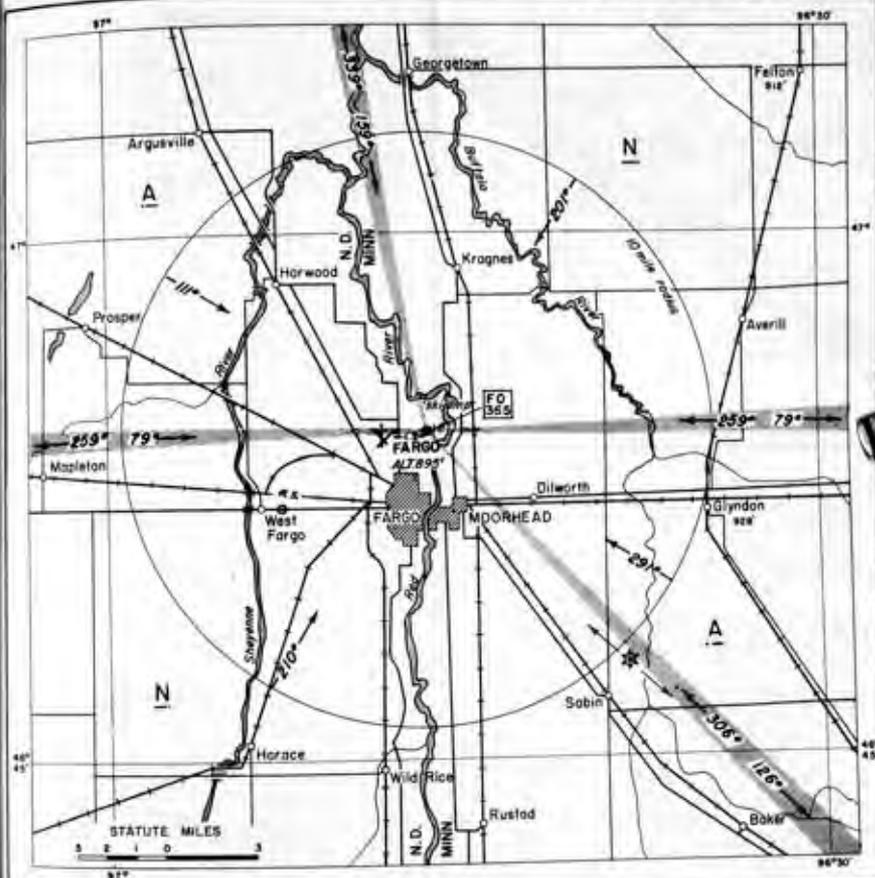
**FACILITIES**

HANGARS - Three frame hangars: 100' x 100';  
 80' x 60' and 126' x 153'.  
 REPAIR FACILITIES - Minor repairs available.  
 FUEL AND OIL - Tank capacity 21,000 gallons.  
 Three servicing pits. Two tank trucks.  
 COMMUNICATIONS - Radio and radio range facil-  
 ities. Teletype.  
 WEATHER REPORTS - First order station.  
 TRANSPORTATION - Great Northern Railroad. Taxi  
 to town. Served by Northwest Airlines.  
 ACCOMMODATIONS - Hotels in town.

**WEATHER**

PREVAILING WINDS - Summer SE. Winter NW.  
 Annual NW.  
 PRECIPITATION - Rain approximately 21" annually.  
 Snow 38" annually.  
 TEMPERATURE - Extreme range: 106° F. to -43° F.  
 VISIBILITY - Fog in December, January and Feb-  
 ruary.

CHARTS - Fargo Sectional Chart  
 Minnesota River Regional Chart

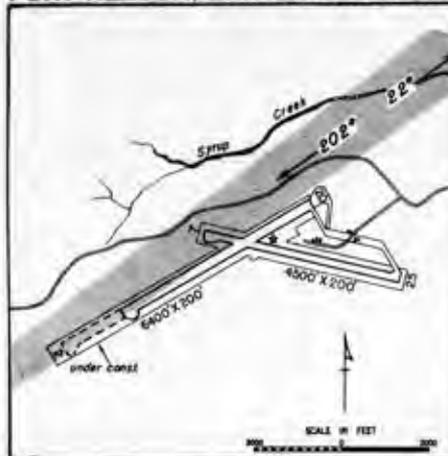


**LET-DOWN PROCEDURE**

INITIAL APPROACH ALTITUDE: E. bound, 2,500'.  
 W. bound, 2,700'.  
 SHUTTLE: None.  
 FINAL APPROACH: E. leg.  
 PROCEDURE TURN: S. side of E. leg, 2,000'  
 minimum.  
 ALTITUDE OVER RANGE ON FINAL APPROACH: 1,500'.  
 MAGNETIC BEARING AND DISTANCE TO FIELD: W. leg  
 1.2 miles, descend 600 f.p.m. to 1,295'.  
 IF LANDING NOT ACCOMPLISHED: Climb out W. leg  
 to 2,000'. If proceeding W., continue climb  
 to 2,500' minimum. If proceeding E., make  
 procedure turn to the right and while flying  
 E. bound on W. and SE. legs, continue climb  
 to 2,700' minimum.  
 (NORTHWEST AIRLINES)

**RADIO DATA**

CALL	TRANS.	GUARDS	REMARKS
EDAN (CAA)	365	3105 4495 3117.5 6210	Radio range, voice Radio range, voice Radio range, voice



**NAME AND LOCATION**

FORT NELSON AIRPORT, 3 miles WNW. of town, along road and just N. of Muskeg River.  
 POSITION - Lat. 58° 50' N., Long. 122° 40' W.  
 MAGNETIC VARIATION - 33° E.  
 ALTITUDE - 1,300 feet.  
 LANDMARKS - Town and Ft. Nelson River to E. Muskwa River to S.

**GENERAL INFORMATION**

OPERATED BY - Dept. of Transport and R.C.A.F.  
 REMARKS - Snow controlled by rolling. Nelson River Canyon is 300 - 400 feet deep. Affords depth perception.

**DESCRIPTION**

DIMENSIONS - NE./SW. (2-20) 6,400' x 200' under construction. NW./SE. (7-25) 4,500' x 200' graded and under construction.  
 SURFACE - NE./SW. runway asphalt on 4,500'. Remainder of field clay and gravel.  
 MARKINGS - Wind cone at runway intersection. Red and white runway markers indicate area which to land.  
 LIGHTING - Rotating beacon and flares on request. Obstruction, contact and boundary lights.  
 OBSTRUCTIONS - Approaches clear. Building area at runway intersection. Trees all around field. Hills 2,000' S. and W. of field.

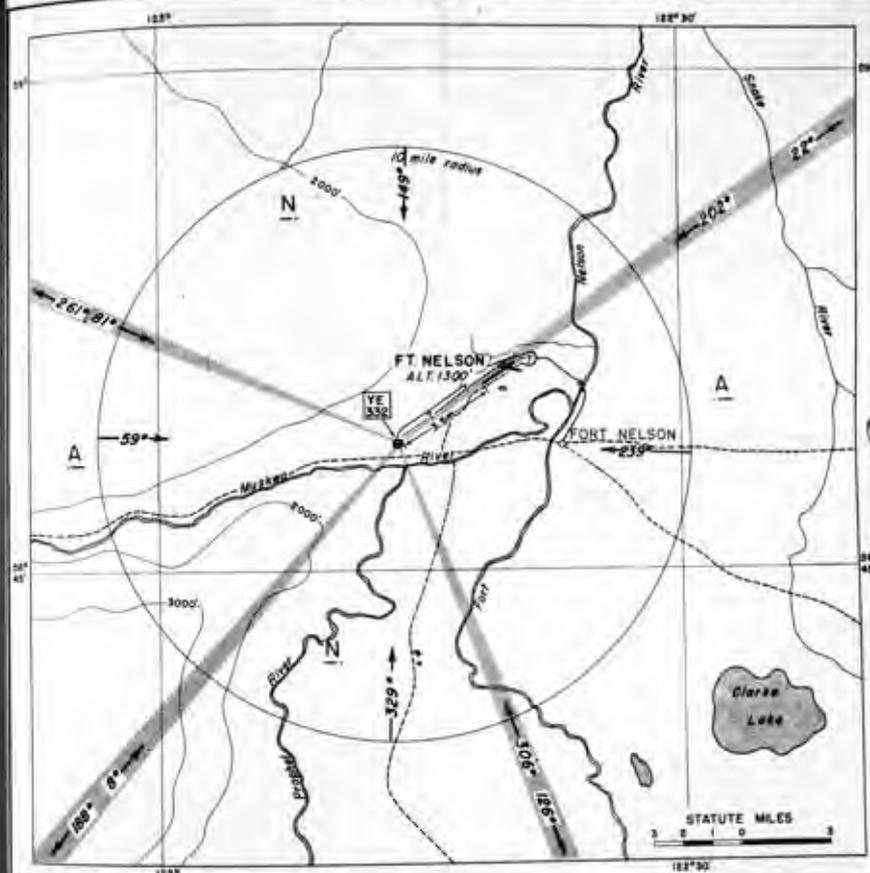
**FACILITIES**

HANGARS - One large nose hangar.  
 REPAIR FACILITIES - Minor.  
 FUEL AND OIL - Bulk storage under construction. Large quantity high octane fuel. Gas tanks, one pit and one truck.  
 COMMUNICATIONS - Radio and radio range.  
 WEATHER REPORTS - Hourly weather reports from Department of Transport.  
 TRANSPORTATION - By auto. Served by Canadian Pacific Airways (Lockheed Lodestars) and Northwest Airlines (C-53). Small boat.  
 ACCOMMODATIONS - Staff quarters and temporary barracks.

**WEATHER**

PREVAILING WINDS - E. and W.  
 PRECIPITATION - Average 12 1/2" of rain and 65" of snow per year.  
 TEMPERATURE - Extremes: 88° F. to -30° F.  
 VISIBILITY - Often restricted in summer and fall. Subject to considerable ground fog.

CHARTS - Peace River Regional.



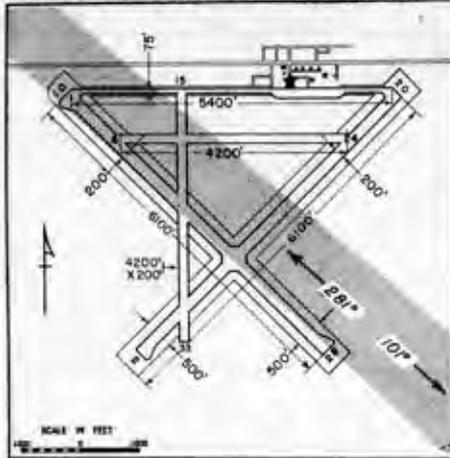
**LET-DOWN PROCEDURE**

INITIAL APPROACH ALTITUDE: Northbound 5,000'. Southbound 8,000'. If on top and in the clear 3,000'.  
 SHUTTLE: S. and N. legs within 3 minutes (6 mi.) of range to 4,000' minimum.  
 FINAL APPROACH: S. leg for no more than 3 minutes (6 miles).  
 PROCEDURE TURN: Left only - 3,200' minimum.  
 ALTITUDE OVER RANGE ON FINAL APPROACH: 2,500'.  
 MAGNETIC BEARING AND DISTANCE TO FIELD: N. leg 3.5 miles descending 600 f.p.m. to 1,600' minimum altitude. Do not fly at minimum altitude for more than 2 minutes (4 mi.) after passing range.  
 IF LANDING NOT ACCOMPLISHED: Climb along N. leg to 5,000' making right procedure turn and continue climb at cruising altitude.  
 MINIMUM ALTITUDE DURING ORIENTATION: 6,000'. If lost, 11,000'.

**RADIO DATA**

CALL	TRANS.	GUARDS	REMARKS
WXAD	2994	2994	Air/Ground, voice, night
(AACS)	4917.5	4917.5	" " " Primary
VPDE	4184	4184	" " " RCAF
(D. of T.)	4820	4495	" " " AAF
	5390	5390	" " " CPA
VPDE	2220, 4184	Same	" " " Emer-
(D. of T.)	4885, 5500	as	" " " genoy
	9080, 11615	VPCM	" " " "
FT. NELSON (Tower)	278	3105, 4495, 5390, 6240	Tower, voice
VPCM (D. of T.)	332	197, 2220, 3105, 4495, 4885, 5390, 6210	Radio range, voice





**NAME AND LOCATION**

FORT ST. JOHN AIRPORT (NEW) located 4 miles E. of town, on S. side of main highway.  
 POSITION - Lat. 56°14'30" N., Long. 120°46'00" W.  
 MAGNETIC VARIATION - 30° E.  
 ALTITUDE - 2,400 feet.  
 LANDMARKS - Town of Fort St. John. Peace River to S., Charlie Lake to NW.

**GENERAL INFORMATION**

OPERATED BY - Dept. of Transport and R.C.A.F.  
 REMARKS - Old field 5 miles W. used during construction, 4,000' x 400', fueling from pit. Field under construction. When tower is inoperative, contact rangs.

**DESCRIPTION**

DIMENSIONS - NR./SW. (2-20) 6,100' x 200'  
 E./W. (6-24) 4,200' x 150', graded (closed)  
 NW./SE. (10-28) 6,100' x 200'  
 N./S. (15-33) 4,200' x 200' under construction.  
 SURFACE - NE./SW. and NW./SE. runways asphalt, with concrete turning circles. Other runways sod, under construction.  
 MARKINGS - Cones and flags outline usable area. Wind cone.  
 LIGHTING - Rotating beacon and flares on request. Obstruction and boundary lights. Contact lights planned.  
 OBSTRUCTIONS - Timber on NE. approaches. Radio masts 1,000 yards E. and S. of field, buildings to N.

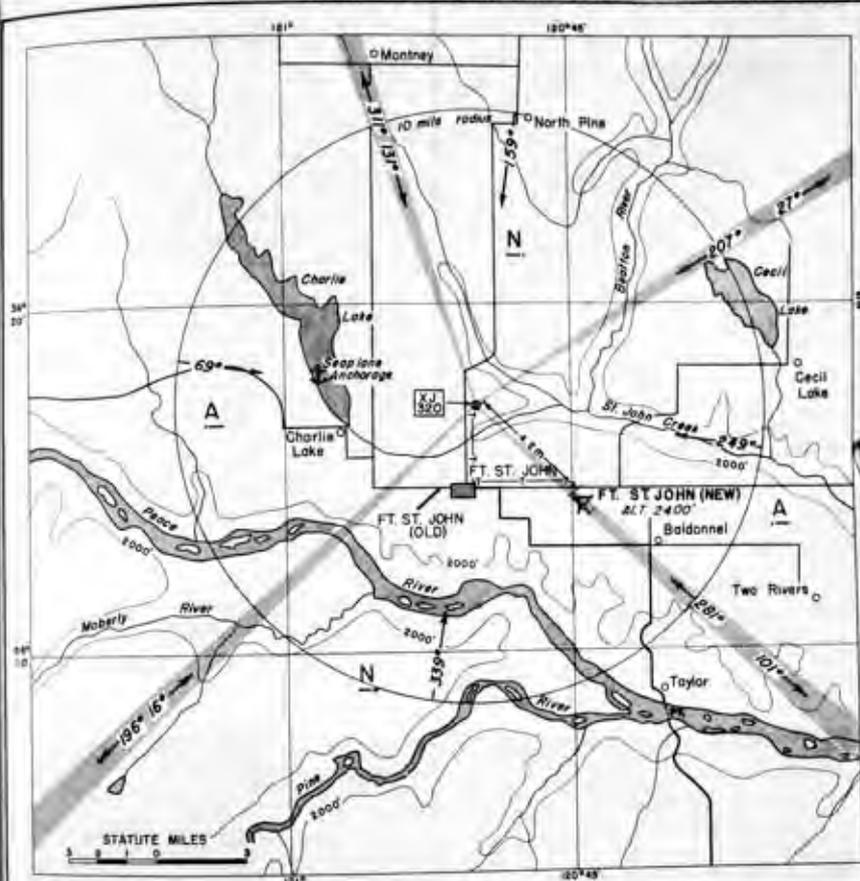
**FACILITIES**

HANGARS - Planned. One small hangar 75' x 75' not suitable for C-53, owned by C.F.A.  
 REPAIR FACILITIES - One mechanic, minor repairs.  
 FUEL AND OIL - Unlimited supply from railroad at Dawson Creek. One tank truck. Bulk storage for approximately 250,000 gallons gas.  
 COMMUNICATIONS - Radio and radio range. Telephone, teletype and control tower.  
 WEATHER SERVICE - Available from D. of T.  
 TRANSPORTATION - Served by Northwest Airlines (C-53), Canadian Pacific Airways (Lockheed Lodostars). Road to RR. at Dawson Creek.  
 ACCOMMODATIONS - Practically all in town. Staff quarters at field. Limited quarters nearing completion, more planned.

**WEATHER**

PREVAILING WINDS - SW., maximum 35 m.p.h.  
 PRECIPITATION - Approximately 18" of rain and 62" of snow per year.  
 TEMPERATURES - Annual range: 90° F. to -38° F.  
 VISIBILITY - Subject to smoke conditions. Ground fog late summer and fall.

CHARTS - Peace River Regional.



**LET-DOWN PROCEDURE**

INITIAL APPROACH ALTITUDE: NW. leg - 6,000'.  
 E. leg - 5,000'.  
 SHUTTLE: E. and NW. legs within 4 minutes (8.5 miles) to 4,000' minimum.  
 PROCEDURE TURN: Right. Minimum altitude 4,000'.  
 FINAL APPROACH: NW. leg. Do not proceed out leg more than 4 minutes (8.5 miles).  
 ALTITUDE OVER RANGE ON FINAL APPROACH: 3,200' minimum.  
 MAGNETIC BEARING AND DISTANCE TO FIELD: E. leg for 4.2 miles descending 200 f.p.m. to 2,775 (300 f.p.m. to 2,575' emergency minimum). Do not proceed at minimum for more than 2 1/2 minutes (5 1/2 miles).  
 IF LANDING NOT ACCOMPLISHED: Climb out E. leg to cruising altitude, (NORTHWEST AIRLINES)

**RADIO DATA**

CALL	TRANS.	GUARDS	REMARKS
WXAC	2994	2994	Air/Ground, voice, night
(AACB)	4420	4495	" " " Army
	4917.5	4917.5	" " " Primary
VFDR	4184	4184	" " " RCAP
(D. of T.)	4220	4495	" " " AAP
	5390	5390	" " " CPA
FT. ST. JOHN (Tower)	278	3105, 4495	Tower, voice
		5390, 6240	" " " "
YFBJ (D. of T.)	320	197, 3105	Radio range, voice
		4495, 4885	" " " "
		5390, 5500	" " " "
		6210	" " " "



## NAME AND LOCATION

GRANDE PRAIRIE MUNICIPAL AIRPORT, 3 miles W. of town, on Edmonton - Dawson Creek Highway.  
 POSITION - Lat.  $55^{\circ} 10' N$ , Long.  $116^{\circ} 53' W$ .  
 MAGNETIC VARIATION -  $28^{\circ} 30' E$ .  
 ALTITUDE - 2,200 feet.  
 LANDMARKS - Town of Grande Prairie, Bear Lake to NE.

## GENERAL INFORMATION

OPERATED BY - Dept. of Transport and R.C.A.F.  
 REMARKS - Old field borders airport on S. and consists of one dirt and sod rough runway, marked with red and white wooden runway markers. Fueling from one pit at passenger station at SE. corner of field. CPA (Lockheed Lodestars), NVA (C53) and Army (all types) use the new field.

## DESCRIPTION

DIMENSIONS - NW/SE. (11-29) 6,500' x 200'  
 E/W. (6-24) 6,200' x 200'.  
 SURFACE - Hard surfaced runways. Remainder of field sod. Natural drainage.  
 MARKINGS - Wind cone at old hangar.  
 LIGHTING - Rotating beacons. Obstruction and contact lights. Lanterns for emergency lighting.  
 OBSTRUCTIONS - Trees 800' to E. Farm buildings 1,500' to S. Trees 50' high to W. and NW. Tele. lines parallel to S. side of field.

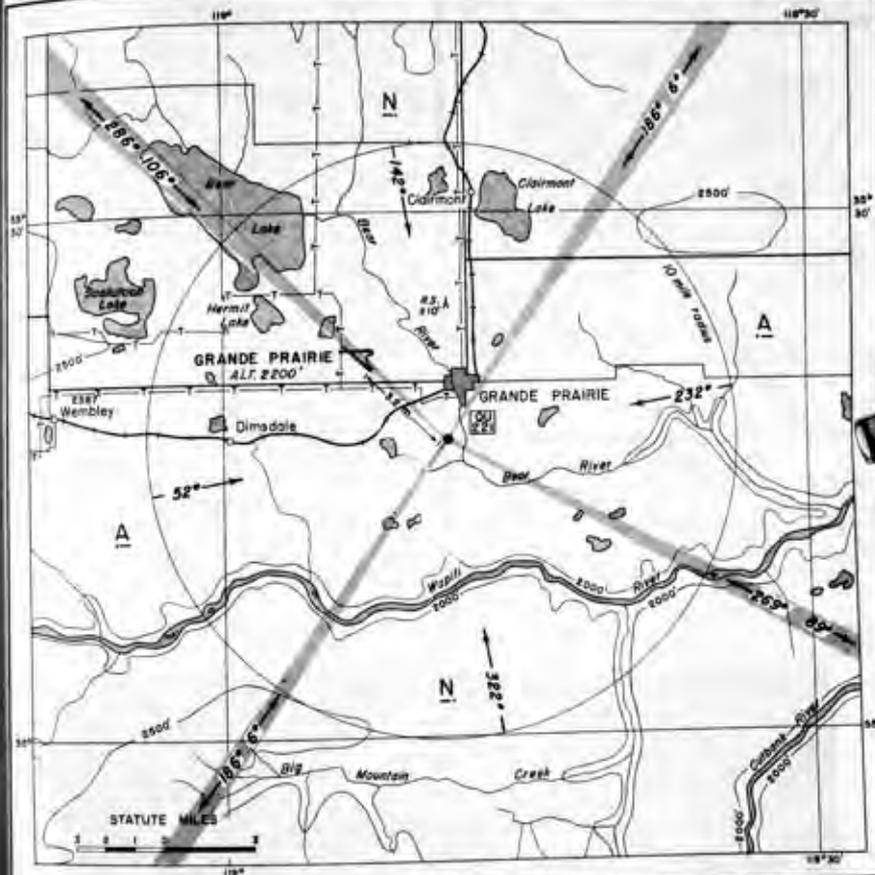
## FACILITIES

HANGARS - One frame hangar, 301' x 361'.  
 REPAIR FACILITIES - None.  
 FUEL AND OIL - Quantity of 100 octane gas. One fueling pit at E. end of old field.  
 COMMUNICATIONS - Telephone. Radio and radio range facilities.  
 WEATHER REPORTS - Hourly weather service available.  
 TRANSPORTATION - By auto. Railroad to Edmonton.  
 ACCOMMODATIONS - Small hotel in town. STAFF quarters. Rest room at E. end of field. Small hospital in town. Population - 400.

## WEATHER

PREVAILING WINDS - W. all year, secondary wind NW. and E. Maximum 30 to 35 m.p.h.  
 PRECIPITATION - 15" of rain and 65" of snow per year.  
 TEMPERATURE -  
 VISIBILITY -

CHARTS - Grande Prairie-Peace River (Canada Air Navigation)  
 North Saskatchewan Regional.

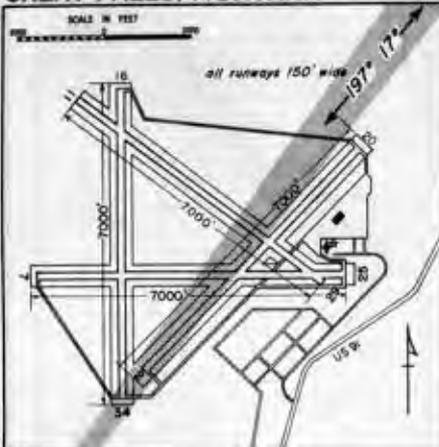


## LET-DOWN PROCEDURE

INITIAL APPROACH: E. leg 5,000'. W. leg 6,000'.  
 If on top and in the clear, 4,000' minimum.  
 SHUTTLE: E. and W. legs within 3 minutes (6 mi.) of range station down to 4,000' minimum.  
 FINAL APPROACH LEG: E. leg. Caution: Do not proceed out this leg over 3 minutes (6 mi.).  
 PROCEDURE TURN: Left. Minimum altitude 4,000'.  
 ALTITUDE OVER RANGE STATION ON FINAL APPROACH: 3,300' minimum.  
 MAGNETIC COURSE AFTER PASSING RANGE STATION: W. leg descending 400 f.p.m. to 2,600' minimum after passing the station.  
 IF LANDING NOT ACCOMPLISHED: Climb along the W. or E. leg away from the station to 5,000'.  
 MINIMUM ALTITUDE DURING ORIENTATION: 7,000'.  
 If lost, 14,500' minimum.  
 (NORTHWEST AIRLINES)

## RADIO DATA

CALL	TRANS.	GUARDS	REMARKS
VFPC (D. of T.)	4184 4220 5390	4184 4495 5390	Air/Ground, voice, RCAF AAF CPA
VFPC (D. of T.)	2220, 4885 5500, 9080 11615	Same as VFBO	" " " emer- " " " gency
VFBO (D. of T.)	221	197, 3105 4495, 4885 5390, 5500 8210	Radio range, voice " " " " " " " "



## NAME AND LOCATION

GORE FIELD, formerly GREAT FALLS MUNICIPAL AIRPORT, 3 miles SW. of town on plateau.  
 POSITION - Lat.  $47^{\circ} 29' N.$ , Long.  $111^{\circ} 21' W.$   
 MAGNETIC VARIATION -  $20^{\circ} 15' E.$   
 ALTITUDE - 3,645 feet.  
 LANDMARKS - City of Great Falls, Missouri River to E.; copper smelter with 510' smokestack 5 miles to NE.

## GENERAL INFORMATION

OPERATED BY - AAF A.T.C.  
 REMARKS -

## DESCRIPTION

DIMENSIONS - Four runways: N./S. (16-34) 7,000 x 150'; NE./SW. (2-20) 7,000' x 150'; E./W. (7-25) 7,000' x 150'; NW./SE. (11-29) 7,000' x 150'.

SURFACE - Runways asphalt.  
 MARKINGS - "GREAT FALLS" on hangar. Wind cone.  
 LIGHTING - Revolving and stationary beacons. Boundary, range lights. Obstruction lights on all buildings and towers. 8 flood and 2 spot lights on parking area.  
 OBSTRUCTIONS - N. - 90' poles. SW. - 130' tower 2 1/2 miles. NW. - 150' towers, 3/4 mile. NE. - 510' smokestacks 5 1/2 miles, 60' poles. E. - Hangar and Adm. building, steep hill. Equipment on field.

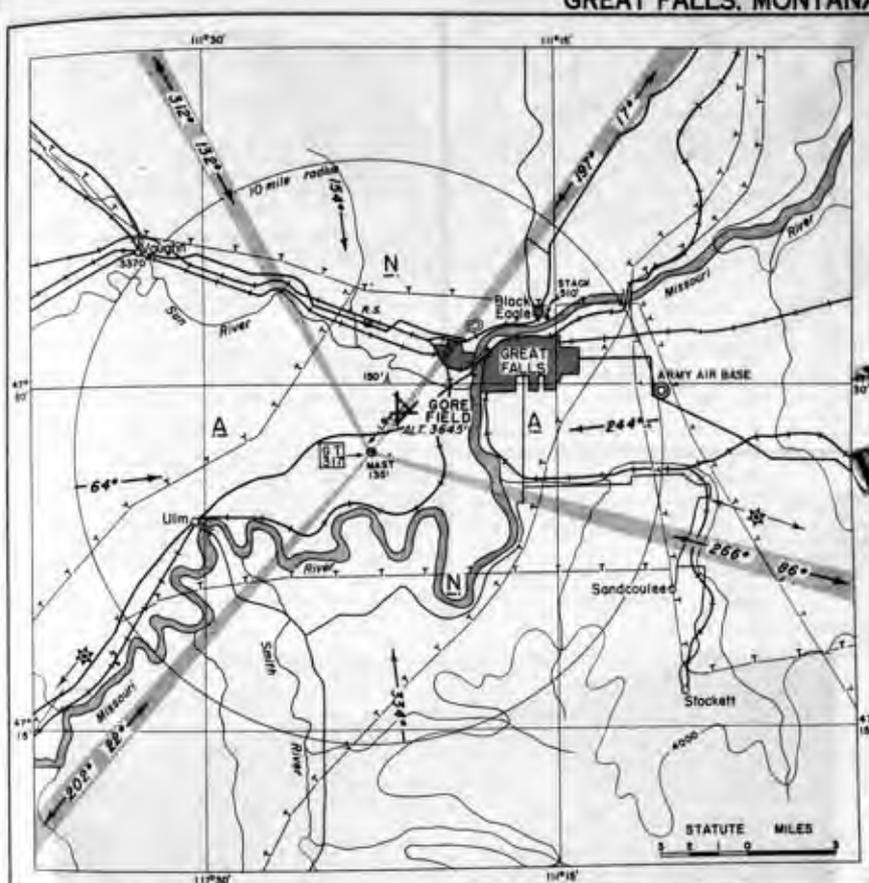
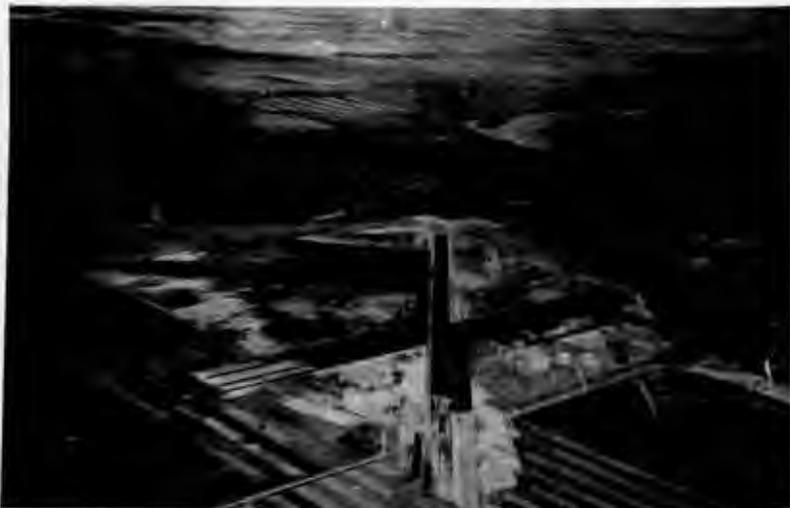
## FACILITIES

HANGARS - One concrete and steel, 240' x 170' x 50'; one small wooden, 100' x 80' x 39'; two frame hangars.  
 REPAIR FACILITIES - 2nd echelon minor repairs.  
 FUEL AND OIL - Gas in quantity, oil. Tank trucks.  
 COMMUNICATIONS - Telephone, telegraph in town. Teletype, radio, radio range, control tower.  
 WEATHER REPORTS - 24-hour service.  
 TRANSPORTATION - Army car or taxi. Northwest Airlines (DC-3), Western Airlines (DC-3 and Waco) use this field. Railroads.  
 ACCOMMODATIONS - Hotels in city. Barracks and quarters. Population of Great Falls - 65,000.

## WEATHER

PREVAILING WINDS - SW. W. in May, June, July. Maximum 66 m.p.h.  
 PRECIPITATION - 14.85" annually.  
 TEMPERATURE -  $99^{\circ} F.$  to  $-15^{\circ} F.$   
 VISIBILITY - Fog 30 days annually.

CHARTS - Butte Sectional.  
 Big Horn Regional.



## LET-DOWN PROCEDURE

INITIAL APPROACH: NE. leg 6,000'; E. leg 9,000'; SW. leg 9,000'; NW. leg 7,000'.  
 FINAL APPROACH: SW. leg.  
 PROCEDURE TURN: Right 5,500' minimum.  
 ALTITUDE OVER RANGE STATION ON FINAL APPROACH: 4,700'.  
 MINIMUM SAFE LET-DOWN ALTITUDE OVER FIELD: 4,664'.  
 IF LANDING NOT ACCOMPLISHED: Climb to 6,000' on NE. leg.  
 (C.A.A.)

## RADIO DATA

CALL	TRANS.	GUARDS	REMARKS
WXEN (AACS)	4220 4595 8200 11445	4495 4595 8200	Air/Ground, voice " " " " " " " " "
KEGB (CAA)	278	3105	Tower (Other frequencies on request)
		3117.5 4495 6210	Tower " "
	317		Same Radio range, voice as Tower



**NAME AND LOCATION**

**JUNEAU AIRPORT**, located 9 1/2 miles NW. of Juneau on mud flats near base of Mendenhall Glacier.  
**POSITION** - Lat. 58° 22' N., Long. 134° 35' W.  
**MAGNETIC VARIATION** - 31° E.  
**ALTITUDE** - 23 feet.

**LANDMARKS** - Mendenhall Glacier, docks and radio towers at Juneau.

**GENERAL INFORMATION**

OPERATED BY - C.A.A.

**DESCRIPTION**

**DIMENSIONS** - WW./ESE. (7-25) 5,000' x 500', N./S. (15-33) 2,200' x 400' taxi strip. Old field: E./W. 2,750' x 200' parking area.  
**SURFACE** - Runway asphalt. E./W. strip is old field, sod and gravel on silt.  
**MARKINGS** - Wind cone.

**LIGHTING** - Beacon and boundary lights.  
**OBSTRUCTIONS** - Hills and trees to the NE. Radio masts and buildings to the N. Mountain ranges surround field. Approaches clear.

**FACILITIES**

**HANGARS** - Three small hangars; largest 60' x 40'. Repavements under construction.  
**REPAIR FACILITIES** - P.A.A. repairs available.  
**FUEL AND OIL** - Large quantity available. Bulk storage for 58,000 gallons.  
**COMMUNICATIONS** - Radio range, radio. Telegraph in town.  
**WEATHER REPORTS** - Available.  
**TRANSPORTATION** - P.A.A. and other airlines, highway to Juneau, steamships.  
**ACCOMMODATIONS** - Extensive housing and messing facilities at field. Hotels in town.  
 Population - 5,650'.

**WEATHER**

**PREVAILING WINDS** - Summer S. Winter SE. Maximum 58 m.p.h. in winter.  
**PRECIPITATION** - Rain 62" per year, snow 114" per year.  
**TEMPERATURE** - Extreme range: 89° F. to -15° F.  
**VISIBILITY** - Dense fog about 6 days per year. Morning fog in winter, usually lifts during the day. Maximum fog from August to December.

**CHARTS** - Whitehorse Regional Chart.

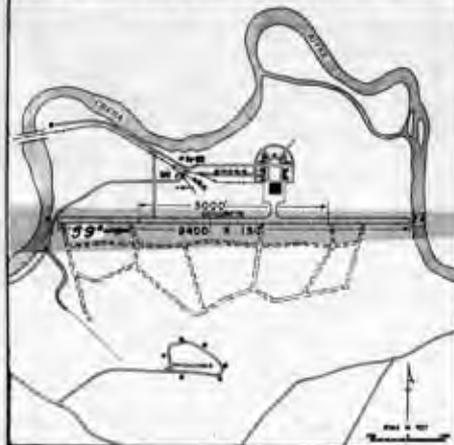


**LET-DOWN PROCEDURE**

Use radio range as homing device only.

**RADIO DATA**

CALL	TRANS.	GUARDS	REMARKS
KEAA (CAA)	236	3105	Radio range, voice
	5672.5	4495	Radio range, voice
		6210	Radio range, voice
WYSA	3017.5	3017.5	Air/Ground, voice
	4220	4495	Air/Ground, voice on request
		4595	4595



## NAME AND LOCATION

LADD FIELD, located 4 miles E. of town, on S. shore of Chena River.

POSITION - Lat. 64° 49' N., Long. 147° 38' W.

MAGNETIC VARIATION - 30° E.

ALTITUDE - 448 feet.

LANDMARKS - City of Fairbanks. Building layout at field. Railroad to Fairbanks.

## GENERAL INFORMATION

OPERATED BY - U.S. A.A.F.

REMARKS - Field nearly complete. Dispersal hardstands under construction. Use procedure approach. No civil operations except emergency. Snow compacted or removed in winter. Seaplane anchorage in Chena River just W. of highway bridge.

## DESCRIPTION

DIMENSIONS - E./W. (6-24) 9,400' x 150' with 5,000' center section paved and gravel strips 2,100' and 2,185' long at each end. Barbed-gravel taxi strip to both ends from hangar.

SURFACE - Land heavy strips on concrete runway only. Field overgrown with thick brush, trees.

MARKINGS - Wind indicators N. of and at both ends of runway.

LIGHTING - Beacon, approach, flood and runway lighting on both sides.

OBSTRUCTIONS - Hill across river at E. end of runway, 130' above field level. Hangar and buildings on N. side of runway. 500' hill 2 1/2 miles N. of field. Beacon 150' high S. of W. end of runway.

## FACILITIES

HANGARS - One steel and concrete, 320' x 270'.

REPAIR FACILITIES - Complete repair depot.

FUEL AND OIL - Bulk storage; when completed will be 800,000 gallons. Trailer trucks and underground tanks at field. Additional bulk storage in town.

COMMUNICATIONS - Telephone, telegraph, teletype. Radio and radio range.

WEATHER SERVICE - U.S. Weather Bureau, Army Weather Service combined. Hourly service.

TRANSPORTATION - Taxi or regular bus service.

ACCOMMODATIONS - Barracks. Hotels in town, very expensive. Housing limited.

## WEATHER

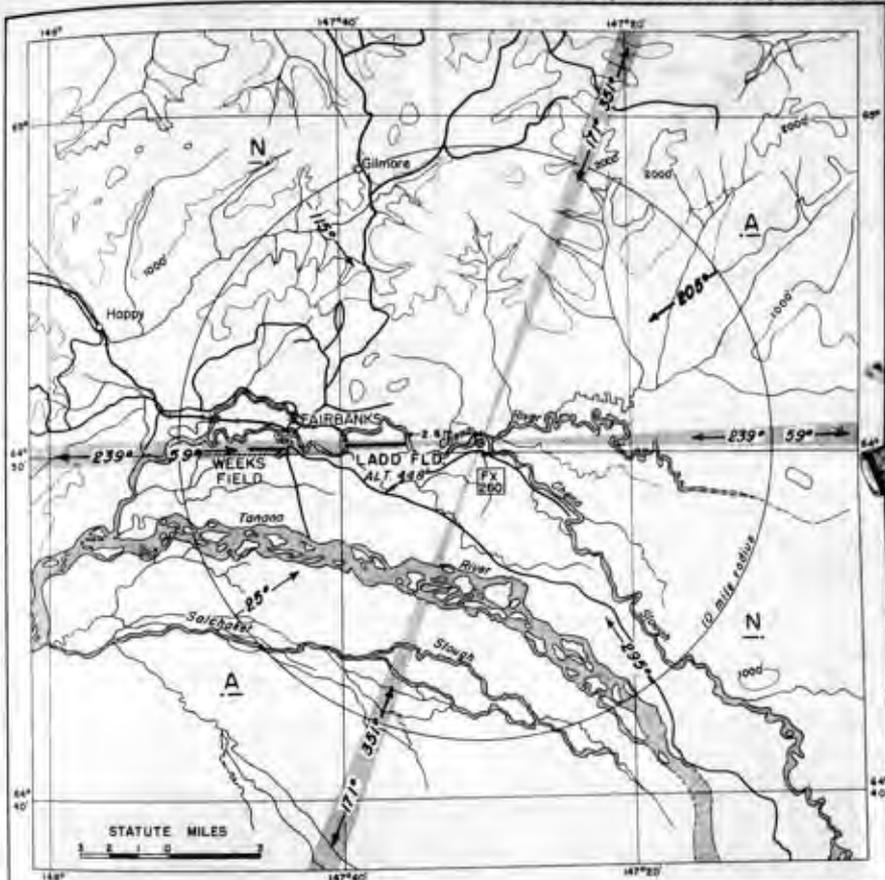
PREVAILING WINDS - Annual N. Summer S. Winter N.

PRECIPITATION - Rain 16" per year, snow 108" per year.

TEMPERATURE - Extremes: 99° F. maximum, -65° F. minimum.

VISIBILITY - Light fog 80 days per year, dense fog 10 days per year. Fog prevails when less than 40° F.

CHARTS - Fairbanks (Alaska Aeronautical Charts).



## LET-DOWN PROCEDURE

INITIAL APPROACH ALTITUDE: S. leg 5,000'. W. leg 5,000'. If on top and in the clear, 2,500'.

SHUTTLE: None.

FINAL APPROACH: E. leg. Do not proceed out S. leg for more than 3 minutes (6 miles) before making procedure turn.

PROCEDURE TURN: Right. 2,500' minimum.

ALTITUDE OVER RANGE ON FINAL APPROACH: 1,200'.

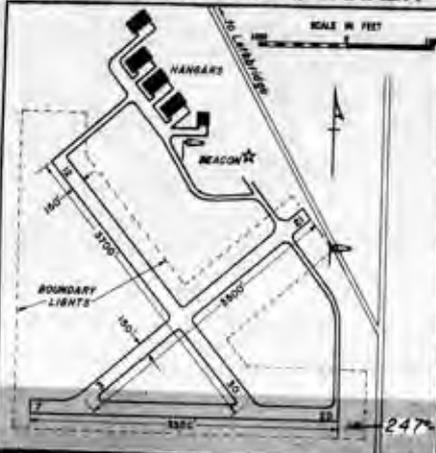
MAGNETIC BEARING AND DISTANCE TO FIELD: W. leg descending 300 f.p.m. to 950' min. - 2.6 miles.

IF LANDING NOT ACCOMPLISHED: Immediately make a left-hand climbing turn to intercept the S. leg. Shuttle climb on the S. leg between the Big Delta intersection and the range station to cruising altitude.

MINIMUM ALTITUDE DURING ORIENTATION: 7,000'. If lost 23,000'. (NORTHWEST AIRLINES)

## RADIO DATA

CALL	TRANS.	GUARDS	REMARKS
WZY	4220	4495	Air/Ground, voice
(AACS)	4595	4595	Air/Ground, voice
		6150	Air/Ground, voice
WFX	396	3105	Tower, voice
(AACS)	1216.18	4495	Tower, voice
	mog.	6210	Tower, voice
KCIS	260	3105	Radio range, voice
(CAA)	5672.5	4495	Radio range, voice
		6210	Radio range, voice



## NAME AND LOCATION

LETHBRIDGE MUNICIPAL AIRPORT, located 6 miles S. of Lethbridge.

POSITION - Lat.  $49^{\circ} 38' N.$ , Long.  $112^{\circ} 47' W.$

MAGNETIC VARIATION -  $22^{\circ} E.$

ALTITUDE - 3,000 feet.

LANDMARKS - City of Lethbridge to N. Old Man River to W. RR. water tower and grain elevator  $3 \frac{3}{4}$  miles N.

## GENERAL INFORMATION

OPERATED BY - Dept. of Transport and R.C.A.F.  
REMARKS - Traffic control. Field used by T.C.A. (Lockheed), Western (DC-3's) and Army (all types).



## DESCRIPTION

**DIMENSIONS** - Field 6,600' N./S., 5,400' E./W. All way field inside boundary cones. Three runways: E./W. (7-25) 3,550' x 150'; NE./SW. (3-21) 3,500' x 150'; NW./SE. (12-30) 3,700' x 150'.  
**SURFACE** - All runways hard surfaced. Remainder of field sod. Good condition.  
**MARKINGS** - Wind cones on control tower and on NE. edge of field. Boundary cones, 100' diameter, illuminated wind ten. White stripes in center of runways.  
**LIGHTING** - NW./SE. runway not lighted except for flares. Revolving beacon on control tower flashing "12". Boundary, approach, obstruction, contact lights on runways.  
**OBSTRUCTIONS** - Airport buildings to N., RR., water tower 150' high and grain elevator  $3 \frac{3}{4}$  miles N. Oil derrick  $2 \frac{1}{2}$  miles E. Minimum safe altitude within 25 miles - 5,000'

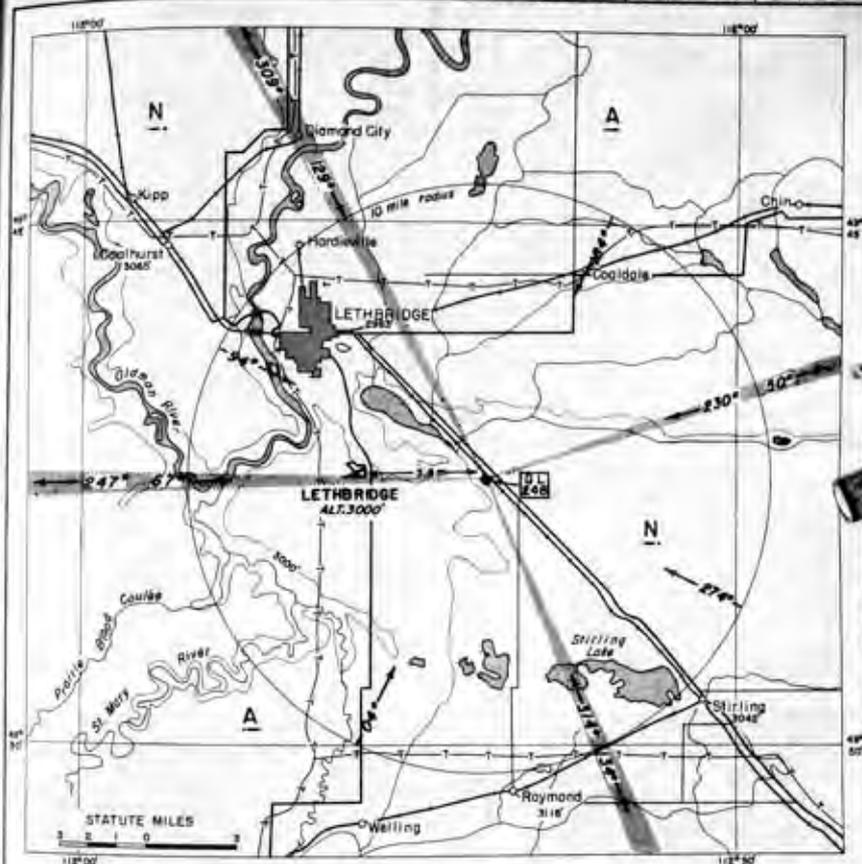
## FACILITIES

**HANGARS** - Four double, one single.  
**REPAIR FACILITIES** - R.C.A.F. only.  
**FUEL AND OIL** - R.C.A.F. bulk storage, 40,000 gal.  
**COMMUNICATIONS** - Teletype, telephone. Radio and radio range facilities.  
**WEATHER REPORTS** - Complete. Dept. of Transport and U.S. AAF.  
**TRANSPORTATION** - Bus and motor transport.  
**ACCOMMODATIONS** - At field: quarters for 57 officers, 88 N.C.O.'s and 1,004 men. Mess for 950. 25 bed hospital. Population of Lethbridge - 14,000.

## WEATHER

**PREVAILING WINDS** - SW. Maximum 33 m.p.h.  
**PRECIPITATION** - 16" of rain and 42" of snow per year.  
**TEMPERATURE** - Extremes:  $108^{\circ} F.$  and  $-51^{\circ} F.$   
**VISIBILITY** - Usually good.

**CHARTS** - Cranbrook-Lethbridge (Canada Air Navigation); North Saskatchewan Regional.



## LET-DOWN PROCEDURE

**INITIAL APPROACH ALTITUDE:** E. leg, 4,000', others 5,000'.  
**SHUTTLE:** None.  
**FINAL APPROACH:** E. leg  $230^{\circ} M.$  towards station.  
**PROCEDURE TURN:** Left hand, 3 min. (6 miles) from station, 4,000' minimum.  
**ALTITUDE OVER RANGE ON FINAL APPROACH:** 4,000'  
**MAGNETIC BEARING AND DISTANCE TO FIELD:**  $248^{\circ}$  and 3.8 miles.  
**IF LANDING NOT ACCOMPLISHED:** Within 1 minute 45 seconds (3.5 miles) after passing range station, climb to min. altitude of 5,000' on W. leg.  
(T.C.A.)

## RADIO DATA

CALL	TRANS.	GUARDS	REMARKS
VPS (D. of T.)	248	3105 4495 6210	Radio range, voice " " "
VXL (D. of T.)	278	3105 6210	Tower. Also guards airline frequencies.

# MINNEAPOLIS, MINNESOTA



**DESCRIPTION**  
**DIMENSIONS** - Four runways: N./S. (17-35) 5,750' x 150'; NE./SW. (4-22) 4,600' x 150'; E./W. (8-26) 3,300' x 150'; NW./SE. (11-09) 3,700' x 200';  
**SURFACE** - Sod, level. Natural drainage.  
**Concrete runways.**  
**MARKINGS** - Concrete circle. Wind cone and ten.  
**LIGHTING** - Beacon, clear, rotating. Boundary, range, obstruction and floodlights. Boundary lights on NW./SE. runway.  
**OBSTRUCTIONS** - S. - 50' trees. SE. - 62' trees SW. - 68' trees. W. and N. - 30' hangars and buildings. E. - 120' tower, 3,250' distant. 95' pole 2,500' distant. W. - 50' pole 150' W. of hangar, 54' beacon. N. - 61' trees.

**FACILITIES**  
**HANGARS** - Two brick hangars, 191' x 159' x 35' and 147' x 160' x 35'. Three wooden hangars, all 70' x 120' x 18'. Two metal hangars 121' x 100' x 18' and 300' x 81' x 18'. One Navy. REPAIR FACILITIES - Major repairs available. Three shops.  
**FUEL AND OIL** - Unlimited. Total tank capacity 40,500 gallons. Two ramp pits, five surface pits, two tank trucks.  
**COMMUNICATIONS** - Radio range and radio. Tele. phone and teletype.  
**WEATHER REPORTS** - First order station.  
**TRANSPORTATION** - Served by Northwest Airlines and Mid-Continent Airlines; taxi to town. Railroad connections at Fort Snelling.  
**ACCOMMODATIONS** - Meals and quarters in town. Navy barracks at field.

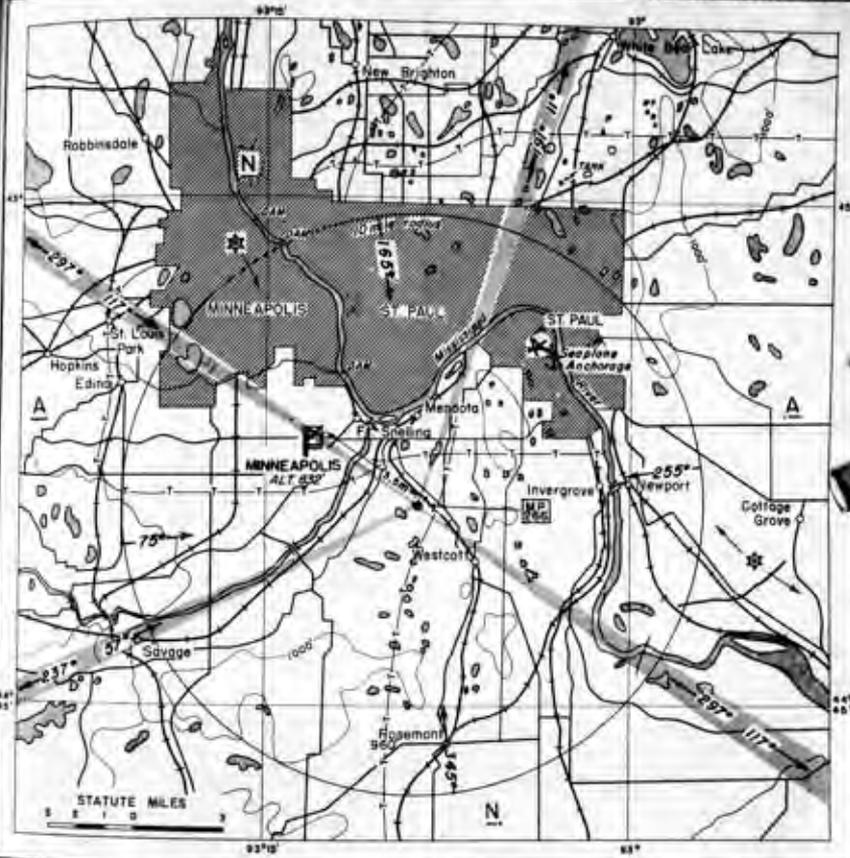
**WEATHER**  
**PREVAILING WINDS** -  
**PRECIPITATION** - Average 25" per year.  
**TEMPERATURE** - Mean monthly maximum 72° F., minimum 13° F.  
**VISIBILITY** -

**CHARTS** - Twin Cities Sectional Chart  
 Minnesota River Regional Chart

**NAME AND LOCATION**  
 MINNEAPOLIS AIRPORT, WOLD-CHAMBERLAIN FIELD, is located 6 1/2 miles SE. of Minneapolis, NW. of State Highway #5.  
**POSITION** - Lat. 44° 53' N., Long. 93° 13' W.  
**MAGNETIC VARIATION** - 7° E.  
**ALTITUDE** - 832 feet.  
**LANDMARKS** - Minneapolis and St. Paul are divided by the Mississippi River. Power station and falls on the Mississippi River to the NW.  
**GENERAL INFORMATION**  
**OPERATED BY** - Municipality.  
**REMARKS** - Naval Training Unit base. Fort Snelling is located here.



# MINNEAPOLIS, MINNESOTA



## LET-DOWN PROCEDURE

**INITIAL APPROACH:** All legs 2,500' minimum.  
**FINAL APPROACH:** SE. leg.  
**PROCEDURE TURN:** Right. 2,000' minimum.  
**ALTITUDE OVER RANGE STATION ON FINAL APPROACH:** 1,650'.  
**MINIMUM SAFE LET-DOWN ALTITUDE OVER FIELD:** 1,632'.  
**IF LANDING NOT ACCOMPLISHED:** Immediately climb to 2,500' on right side of NW. leg. (C.A.A.)

## RADIO DATA

CALL	TRANS.	GUARDS	REMARKS
KBPC (CAA)	278	3105	Tower, voice
		4495	Tower, voice
		3117.5 6210	Tower, voice
KCAQ (CAA)	266	3105	Radio range, voice
		4495	Radio range, voice
		3117.5 6210	Radio range, voice

# NORTHWAY, ALASKA



## NAME AND LOCATION

**NORTHWAY STAGING FIELD**, located 6 miles S. of Junction of Nabesna and Tanana Rivers.  
**POSITION** - Lat. 62° 58' N., Long. 141° 56' W.  
**MAGNETIC VARIATION** - 32° E.  
**ALTITUDE** - 1,805 feet (approximate).  
**LANDMARKS** - Nabesna and Tanana Rivers. Field is difficult to discern from a distance due to numerous small lakes in area. Alcan Highway 17 miles NE.

## GENERAL INFORMATION

**OPERATED BY** - C.A.A. and A.A.P.  
**REMARKS** - This field has had the following names in the order given: Nabesna Village, Boundary, Moose Creek, Tetlin and Scotty. It should not be confused with the emergency field at Tetlin.



## DESCRIPTION

**DIMENSIONS** - E./W. (5-23) 5,300' x 500' with emulairn stabilisation on 5,300' x 350' and 1,800' x 300' parking area on N. side. Stabilisation to be extended to 500' on runway.

**SURFACE** - Strip asphalt emulsion. Artificial and natural drainage. May not be usable during the spring when water level is high.  
**MARKINGS** - White corner and boundary markers. Illuminated wind cone on beacon tower.  
**LIGHTING** - Rotating beacon in building area, boundary, obstruction lights, two 12" flood-lights.

**OBSTRUCTIONS** - Approaches clear. Buildings, beacon and radio masts on N. side of field. Radio range station 1.1 miles NW. of field. 50' trees in area.

## FACILITIES

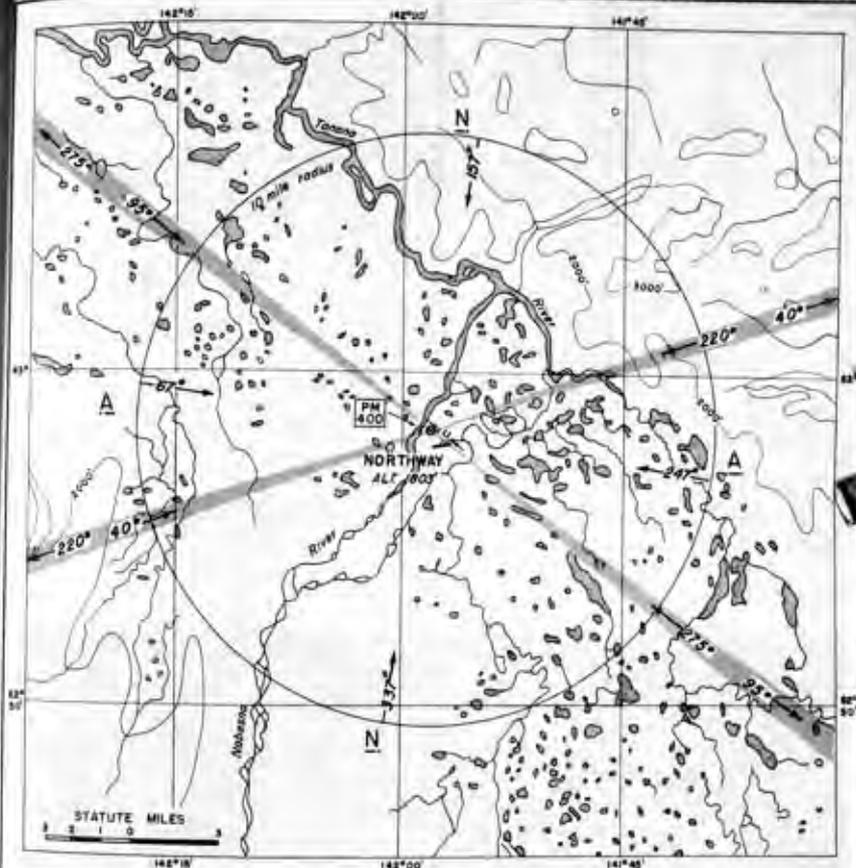
**HANGARS** - Nose hangar.  
**REPAIR FACILITIES** - Very limited.  
**FUEL AND OIL** - Large quantity in drums. Bulk storage under construction. Supplied by air from Fairbanks at the present time.  
**COMMUNICATIONS** - Radio and radio range.  
**WEATHER REPORTS** - Available.  
**TRANSPORTATION** - Served by NWA (C-53), Pilled (Stinson and Waco). Truck and jeeps.  
**ACCOMMODATIONS** - Staff quarters. Barracks for limited number. Small tent camp.

## WEATHER

**PREVAILING WINDS** - NE. and SW.  
**PRECIPITATION** - Rain 12" per year, snowfall 2 to 3 feet per year.  
**TEMPERATURE** - Extremes: 93° maximum and -70° minimum.  
**VISIBILITY** - Morning fogs during fall months. Ceiling usually very good.

**CHARTS** - Fairbanks (Alaska Aeronautical Charts).

# NORTHWAY, ALASKA



## LET-DOWN PROCEDURE

**INITIAL APPROACH ALTITUDE:** E. leg 10,000'. W. leg 7,000'. If on top and in the clear, 3,000'.  
**SHUTTLE:** E. and W. legs within 3 minutes (6 miles) of station to 3,000'.  
**FINAL APPROACH:** NW. leg; proceed out leg for 3 minutes (6 miles) descending to 3,000'.  
**PROCEDURE TURN:** Left. 3,000' minimum.  
**ALTITUDE OVER RANGE ON FINAL APPROACH:** 2,500'.  
**MAGNETIC BEARING AND DISTANCE TO FIELD:** E. leg descending 200' f.p.m. to 2,200' minimum - .75 miles. Do not proceed at minimum altitude for more than 2 minutes (1/2 miles).  
**IF LANDING NOT ACCOMPLISHED:** Climb out E. leg to 5,000'.  
**MINIMUM ALTITUDE DURING ORIENTATION:** 10,000'. If lost, 23,000'.

(NORTHWEST AIRLINES)

## RADIO DATA

CALL	FRANS.	GUARDS	REMARKS
WYSL (AACB)	4220 4917.5	4495 4917.5	Air/Ground, Voice
KEDI (CAA)	400 5672.5	3105 4495 6210	Tower, Voice Tower, Voice Tower, Voice



**NAME AND LOCATION**

PAINÉ FIELD, located 6 miles SW. of city of Everett.

POSITION - Lat. 47° 54' N., Long. 122° 16' W.

MAGNETIC VARIATION - 23° 14' E.

ALTIITUDE - 576 feet.

LANDMARKS - City of Everett, highway.

**GENERAL INFORMATION**

OPERATED BY - U.S. AAF.

REMARKS -



**DESCRIPTION**

DIMENSIONS - N./S. (16-34) 6,000' x 200'

NE./SW. (2-20) 5,100' x 150'

NW./SE. (11-29) 5,100' x 150'

S./N. (7-25) 5,000' x 150'

SURFACE - Hard surfaced runways. Use runways only.

MARKINGS - Illuminated wind tee on W. side of N./S. runway.

LIGHTING - Beacon, boundary, range, obstruction, contact and portable flood lights.

OBSTRUCTIONS - Buildings and construction on E. and S. sides of field. Trees on hill 1/2 mile NW. Control tower (80') 1/2 mile SE. Two smoke stacks 1/2 mile S. Beacon (50') in center of field.

**FACILITIES**

HANGARS - 160' x 200' concrete and steel.

REPAIR FACILITIES - Major and minor repairs.

FUEL AND OIL - Bulk supply of 100 octane gas.

Two service trucks. Oil available.

COMMUNICATIONS - Radio, radio range, telephone, telegraph, teletype.

WEATHER SERVICE - Available.

TRANSPORTATION - Bus and taxi to city.

ACCOMMODATIONS - Quarters for 2,800, messing for 2,000. Accommodations in city of Everett.

**WEATHER**

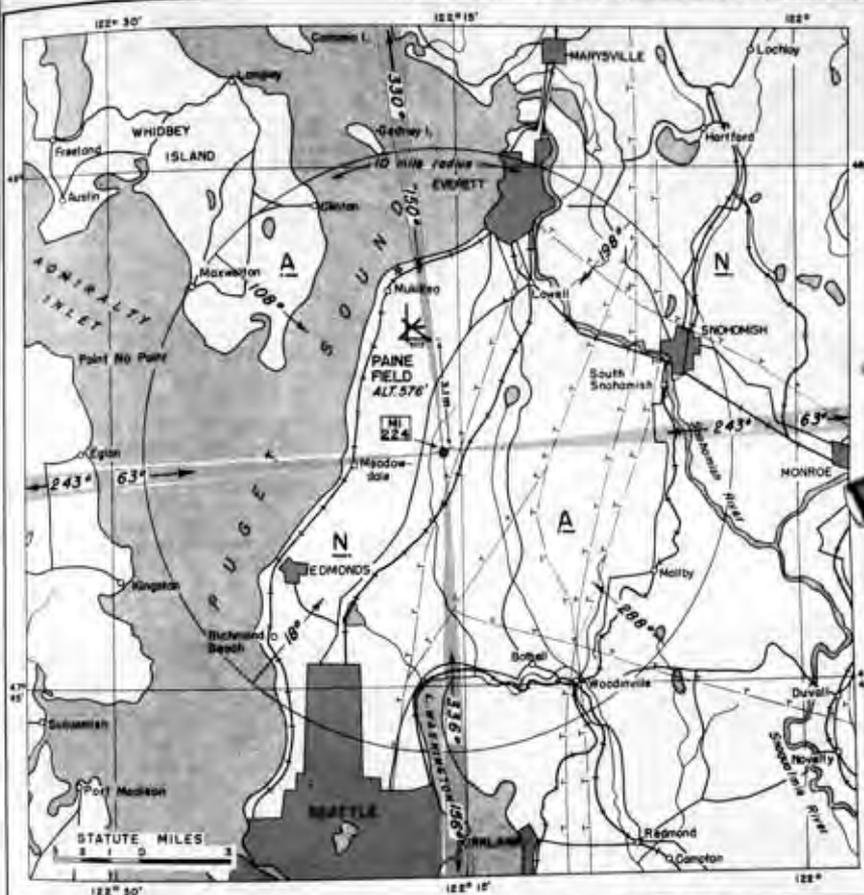
PREVAILING WINDS - West. November to January 8, February 3.

PRECIPITATION - 32.5" annually.

TEMPERATURE - Extreme range: 90° F. to 5° S.

VISIBILITY - Fog prevalent September to May.

CHART - Seattle and Bellingham C. & G.S. Charts (Sectional)

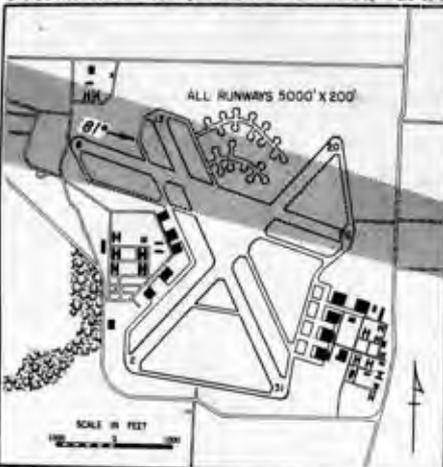


**LET-DOWN PROCEDURE**

INITIAL APPROACH ALTITUDE: N. 4,000', E. 7,000', S. 5,000', W. 4,000'.  
 SHUTTLES: None.  
 FINAL APPROACH: S. leg.  
 PROCEDURE TURN: Right, 2,000'.  
 ALTITUDE OVER RANGE ON FINAL APPROACH: 1,500'.  
 MAGNETIC BEARING AND DISTANCE TO FIELD: 330°, 3.1 miles.  
 IF LANDING NOT ACCOMPLISHED: Climb to 3,000' on N. leg and return to S. leg on 4,000' if proceeding to Bellingham.  
 (C.A.A.)

**RADIO DATA**

CALL	TRANS.	GUARDS	REMARKS
KHQK (CAA)	2224	3105	Radio range, voice
		3117.5	" " "
		4495	" " "
KDJ (AACB)	201	3105	Tower, voice
		4495	" " "



**NAME AND LOCATION**

PATRICIA BAY AIRPORT, located 1 mile W. of Sidney, on E. coast of Vancouver Island, 11 miles N. of Victoria.  
 POSITION - Lat. 48° 39' N., Long. 123° 26' W.  
 MAGNETIC VARIATION - 24° E.  
 ALTITUDE - 25 feet.  
 LANDMARKS - Seanch Inlet, Sidney.

**DESCRIPTION**

DIMENSIONS - WWF./SSB. (8-26) 5,000' x 200'  
 NW./SE. (13-31) 5,000' x 200'  
 NE./SW. (2-20) 5,000' x 200'  
 SURFACE - Paved runways.  
 MARKINGS - None.  
 LIGHTING - Beacon, contact, boundary and obstruction lights.  
 OBSTRUCTIONS - N. - Mt. Tuan (2,000') 6 miles.  
 SW. - Mt. Newton (1,000') 2 1/2 miles.

**FACILITIES**

HANGARS - Five single hangars, five double hangars.  
 REPAIR FACILITIES - Limited.  
 FUEL AND OIL - Available, 124,000 gallon tanks.  
 COMMUNICATIONS - Radio, radio range, control tower, telephone, teletype.  
 WEATHER REPORTS - Available.  
 TRANSPORTATION - Highway to Victoria.  
 ACCOMMODATIONS - Messing and quarters for 2,500.

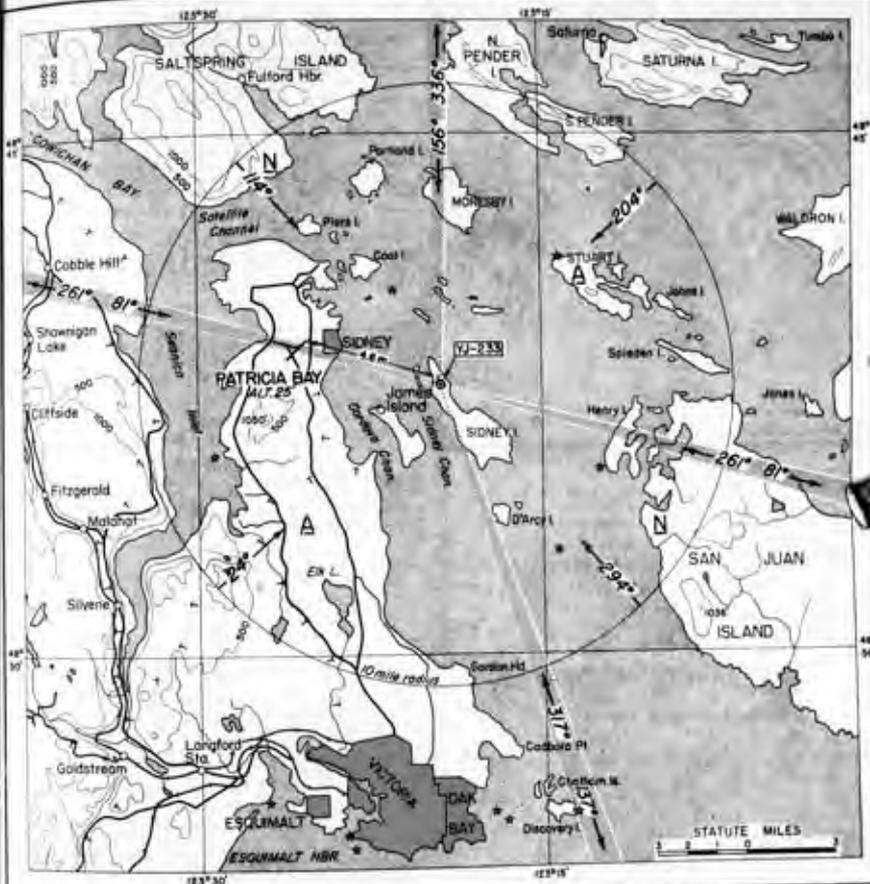
**WEATHER**

PREVAILING WINDS - No record.  
 PRECIPITATION - 25" annually.  
 TEMPERATURE - No record.  
 VISIBILITY - Local fogs during winter.

**GENERAL INFORMATION**

OPERATED BY - R.C.A.F.  
 REMARKS - Seaplane facilities are also available here.

CHARTS - Victoria - Vancouver NTS Chart.  
 Columbia River C. & G.S. Chart.

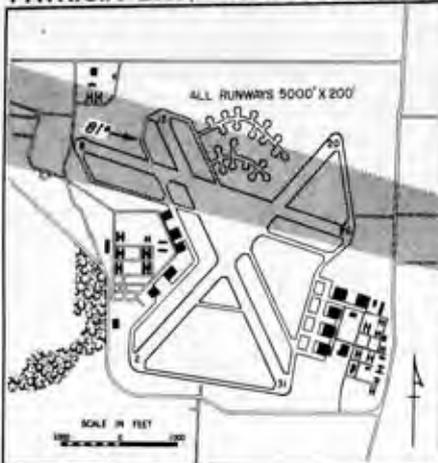


**LET-DOWN PROCEDURE**

INITIAL APPROACH ALTITUDE - N. 3,300'.  
 E. 3,380'. S. 3,000'. W. 3,000'.  
 SHUTTLE: E. leg. not to exceed 8 miles.  
 PROCEDURE TURN: Right turn.  
 FINAL APPROACH: E. leg.  
 ALTITUDE OVER RANGE ON FINAL APPROACH: 1,500'.  
 MAGNETIC BEARING AND DISTANCE TO FIELD: 261° M.  
 IF LANDING NOT ACCOMPLISHED: Climb on W. leg not more than 6 miles from station.

**RADIO DATA**

CALL	TRANS.	GUARDS	REMARKS
VFBC (D. of T.)	233	3105 6210	Radio range, voice
VFDV (D. of T.)	2104 4900	3105 6210	Air/Ground, emergency
PATRICIA BAY TOWER	3017.5 6240	3017.5 3105 6240	Tower, voice " " " "



## NAME AND LOCATION

PATRICIA BAY AIRPORT, located 1 mile W. of Sidney, on E. coast of Vancouver Island, 11 miles N. of Victoria.  
 POSITION - Lat.  $48^{\circ} 59' N.$ , Long.  $123^{\circ} 26' W.$   
 MAGNETIC VARIATION -  $24^{\circ} E.$   
 ALTITUDE - 25 feet.  
 LANDMARKS - Seanch Inlet, Sidney.

## DESCRIPTION

DIMENSIONS - WW/EE. (8-26) 5,000' x 200'  
 NW/SE. (13-31) 5,000' x 200'  
 NE/SW. (2-20) 5,000' x 200'  
 SURFACE - Paved runways.  
 MARKINGS - None.  
 LIGHTING - Beacon, contact, boundary and obstruction lights.  
 OBSTRUCTIONS - N. - Mt. Tsum (2,000') 6 miles.  
 SW. - Mt. Newton (1,000') 2 1/2 miles.

## FACILITIES

HANGARS - Five single hangars, five double hangars.  
 REPAIR FACILITIES - Limited.  
 FUEL AND OIL - Available, 124,000 gallon tanks.  
 COMMUNICATIONS - Radio, radio range, control tower, telephone, teletype.  
 WEATHER REPORTS - Available.  
 TRANSPORTATION - Highway to Victoria.  
 ACCOMMODATIONS - Messing and quarters for 2,500.

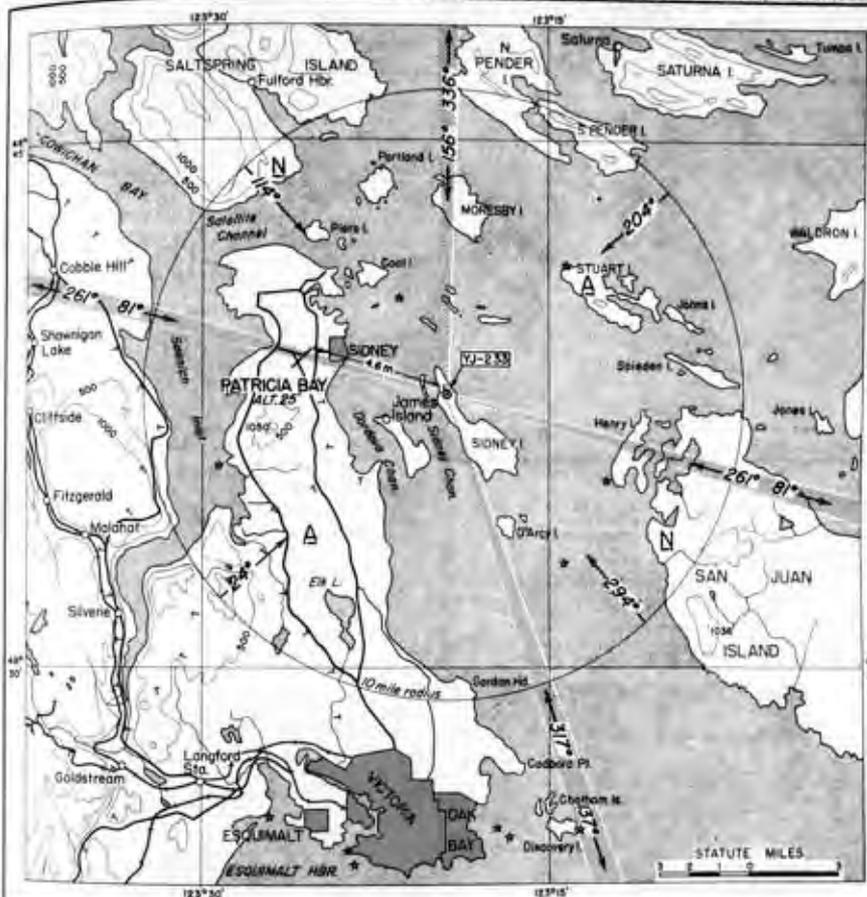
## WEATHER

PREVAILING WINDS - No record.  
 PRECIPITATION - 25" annually.  
 TEMPERATURE - No record.  
 VISIBILITY - Local fogs during winter.

## GENERAL INFORMATION

OPERATED BY - R.C.A.F.  
 REMARKS - Seaplane facilities are also available here.

CHARTS - Victoria - Vancouver MTS Chart.  
 Columbia River C. & G.S. Chart.



## LET-DOWN PROCEDURE

INITIAL APPROACH ALTITUDE - N. 3,300'.  
 E. 3,300'. S. 8,000'. W. 8,000'.  
 SHUTTLE: E. leg, not to exceed 8 miles.  
 PROCEDURE TURN: Right turn.  
 FINAL APPROACH: E. leg.  
 ALTITUDE OVER RANGE ON FINAL APPROACH:  
 1,500'.  
 MAGNETIC BEARING AND DISTANCE TO FIELD:  
 261° M.  
 IF LANDING NOT ACCOMPLISHED: Climb on W.  
 leg not more than 6 miles from station.

## RADIO DATA

CALL	TRANS.	GUARDS	REMARKS
VFBC (D. of T.)	233	3105 6210	Radio range, voice
VFDJ (D. of T.)	2104 4900	3105 6210	Air/Ground, emergency
PATRICIA BAY TOWER	3017.5 6240	3017.5 3105 6240	Tower, voice " "



**NAME AND LOCATION**

PENHOLD INTERMEDIATE AERODROME, 3 miles N. of Penhold and 8 miles SW. of Red Deer.  
 POSITION - Lat. 52°09'40" N., Long. 113°53'00" W.  
 MAGNETIC VARIATION - 25° E.  
 ALTITUDE - 2,922 feet.  
 LANDMARKS - Red Deer River on W. and CPR on E.

**GENERAL INFORMATION**

OPERATED BY - R.C.A.F. and Dept. of Transport.  
 REMARKS - Innisfail and Bowden aerodromes are respectively 9 and 15 miles SE. of Penhold.

**DESCRIPTION**

**DIMENSIONS** - Three landing strips with parallel runways and taxi strips:  
 N./S. (16-34) 3,270' x 100' and 2,950' x 100'  
 NW./SE. (11-29) 3,180' x 100' and 2,930' x 100'  
 NE./SW. (2-20) 3,000' x 100' and 2,970' x 100'

**SURFACE** - Runways and taxi strips hard surfaced. Remainder of field sod.  
**MARKINGS** - Automatic wind tee.  
**LIGHTING** - Rotating beacon with white code light flashing "FD". Boundary, range, contact and obstruction lights.  
**OBSTRUCTIONS** - Hangars and buildings to E. and NE. Minimum safe altitude anywhere within 25 mile radius - 4,500 feet.

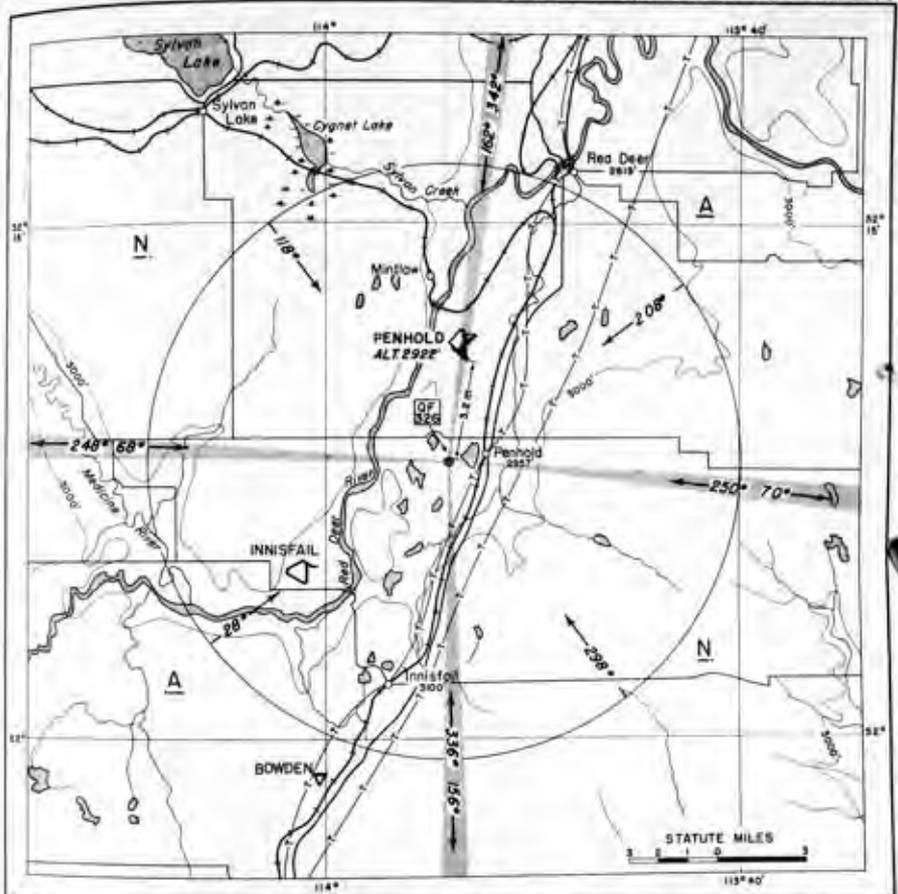
**FACILITIES**

**HANGARS** - Five large hangars.  
**REPAIR FACILITIES** - Major repairs.  
**FUEL AND OIL** - High octane fuel in quantities.  
**COMMUNICATIONS** - Telephone, teletype, radio range.  
**WEATHER REPORTS** -  
**TRANSPORTATION** - Railroad, highways.  
**ACCOMMODATIONS** - Barracks at field.

**WEATHER**

**PREVAILING WINDS** -  
**PRECIPITATION** -  
**TEMPERATURE** - Extremes: 98° max. to 57° min.  
**VISIBILITY** - Fog rare.

**CHARTS** - Red Deer-Edmonton (Canada Air Navigation)  
 North Saskatchewan River Regional.

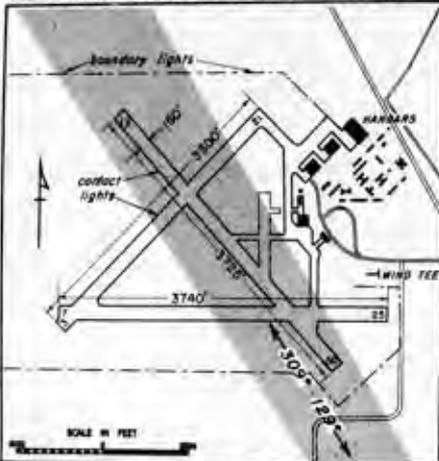


**LET-DOWN PROCEDURE**

**INITIAL APPROACH:** 5,000'.  
**SHUTTLE:** None.  
**FINAL APPROACH LEG:** South leg.  
**PROCEDURE TURN:** E. or W. 3 minutes (6 miles from station on S. leg. Minimum altitude - 4,000'.  
**ALTITUDE OVER RANGE STATION ON FINAL APPROACH:** 4,000'.  
**IF LANDING NOT ACCOMPLISHED:** Within 1 minute 36 seconds (3 miles) after passing station, climb to a minimum altitude of 5,000' on N. leg.  
**MAGNETIC BEARING AND DISTANCE TO FIELD:** 342° and 3.2 miles.  
**MINIMUM ALTITUDE DURING ORIENTATION:** Highest altitude shown for any quadrant (1,000' clearance for 100 miles). NW. - 9,000'. NE. - 4,500'. SE. - 4,500'. SW. - 12,000'.  
 (TRANS-CANADA AIRLINES)

**RADIO DATA**

CALL	TRANS.	GUARDS	REMARKS
VPT	326	3105	Radio range, voice
(D. of T.)		4495	" "
		6210	" "



## NAME AND LOCATION

REGINA MILITARY AIRPORT, 1/2 mile SW. of city.  
 POSITION - Lat.  $50^{\circ} 26' N.$ , Long.  $104^{\circ} 39' W.$   
 MAGNETIC VARIATION -  $18^{\circ} E.$   
 ALTITUDE - 1,885 feet.  
 LANDMARKS - City of Regina, Canadian Pacific RR. tracks to the N. Golf course to the NE. Wascana Creek to the NE. National Railway to the E. Twin tower cathedral in city (elev. 2,075').

## GENERAL INFORMATION

OPERATED BY - R.C.A.F.  
 REMARKS -

## DESCRIPTION

**DIMENSIONS** - Triangular development. Three single runways: NE./SW. (3-21) 3,300' x 150'; NW./SE. (12-30) 3,725' x 150'; E./W. (7-25) 3,740' x 150'.  
**SURFACE** - Sod, gumbo. Natural drainage. All of field available. Hard-surfaced runways.  
**MARKINGS** - Illuminated wind tee, wind socks.  
**LIGHTING** - Contact lights on runways; boundary, obstruction, range and floodlights. 94' revolving beacon.  
**OBSTRUCTIONS** - Farm buildings at NW. corner. Pole line E. and S. side of field. NW. - Barracks and chimney 50' high. Radio range towers 150' high 3.1 miles SE. of airport. Minimum safe altitude anywhere within a 25 mile radius - 3,000 feet.

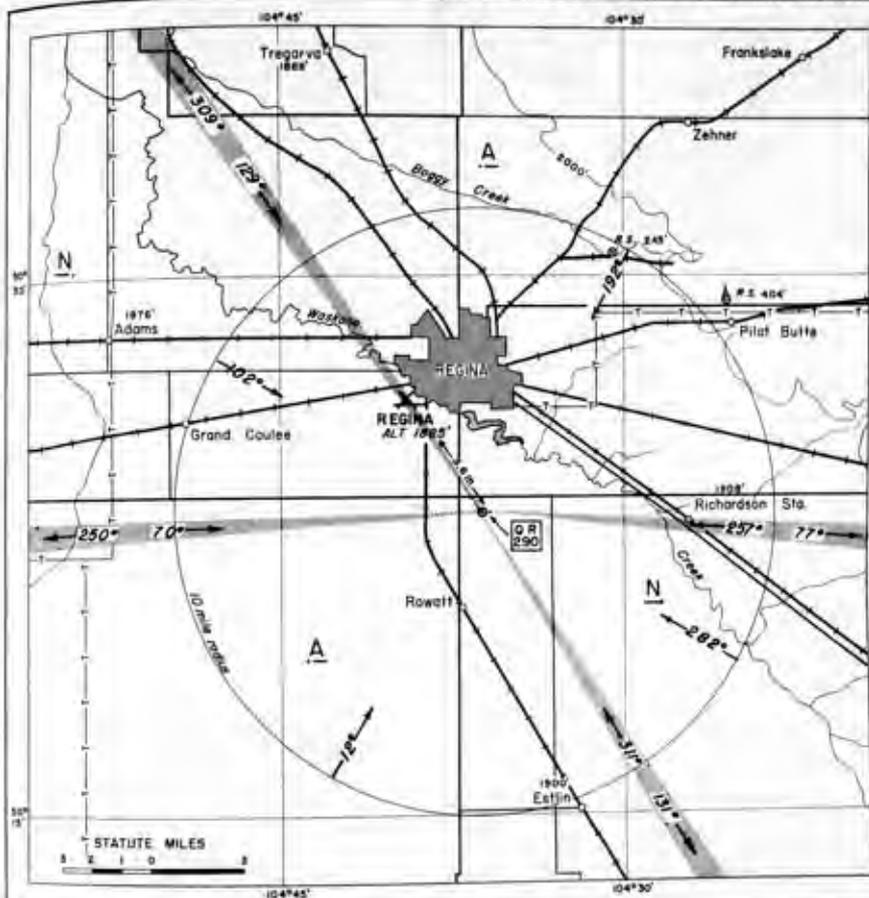
## FACILITIES

**RANGARS** - Five. R.C.A.F. - two 161' x 155', one 161' x 264'. Prairie Airways - one 110' x 106'. City - 104' x 50'.  
**REPAIR FACILITIES** - None.  
**FUEL AND OIL** - Bulk storage (Imperial Oil) 20,000 gallons 100 octane, 13,000 gallons 90 octane. Two pits, one tank truck.  
**COMMUNICATIONS** - Radio and radio range. Telephone and teletype.  
**WEATHER REPORTS** - Available.  
**TRANSPORTATION** - Bus and taxi to town. Canadian Pacific Railway and Canadian National Railway. Served by Trans-Canada and Northwest Airlines.  
**ACCOMMODATIONS** - Meals and quarters for R.C.A.F. officers and men.

## WEATHER

**PREVAILING WINDS** - Summer SE. Winter NW.  
**PRECIPITATION** - 14" rain, 24.4" snow annually.  
**TEMPERATURE** - Extreme range:  $102^{\circ} F.$  to  $-55^{\circ} F.$   
**VISIBILITY** - Fog prevails in winter. 12 days annually.

**CHARTS** - Swift Current-Regina (Canada Air Navigation) Chart.  
 North Saskatchewan Regional Chart.



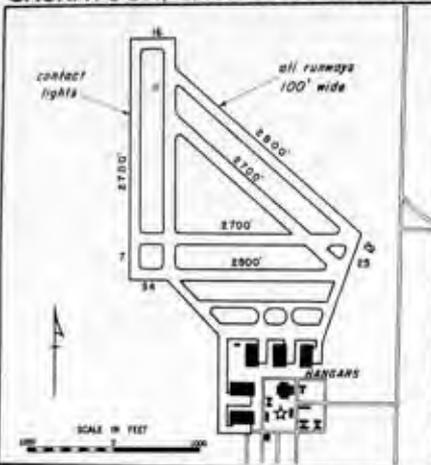
## LET-DOWN PROCEDURE

**INITIAL APPROACH:** On W. or NW. legs, 5,000' minimum; on E. or SE. legs, 4,000' minimum. If on top and in the clear, 3,000' minimum.  
**SHUTTLE:** None.  
**FINAL APPROACH LEG:** SE. leg.  
**PROCEDURE TURN:** Right, minimum 3,000'.  
**ALTITUDE OVER RANGE ON FINAL APPROACH:** 2,800'.  
**MAGNETIC COURSE AFTER PASSING RANGE STATION:** W. leg descending 600 f.p.m. to minimum of 2,285'.  
**IF LANDING NOT ACCOMPLISHED:** Immediately climb along NW. leg away from station to 3,500' minimum.  
**MINIMUM ALTITUDE DURING ORIENTATION:** 5,000'. (NORTHWEST AIRLINES)

## RADIO DATA

CALL	TRANS.	GUARDS	REMARKS
VXY (D. of T.)	278	3105 6210	Tower, voice *
VPQ (D. of T.)	290	3105 6210	Radio range, voice
WIAA (AACS)	2994 4220 4917.5	2994 4495 4917.5	Air/Ground, voice

\* Also guards airline frequencies.



## DESCRIPTION

**DIMENSIONS** - Triangular development. Three double runways, all 100' wide.  
 N./S. (16-34) 2,700' and 2,700'  
 NW./SE. (11-29) 2,800' and 2,700'  
 E./W. (7-25) 2,700' x 2,500'  
**SURFACE** - Asphalt.  
**MARKINGS** - Anemometer on control tower. Wind sock on R.C.A.F. hangar. Wind sock and electric wind tee on Prairie Airways hangar.  
**LIGHTING** - 24" rotating code beacon, boundary and contact lights.  
**OBSTRUCTIONS** - E. - Rotating beacon tower and Prairie Airways buildings. S. - R.C.A.F. hangars, control tower, power lines. Considerable flight training under way.

## FACILITIES

**HANGARS** - Five hangars, 220' x 158'.  
**REPAIR FACILITIES** - Available.  
**FUEL AND OIL** - 87 octane gasoline. Three refueling tenders available.  
**COMMUNICATIONS** - Telephone. Teletype to Canadian National Railway in Saskatoon.  
**WEATHER REPORTS** - Available.  
**TRANSPORTATION** - Prairie Airways and highway.  
**ACCOMMODATIONS** - Meals, quarters and hospital facilities for R.C.A.F. officers and men.

## WEATHER

**PREVAILING WINDS** - Southeasterly.  
**PRECIPITATION** - Rain 14" per year. Snow 30 days per year.  
**TEMPERATURE** - Extrema range: 102° F. to -55° F.  
**VISIBILITY** - Fog 12 days per year. Low clouds average 20 days per year.

**CHARTS** - Saskatoon-Prince Albert (Canada Air Navigation Chart).  
 North Saskatchewan Regional Chart.

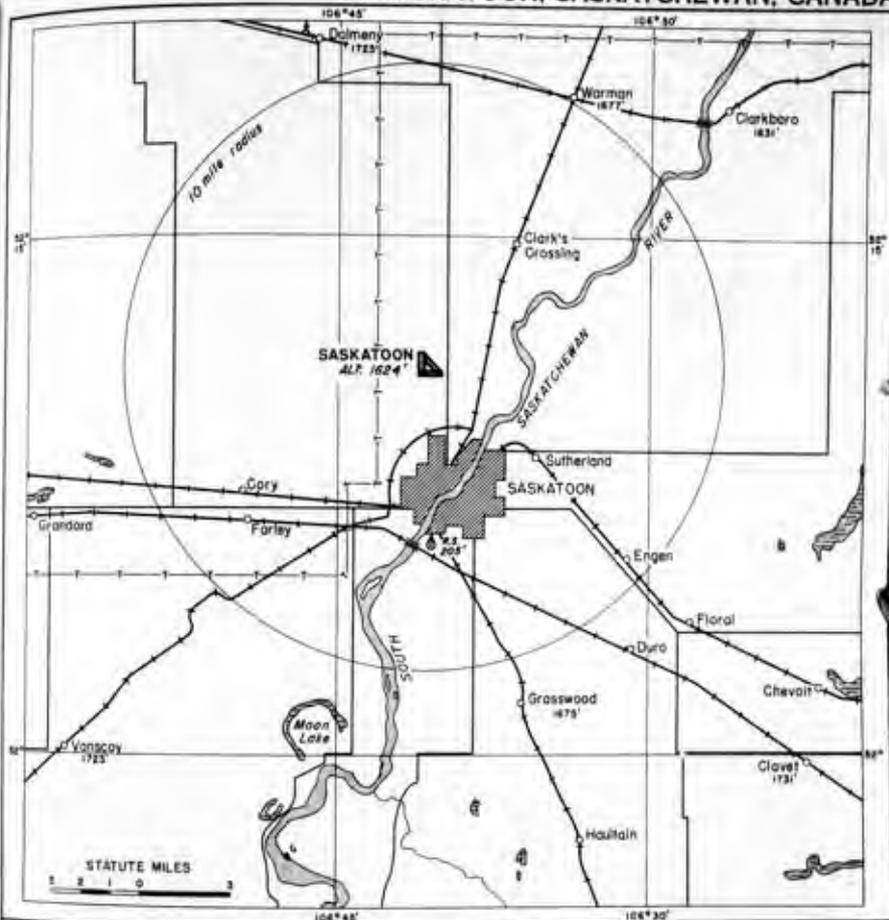
## NAME AND LOCATION

**SASKATOON AIRPORT**, located on W. side of highway, 1 mile N. of city.  
**POSITION** - Lat. 52° 10' N., Long. 106° 40' W.  
**MAGNETIC VARIATION** - 20° E.  
**ALTITUDE** - 1,624 feet.

**LANDMARKS** - Town of Saskatoon, Besborough Hotel 6 miles to the S. Grain elevator 6 miles to the SW.

## GENERAL INFORMATION

**OPERATED BY** - R.C.A.F.  
**REMARKS** - It is recommended that heavily loaded airplanes do not operate from this field.





## NAME AND LOCATION

**BOEING FIELD**, located 6 miles S. of center of Seattle between Lake Washington and Duwamish River; adjacent to S. side of city.  
**POSITION** - Lat.  $47^{\circ} 32' N.$ , Long.  $122^{\circ} 18' W.$   
**MAGNETIC VARIATION** -  $23^{\circ} 09' E.$   
**ALTITUDE** - 14 feet.  
**LANDMARKS** - Seattle, Lake Washington, Duwamish River, U.S. Highway #99.

**CHARTS** - Seattle C. & G.S. Chart.

## DESCRIPTION

**DIMENSIONS** - NW./SE. (12-30) 7,300' x 200'  
 NW./SEK. (13-31) 2,950' x 200'  
 NW./ESE. (10-28) 4,400' x 150'  
 N./S. (17-35) 2,900' x 200'

**SURFACE** - Macadam runways.

**LIGHTING** - Beacon, boundary, range, contact, obstruction and floodlights.

**MARKINGS** - Illuminated wind tee, name on landing ramp, boundary markers.

**OBSTRUCTIONS** - N. - Power company buildings.  
 E. - Hills, buildings, power line. SE. - Towers (125') on ridge, 3 miles distant.  
 W. - Boeing factory, power line. NW. - Tower (578')  $\frac{1}{2}$  miles distant.

## FACILITIES

**HANGARS** - Four hangars, 200' x 100'.

**REPAIR FACILITIES** - Complete repairs.

**FUEL AND OIL** - 100 octane fuel and oil.

**COMMUNICATIONS** - Radio, radio range, control tower, telephone, telegraph, teletype.

**WEATHER REPORTS** - Available.

**TRANSPORTATION** - Roads, Northern Pacific Railroad, Northwest and United Airlines.

**ACCOMMODATIONS** - Quarters in city. Restaurant on field.

## WEATHER

**PREVAILING WINDS** - Summer NW. to SE. Winter SE. Maximum 56 m.p.h.

**PRECIPITATION** - Rain 35.5" annually, snow 12.4" annually.

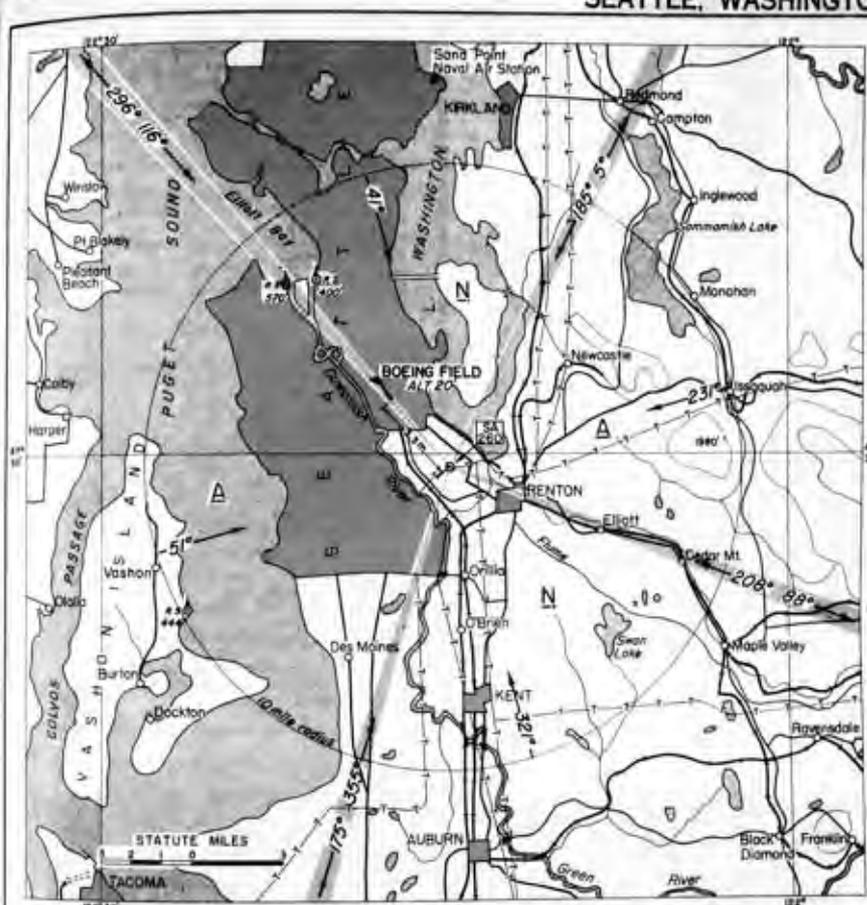
**TEMPERATURE** - Extreme range;  $92^{\circ} F.$  to  $16^{\circ} F.$

**VISIBILITY** - Morning fog and smoke, heavy fog 15 days annually, maximum in October.

## GENERAL INFORMATION

**OPERATED BY** - Municipal authorities.

**REMARKS** - Area within 4 mile radius of airport closed to all traffic 0630 - 0800 PM daily.



## LET-DOWN PROCEDURE

**INITIAL APPROACH ALTITUDE:** SB, 3,000' unless SB top, NB, 1,500'. The following minimum altitude will be maintained upon approach to the Seattle area: Parkland Marker: 3,500'.

**SHUTTLE:** None.

**PROCEDURE TURN:** W. side S. leg, at 1,500' min.

**FINAL APPROACH:** S. leg  $355^{\circ} M.$

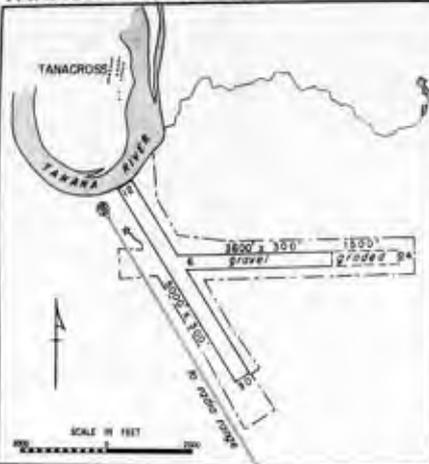
**ALTITUDE OVER RANGE ON FINAL APPROACH:** 1,500'.

**MAGNETIC BEARING AND DISTANCE TO FIELD:** Turn to NW. leg,  $296^{\circ}$ , 3.3 miles.

**IF LANDING NOT ACCOMPLISHED:** Within 2 minutes after passing station, proceed out NW. leg climbing to 1,500'. Procedure turn left or right and climb to 3,000'.

## RADIO DATA

CALL	TRANS.	GUARDS	REMARKS
KCZ	260	3105	Tower, voice
(CAA)	278	4495	" "
		3117.5	" "
		6210	" "



## NAME AND LOCATION

TANACROSS CAA FIELD, 1/4 mile S. of Tanacross, on S. bank of Tanana River, across river from town of Tanacross, 1 1/2 miles N. of Alcan Highway.  
 POSITION - Lat. 65° 23' N., Long. 145° 21' W.  
 MAGNETIC VARIATION - 31° 30' E.  
 ALTITUDE - 1,516 feet.  
 LANDMARKS - Tanana River and Tanacross village, Alcan Highway 1/2 miles to S.

## GENERAL INFORMATION

OPERATED BY - U.S. AAF.  
 REMARKS - Ski landings can be made on river between November and April.

## DESCRIPTION

DIMENSIONS - NW./SE. (12-30) 5,000' x 300'.  
 E./W. (6-24) 5,100' x 300'.  
 SURFACE - Both strips gravel, level grade, natural drainage except for ditches on each side of runway. Adequate for ordinary weather.  
 MARKINGS - Wind sock on beacon tower, W. side of NW./SE. strip.  
 LIGHTING - Boundary lights on NW./SE. strip. E./W. strip 70% lighted. Beacon, range lights.  
 OBSTRUCTIONS - Low bush surrounds field, ditches along edge of runways. Poles 60' high 1,000' RWS. Antennae at NW. corner. Mountain range 5 miles S. reaching 6,000' to 16,000'.

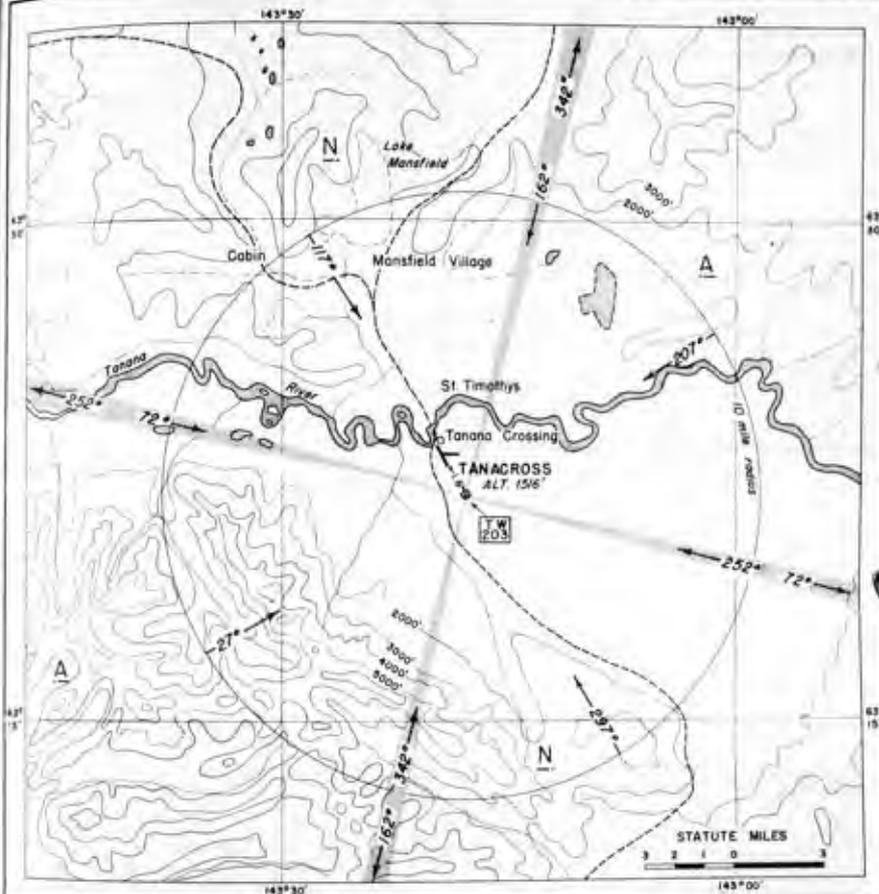
## FACILITIES

HANGARS - Nose hangar.  
 REPAIR FACILITIES - First echelon repairs.  
 FUEL AND OIL - Ample supply of 100 octane gas and 98 and 120 oil.  
 COMMUNICATIONS - PAA radio.  
 WEATHER REPORTS - U.S. Weather Bureau station.  
 TRANSPORTATION - Served by Wren Alaska (Stinson and small ships), PAA (DC-3's, Lockheed 14), and Reeves (small ships).  
 ACCOMMODATIONS - Quarters and meals at PAA station. CAA staff quarters. Accommodations for 12 officers and 50 enlisted men. Population of Tanacross - 162 (1/41).

## WEATHER

PREVAILING WINDS - Summer SE. Winter SE.  
 Highest winds in summer from S.  
 PRECIPITATION - 12" of rain per year, considerable snowfall.  
 TEMPERATURE - Extremes: 95° maximum, -50° minimum.  
 VISIBILITY - Fogs occur frequently during freezeup for two month period, occasionally during winter.

CHARTS - Fairbanks (Alaska Aeronautical Charts)



## LET-DOWN PROCEDURE

Radio range inoperative, destroyed by fire.

## RADIO DATA

CALL	THRS.	GUARDS	REMARKS
KHWN (CAA)	278	3105 4495 6210	Air/Ground, Voice Air/Ground, Voice Air/Ground, Voice

# WATSON LAKE, YUKON TERRITORY, CANADA



## NAME AND LOCATION

WATSON LAKE AIRPORT, located on N. shore of Watson Lake, 20 miles NW. of Lower Post.  
 POSITION - Lat. 60° 07' N., Long. 128° 46' W.  
 MAGNETIC VARIATION - 33° E.  
 ALTITUDE - 2,245 feet.

## GENERAL INFORMATION

OPERATED BY - Dept. of Transport and N.C.A.F.  
 REMARKS - Snow controlled by rolling. Subject to icing conditions all year. Icing level approximately 10,000' in summer.

## DESCRIPTION

**DIMENSIONS** - Strip NW./ESE. (7-25) 5,500' x 500' with runway 5,500' x 200', NE./SW. (1-19) 4,700' x 200' (available when required) of crushed compacted gravel.  
**SURFACE** - Runway blacktop, remainder of strip dirt and gravel. Gravel taxi strip and standing in front of administration building. Blacktop turning areas on ends. Gravel as good as blacktop.  
**MARKINGS** - Wooden runway markers. Wind indicator at SE. end of strip. Red flags, flares.  
**LIGHTING** - Rotating beacon. Flares at ends of runway. Boundary lights along edge of strip. Contact lights.  
**OBSTRUCTIONS** - Approaches clear except for trees close to E. end of runway. Hills to S. and E. Runway 16' higher than lake.

## FACILITIES

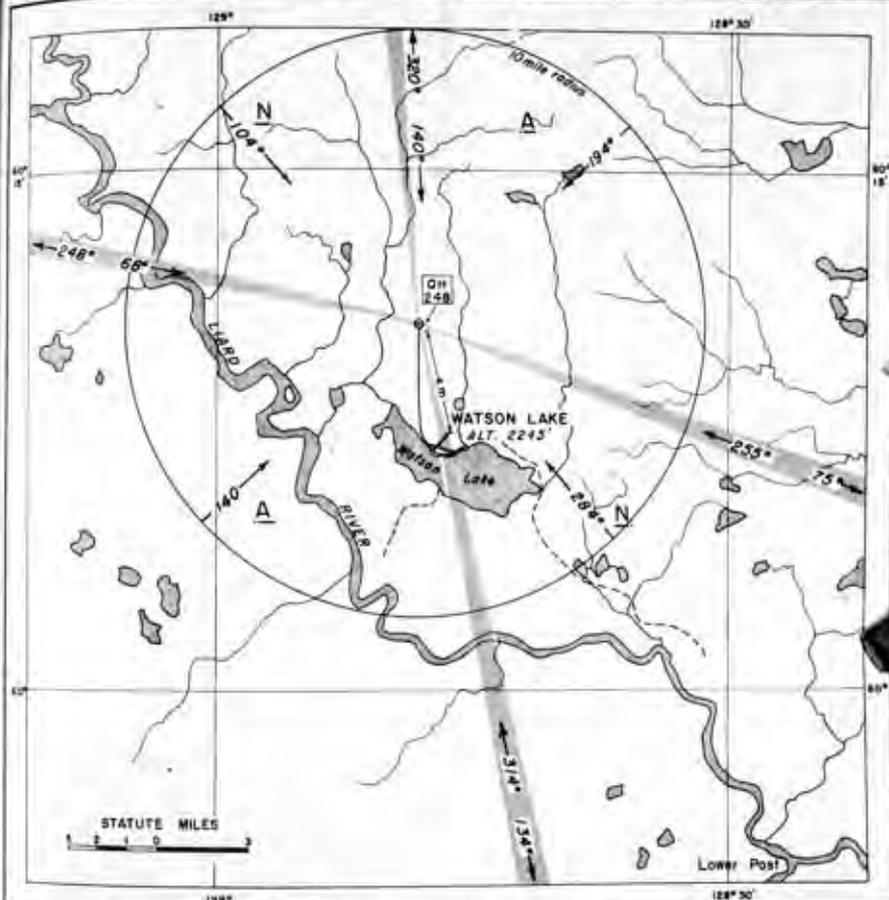
**HANGARS** - Small nose hanger, 2 hangers planned.  
**REPAIR FACILITIES** - Minor, some mechanics.  
**FUEL AND OIL** - No planes will be refueled at Watson Lake unless absolutely necessary. Plan to gas at Whitehorse or Fort Nelson. Bulk storage under construction.  
**COMMUNICATIONS** - Radio and radio range.  
**WEATHER REPORTS** - Available from D. of T.  
**TRANSPORTATION** - Army motor transport. Alcan Highway.  
**ACCOMMODATIONS** - Staff quarters and temporary barracks; permanent under construction. Meals are excellent.

## WEATHER

**PREVAILING WINDS** - Summer W. and SW. Winter W. and SW. with occasional wind from NE. Maximum in summer - 30 m.p.h.  
**PRECIPITATION** - Quite frequent instability showers. Average 15" rain and 68" snow per year.  
**TEMPERATURE** - Annual range; 90° F. to -40° F.  
**VISIBILITY** - Ground fogs in fall until freezeup.

**CHARTS** - Whitehorse-Watson Lake (Canada Air Navigation); Whitehorse Regional.

# WATSON LAKE, YUKON TERRITORY, CANADA

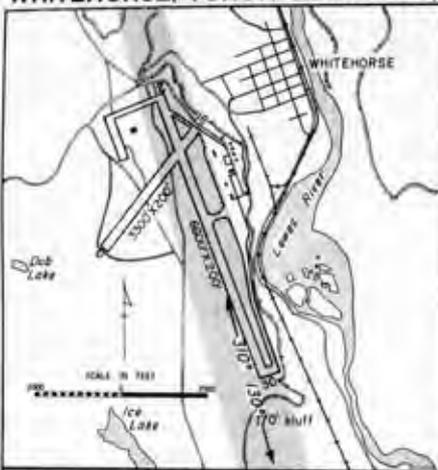


## LET-DOWN PROCEDURE

**INITIAL APPROACH ALTITUDE:** NW. bound - 7,000'. SE. bound - 10,000'.  
**SHUTTLE:** NW. leg within 4 minutes (8 1/2 mi.) of range station to 4,500' minimum.  
**FINAL APPROACH:** NW. leg (68° - 248°).  
**PROCEDURE TURN:** Left only, 4,500' minimum.  
**ALTITUDE OVER RANGE ON FINAL APPROACH:** 4,500'.  
 Caution: Do not fly E. of station at less than 4,500'.  
**MAGNETIC BEARING AND DISTANCE TO FIELD:** Turn immediately over station to S. leg (134°) descending 500 f.p.m. to 3,500' minimum - 4 miles. Do not fly at minimum altitude for more than 3 minutes (6 mi.) after passing station.  
**IF LANDING NOT ACCOMPLISHED:** Climb out S. leg (134°) to 5,000' minimum, make turn around and proceed back toward station.  
**MINIMUM ALTITUDE DURING ORIENTATION:** 7,000'. If lost, 10,000'.

## RADIO DATA

CALL	TRANS.	GUARDS	REMARKS
WXAE (AACS)	2994	2994	Air/Ground, voice, night
		4495	" " " Army
	4917.5	4917.5	" " " Primary
VPDE (D. of T.)	4184	4184	" " " RCAF
	4220	4495	" " " AAF
	5390	5390	" " " CFA
	2220, 4184	Same	" " " Emer-gency
	4885, 5500	as	" " " "
	9080, 11515	VPCL	" " " "
WATSON LAKR (Tower)	278	3105, 4495	Tower, voice
		5390, 6240	" " " "
VPCL (D. of T.)	248	197, 3105	Radio range, voice
		4495, 4885	" " " "
		5390, 5500	" " " "
		6210	" " " "



**NAME AND LOCATION**

WHITEHORSE AIRPORT, 3/4 mile WSW. of Whitehorse on a plateau 200 feet above town and the Levee River.

POSITION - Lat. 60° 45' N., Long. 135° 04' W.

MAGNETIC VARIATION - 35° E.

ALTITUDE - 7,277 feet.

LANDMARKS - Railroad to Whitehorse from S. Levee River to E. City of Whitehorse.

**GENERAL INFORMATION**

OPERATED BY - R.C.A.F. and U.S. AAF.

REMARKS - Don't overshoot field to S., deep valley.

CHARTS - Whitehorse-Watson Lake (Canada Air Navigation); Whitehorse Regional.

**DESCRIPTION**

**DIMENSIONS** - Two strips: NW./SSE. (12-30) 7,300' x 550' with blacktop runway 6,600' x 200' and NE./SW. (0-18) 3,300' x 150' with 2% grade away from field, gravel. NE./SW. runway under construction.

**SURFACE** - Field clay and gravel with some grass off strips. NW./SSE. runway blacktop, strip clay and gravel. NE./SW. runway compacted gravel, under construction. Natural drainage.

**MARKINGS** - White circle in center of field. Wind cone at W. side of field. Runway markers.

**LIGHTING** - Boundary lights on N./S. runway. Green corner lights, obstruction lights, flares on taxi strips. Rotating beacon.

**OBSTRUCTIONS** - Approaches clear except for trees some distance from N. end. Buildings on E. Mountain 5 miles SE. not on maps. Circling limited.

**FACILITIES**

**HANGARS** - Two frame 100' x 50' and 70' x 40'. One steel 200' x 160'. New hangars are under construction for U.S.

**REPAIR FACILITIES** - 2nd echelon maintenance, C.P.A. repair shops. P.A.A. servicing.

**FUEL AND OIL** - Large supply 100 octane fuel, ample oil; 100,000 gallon underground storage. 2 tank trucks, 2 pits. Additional bulk storage under construction.

**COMMUNICATIONS** - Telephone, telegraph, teletype. Radio and radio range.

**WEATHER REPORTS** - Complete. Hourly reports from D. of T.

**TRANSPORTATION** - By taxi or airline or Army cars. Alcan Highway.

**ACCOMMODATIONS** - Barracks for 86 men. Hospital.

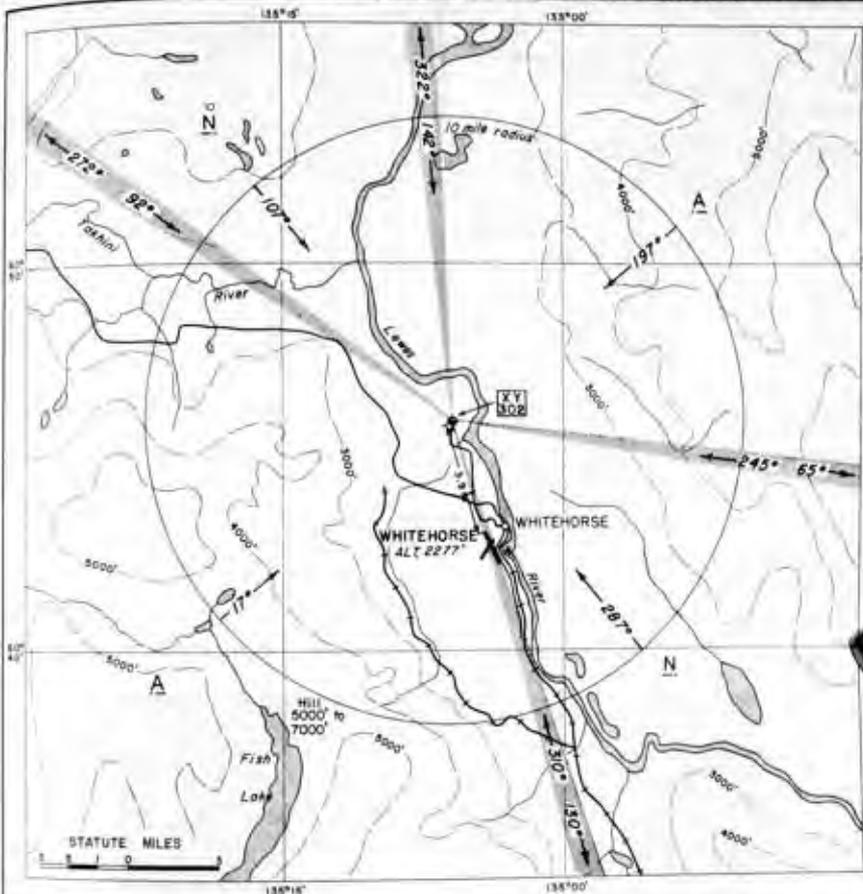
**WEATHER**

**PREVAILING WINDS** - Summer S. Winter NW. and SE. Heaviest in May, 38 m.p.h.

**PRECIPITATION** - Average 11" of rain and 56" of snow per year.

**TEMPERATURE** - 85° F. to -60° F.

**VISIBILITY** - Fogs occur in fall but lift before noon. Fog averages 25 days per year.



**LET-DOWN PROCEDURE**

INITIAL APPROACH ALTITUDE: W. leg 9,000'. E. leg 9,000'.

SHUTTLE: None.

FINAL APPROACH: N. leg - 8,000' minimum. Do not proceed on leg for more than 4 minutes (8 1/2 mi.).

PROCEDURE TURN: Left only. 8,000' minimum.

ALTITUDE OVER RANGE ON FINAL APPROACH: 4,000'.

MAGNETIC BEARING AND DISTANCE TO FIELD: S. leg - descending 600 f.p.m. to 3,300' minimum - 3.9 mi.

Do not proceed for more than 2 1/2 minutes after passing station.

IF LANDING NOT ACCOMPLISHED: immediately make left turn to a heading of 265°, continue flying to intercept S. leg. Follow S. leg to station and continue climb out N. leg to 7,000' minimum.

Left turn and return to station.

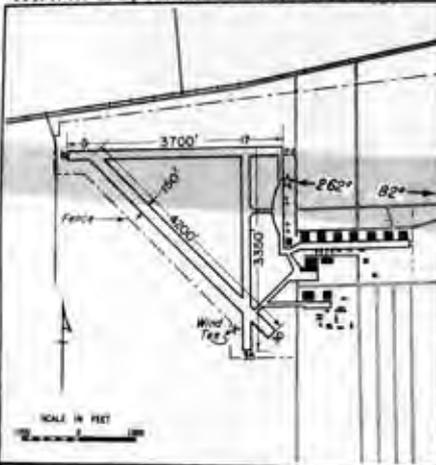
MINIMUM ALTITUDE DURING ORIENTATION: 10,000'. If lost, 12,000'.

**RADIO DATA**

CALL	TRANS.	GUARDS	REMARKS
WXAF (AACS)	2994	2994	Air/Ground, voice, night
	4220	4495	" " " Army
	4917.5	4917.5	" " " Primary
VPDY (D.of T.)	4184	4184	" " " RCAF
	4220	4495	" " " AAF
	5390	5390	" " " CFA
VPDY (D.of T.)	2220	3400	Base " " " Emer-
	4885	5500	aa " " " genny
	7375	9090	VPCX " " " "
	11615		" " " "
WHITEHORSE 278 (Tower)	3105	4495	Tower, voice
	5390	6240	" " " "
VPCX (D.of T.)	197	3105	Radio range, voice
	4495	4885	" " " "
	5390	5500	" " " "
	5572	6210	" " " "
	9080		" " " "

(NORTHWEST AIRLINES)





## NAME AND LOCATION

STEVENSON FIELD, on W. edge of Winnipeg, N. of Assiniboine River.  
 POSITION - Lat.  $49^{\circ} 54' N.$ , Long.  $97^{\circ} 13' W.$   
 MAGNETIC VARIATION -  $11^{\circ} E.$   
 ALTITUDE - 775 feet.

LANDMARKS - Winnipeg to the E. Red River to the E. Assiniboine River to the S. Canadian Pacific Railway to the N. Golf course to the S.

## GENERAL INFORMATION

OPERATED BY - R.C.A.F.  
 REMARKS - Field O.K. for fully loaded B-18's.

## DESCRIPTION

DIMENSIONS - Three runways:  
 NE./SW. (12-30) 4,200' x 150'  
 N./S. (17-35) 3,350' x 150'  
 E./W. (8-26) 3,700' x 150'  
 SURFACE - Sod surface, asphalt paved runways.  
 MARKINGS - Wind tee, boundary markers.  
 LIGHTING - 23" rotating beacon (elev. 825'), ceiling light projector; boundary, contact, obstruction lights, floodlights.  
 OBSTRUCTIONS - Buildings to the SE. Minimum safe altitude anywhere within a 25 mile radius - 1,600 feet.

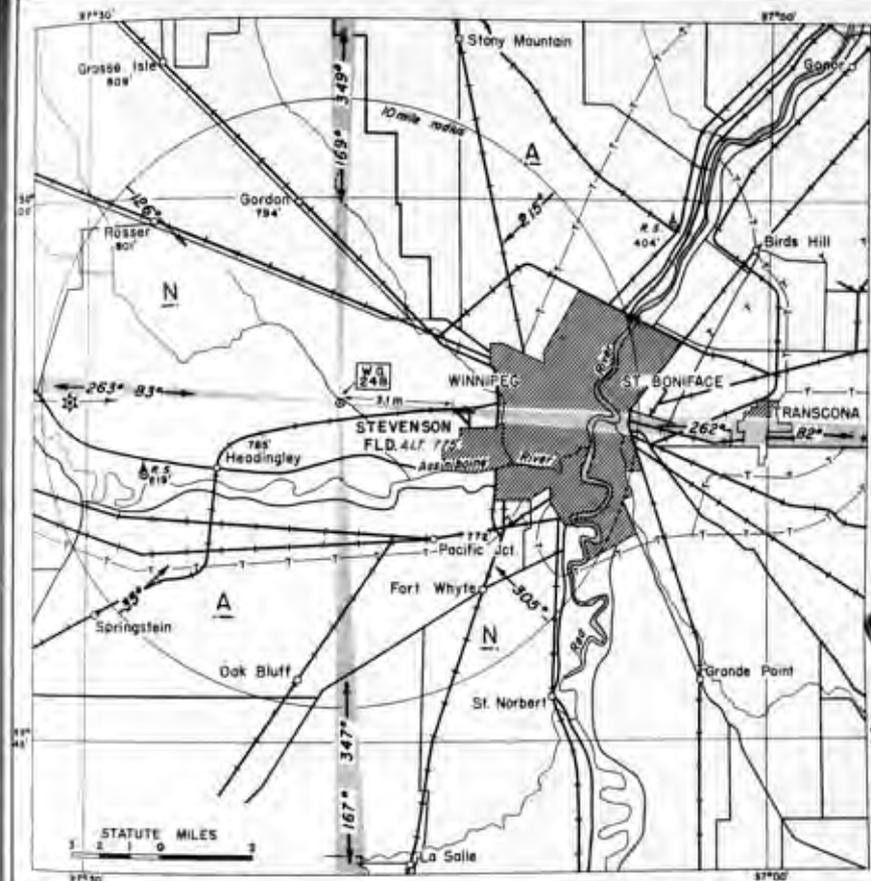
## FACILITIES

HANGARS - One single hangar, 160' x 112'; one double hangar, 224' x 160'.  
 REPAIR FACILITIES - Available.  
 FUEL AND OIL - Available.  
 COMMUNICATIONS - Radio and radio range. Telephone, teletype, telegraph.  
 WEATHER REPORTS - Available.  
 TRANSPORTATION - Served by Canadian Pacific Railway and Trans-Canada Airlines. Motor transport service. Served by Northwest Airlines.  
 ACCOMMODATIONS - Quarters for R.C.A.F. personnel.

## WEATHER

PREVAILING WINDS - West and northwest.  
 PRECIPITATION - No record.  
 TEMPERATURE - No record.  
 VISIBILITY - Fog occurs.

CHARTS - Brandon-Winnipeg (Canada Air Navigation) Chart.  
 Lake Winnipeg Regional Chart.



## LET-DOWN PROCEDURE

INITIAL APPROACH: 1,800' minimum.  
 SHUTTL: None.  
 FINAL APPROACH: W. leg,  $83^{\circ} M.$  toward station.  
 PROCEDURE TURN: Right or left, 3 minutes (6 miles) from range station on W. leg.  
 Minimum altitude, 1,800'.  
 ALTITUDE OVER RANGE ON FINAL APPROACH: 1,800'.  
 MAGNETIC COURSE AND DISTANCE AFTER PASSING RANGE:  $81^{\circ} M.$ , 3.1 miles.  
 IF LANDING NOT ACCOMPLISHED: Within 1 minute 40 seconds (3 miles) after passing station, climb to a minimum altitude of 1,800' on S. leg.  
 MINIMUM ALTITUDE DURING ORIENTATION: (100 miles): W. leg 1,900'; E. leg 2,200'; S. leg 2,000'; W. leg 2,200'.  
 (TRANS-CANADA AIRLINES)

## RADIO DATA

CALL	TRANS.	GUARDS	REMARKS
VXX (D. of T.)	228	3105 6210	Tower, voice * Tower, voice *
VFH (D. of T.)	248	3105 6210	Radio range, voice Radio range, voice

\* Also guards airline frequencies.



## NAME AND LOCATION

YAKATAGA FIELD, located 2 miles W. of Yakataga on shore of Gulf of Alaska, between Ducktooth and Yakataga Rivers.

POSITION - Lat. 60° 02' N., Long. 142° 28' W.  
MAGNETIC VARIATION - 29° 30' E.

ALTITUDE - 12 feet.  
LANDMARKS - Mining village. Delta of Yakataga River.



## DESCRIPTION

DIMENSIONS - WNW./ESE. (7-25) 5,000' x 300'.  
SURFACE - Gravel.  
MARKINGS - Wind cone.  
LIGHTING - Beacon and boundary lights.  
OBSTRUCTIONS - Heavy timber in vicinity.  
Mountains to the N.

## FACILITIES

HANGARS - None.  
REPAIR FACILITIES - None.  
FUEL AND OIL - Limited quantity available.  
COMMUNICATIONS - Radio range, radio.  
WEATHER REPORTS - Available.  
TRANSPORTATION - Air service. Supplies landed on beach from ships offshore.  
ACCOMMODATIONS - Very limited. C.A.A. quarters only.

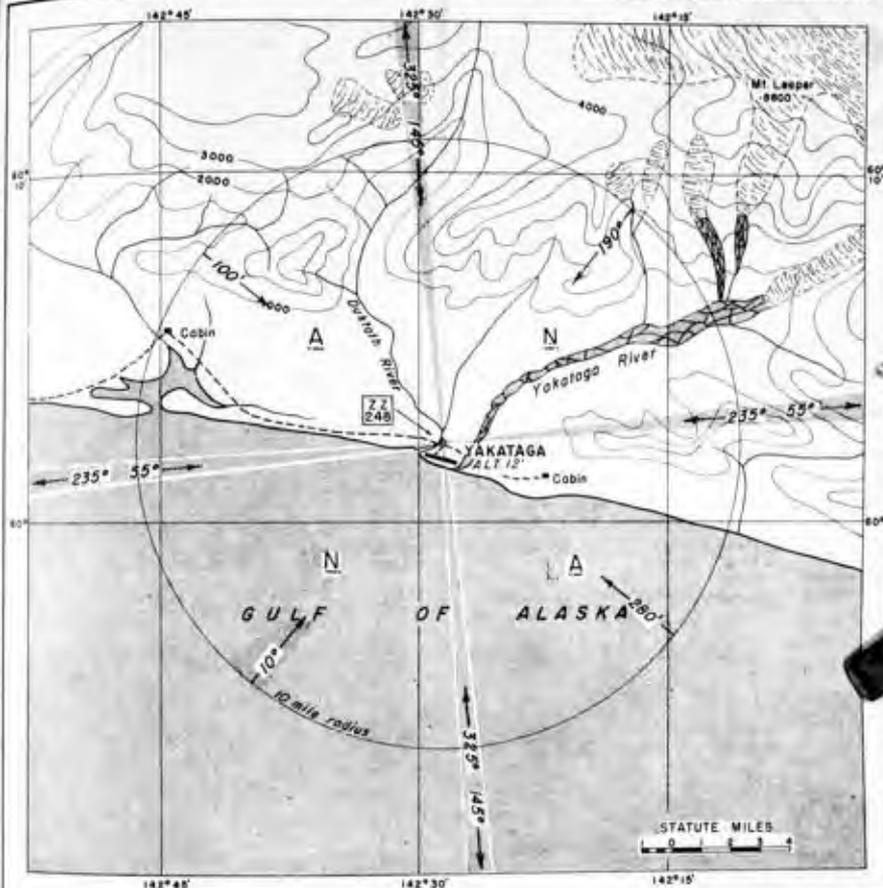
## WEATHER

PREVAILING WINDS - North.  
PRECIPITATION - Rain 115" per year, snow 117" per year.  
TEMPERATURE - Annual range: 71° F. to 3° F.  
VISIBILITY - No record.

## GENERAL INFORMATION

OPERATED BY - C.A.A.  
REMARKS - This area is very much isolated, and this is the only airport between Yakutat and Cordova.

CHARTS - St. Elias (Alaska Aeronautical Chart), Whitehorse Regional Chart.

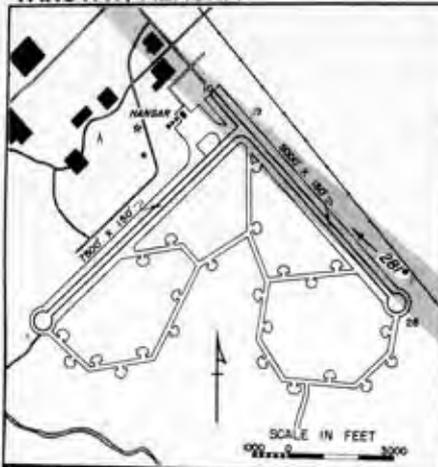


## LET-DOWN PROCEDURE

## RADIO DATA

CALL	TRANS.	GUARDS	REMARKS
KHAV	248	3105	Radio range, voice
		4495	Radio range, voice
		6210	Radio range, voice

# YAKUTAT, ALASKA



## DESCRIPTION

DIMENSIONS - NE./SW. (1-19) 7,500' x 150'.  
 NW./SE. (10-28) 5,000' x 150'.  
 SURFACE - Concrete.  
 MARKINGS - Wind indicator.  
 LIGHTING - Boundary lights.  
 OBSTRUCTIONS - Approaches clear. 75' trees may be in vicinity of runway.

## FACILITIES

HANGARS - One hangar.  
 REPAIR FACILITIES - Major repairs.  
 FUEL AND OIL - Large quantity 100 octane gas available.  
 COMMUNICATIONS - Radio and radio range.  
 WEATHER REPORTS - Available.  
 TRANSPORTATION - Railroad and road to Yakutat.  
 ACCOMMODATIONS - Extensive quarters at field.  
 Population of Yakutat - 292.

## WEATHER

PREVAILING WINDS - Southerly component all year.  
 PRECIPITATION - Rain 115" per year, snow 11" per year.  
 TEMPERATURE - Extreme range: 80° F. to 3° F.  
 VISIBILITY - Cloudy 240 days per year, with ceiling average of 1,500 feet. Fog most frequent in June, July and August. Fog less frequent but persists longer in winter.

## GENERAL INFORMATION

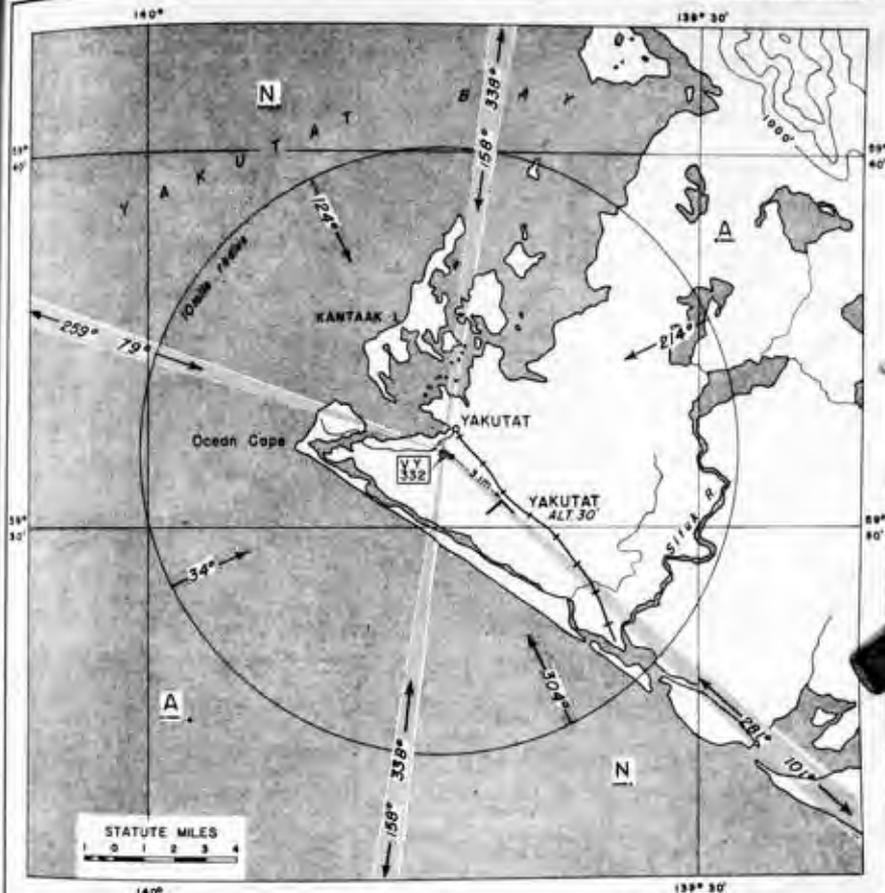
OPERATED BY - U.S. Army Air Forces.  
 REMARKS - Projected E./W. runway deferred.  
 CHARTS - St. Elias (Alaska Aeronautical Charts) Whitehorse Regional Chart.

## NAME AND LOCATION

YAKUTAT ARMY AIR BASE, located 4 1/2 miles S. of village, adjacent to railroad and 1 1/2 miles inland.  
 POSITION - Lat. 59° 30' N., Long. 139° 40' W.  
 MAGNETIC VARIATION - 30° E.  
 ALTITUDE - 30 feet.  
 LANDMARKS - Railroad, Yakutat Bay and village.



# YAKUTAT, ALASKA



## LET-DOWN PROCEDURE

INITIAL APPROACH ALTITUDE - NW. leg 11,000' minimum. SE. leg 16,000' minimum. If on top and in the clear - 2,000'.  
 SHUTTLE: SW. leg down to 2,000' minimum.  
 FINAL APPROACH: NW. leg, 3 minutes (6 miles) maximum.  
 PROCEDURE TURN: Left. Minimum altitude 1,000'.  
 ALTITUDE OVER RANGE ON FINAL APPROACH: 1,000' minimum.  
 MAGNETIC BEARING AND DISTANCE TO FIELD: 3 miles - 110°. 310' minimum altitude.  
 IF LANDING NOT ACCOMPLISHED: Climb on SE. or SW. legs to cruising altitude. The entire procedure above advised only with aid of ADP. equipment.  
 MINIMUM ALTITUDE DURING ORIENTATION: 20,000'. (NORTHWEST AIRLINES)

## RADIO DATA

CALL	TRANS.	GUARDS	REMARKS
WYZY (AACS)	3017.5 4220 4595	3017.5 4495 4595	Air/Ground, voice " " " " " "
YAKUTAT TOWER	396	3105 3295 4495 6210	Tower, voice " " " " " "
KEQW (CAA)	332	3105 4495 6210	Radio range, voice " " " " " "

# RADIO RANGES—UNITED STATES TO ALASKA

STATION	TYPE	FREQ. IDEN.	POSITION	MAG. VAR.	MAG. BEARINGS TOWARD STATION	DISTANCE AND BEARING TO FLD.
ALEXANDRIA	MLZ-DT	278 AE	45° 54' N. 95° 23' W.	8° 30' E.	120-N-186-A-300-N-06-A	2.0 miles 186° M.
ANCHORAGE (ELMENDORF FLD)	SBRAPZ-D	338 HQ	61° 12' N. 149° 52' W.	27° E.	101-N-163-A-281-N-11-A	3.75 miles 347° M.
ANNETTE ISLAND	SBRAPZ-D	266 EG	55° 04' N. 131° 36' W.	29° E.	122-N-246-A-302-N-66-A	1.5 miles 122° M.
BELLINGHAM	SRAZ-DT	209 J3	48° 50' N. 122° 35' W.	24° E.	114-N-219-A-324-N-39-A	3.3 miles 114° M.
BIG DELTA	SBRAPZ-D	379 JQ	64° 02' N. 145° 42' W.	31° E.	92-N-178-A-264-N-358-A	1.8 miles 178° M.
BROADVIEW	RA-DT	242 XB	50° 18' N. 102° 31' W.	15° E.	81-N-175-A-269-N-356-A	3.0 miles 176° M.
CALGARY	BRAZ-DT	344 YC	51° 07' N. 113° 55' W.	24° E.	54-N-156-A-231-N-312-A	3.4 miles 233° M.
CORDOVA (Blinchinbrook)	SBRAPZ-D	362 KA	60° 24' N. 146° 06' W.	28° 30' E.	78-N-164-A-258-N-344-A	22 miles 44° M.
*CORDOVA (Mainland)			60° 29' N. 145° 25' W.	28° 30' E.	85-N-175-A-265-N-355-A	2.14 miles 265° M.
EDMONTON	BRAVPZ-DT	266 XD	53° 34' N. 113° 37' W.	26° E.	95-N-173-A-240-N-340-A	3.3 miles 61° M.
EVERETT	KRLPZ-DT	224 MI	47° 52' N. 122° 16' W.	23° E.	150-N-243-A-336-N-63-A	3.1 miles 330° M.
FAIRBANKS (LADD FIELD)	SBRAPZ-D	260 FX	64° 50' N. 147° 30' W.	30° E.	59-N-171-A-239-N-351-A	2.6 miles 239° M.
FARGO	SBRAPZ-DT	365 FO	46° 55' N. 96° 47' W.	10° E.	159-N-259-A-306-N-79-A	1.2 miles 259° M.
PORT NELSON	RAZ	332 YE	58° 49' N. 135° 01' W.	33° E.	81-N-202-A-306-N-08-A	3.5 miles 23° M.
PORT ST. JOHN	RAZ	320 XJ	56° 18' N. 120° 50' W.	30° E.	131-N-207-A-281-N-16-A	4.2 miles 102° M.
GALENA	BMRLPZ-D	371 GQ	64° 44' N. 156° 47' W.	24° E.	155-N-245-A-335-N-65-A	3.3 miles 245° M.
GRAND FORKS	MLZ-DT	278 GP	47° 52' N. 97° 06' W.	10° E.	80-N-170-A-260-N-350-A	3.4 miles 350° M.
GRANDE PRAIRIE	RAZ	221 QU	55° 08' N. 118° 49' W.	28° E.	106-N-186-A-269-N-06-A	3.2 miles 283° M.
GREAT FALLS	SRAZ-DT	317 GT	47° 28' N. 111° 23' W.	20° E.	132-N-197-A-266-N-22-A	1.9 miles 17° M.
JUNEAU	SBRAPZ-D	236 JE	58° 32' N. 135° 02' W.	31° E.	132-N-219-A-321-N-39-A	19.7 miles 96° M.
LESTERIDGE	BRAZ-DTX	248 QL	49° 38' N. 112° 41' W.	22° E.	67-N-129-A-230-N-314-A	3.8 miles 248° M.
MEDICINE HAT	RA-DT	332 XH	50° 01' N. 110° 49' W.	21° E.	52-N-154-A-241-N-335-A	3.3 miles 58° M.
MINNEAPOLIS	SBRAPZ-DT	266 MF	44° 51' N. 93° 09' W.	7° E.	117-N-191-A-297-N-57-A	3.5 miles 297° M.
MINOT	MRLZ-DT	209 UI	48° 13' N. 101° 13' W.	14° E.	121-N-211-A-301-N-31-A	3.4 miles 301° M.
*MOSES POINT	MRL	263 HO	64° 41' N. 162° 10' W.	20° E.	147-N-237-A-327-N-57-A	3.0 miles 57° M.



## RADIO RANGES—UNITED STATES TO ALASKA

STATION	TYPE	FREQ. IDEN.	POSITION	MAG. VAR.	MAG. BEARINGS TOWARD STATION	DISTANCE AND BEARING TO FLD.
NOME	SBRAZ-D	239 YO	64° 30' N. 165° 19' W.	18° E.	68-N-190-A-248-N-10-A	3.5 miles 263° M.
NORTHWAY	SBRAZ-D	400 PM	62° 58' N. 141° 59' W.	32° E.	95-N-220-A-275-N-40-A	1.14 miles 95° M.
FEMBINA	SMRAZ-DT	260 PB	48° 55' N. 97° 14' W.	10° E.	77-N-170-A-257-N-344-A	1.6 miles 350° M.
FINHOLD	BRAY-DT	326 QF	52° 08' N. 113° 54' W.	25° E.	68-N-162-A-250-N-336-A	3.2 miles 340° M.
*PETERSBURG	MRL	368 UJ	56° 53' N. 133° 48' W.	30° E.	115-N-182-A-279-N-02-A	No field.
REGINA	RAZ-DT	290 QR	50° 23' N. 104° 36' W.	17° E.	70-N-129-A-257-N-311-A	3.6 miles 310° M.
RIVERS	RA-DT	296 YI	49° 58' N. 100° 20' W.	14° E.	91-N-172-A-256-N-352-A	2.8 miles 355° M.
RUBY	SRAY	329 RX	64° 44' N. 155° 26' W.	25° E.	65-N-158-A-241-N-338-A	0.9 miles 158° M.
SEATTLE	SBRAZ-DTX	260 SA	47° 29' N. 122° 15' W.	23° E.	116-N-185-A-268-N-355-A	3.3 miles 296° M.
SEWNEY ISLAND	HAF-T	233 YJ	48° 37' N. 123° 19' W.	24° E.	82-N-156-A-261-N-317-A	4.6 miles 261° M.
SITKA		323 NQL	56° 51' N. 135° 32' W.	29° 30' E.	73-N-178-A-253-N-309-A	- - -
SMITHERS	RA-DT	230 YD	54° 45' N. 127° 06' W.	29° E.	70-N-167-A-258-N-345-A	5.4 miles 299° M.
SWIFT CURRENT	RA-DT	314 YN	50° 17' N. 107° 48' W.	20° E.	62-N-180-A-246-A-00-A	3.3 miles 20° M.
*TANACROSS	MRL	203 TV	63° 21' N. 143° 18' W.	31° 30' E.	72-N-162-A-252-N-342-A	1.6 miles 296° M.
*TANANA	MRL	212 XZ	65° 10' N. 152° 12' W.	27° 22' E.	141-N-231-A-321-N-51-A	2.3 miles 62° M.
TESLIN	RAV	269 ZW	60° 15' N. 132° 40' W.	33° E.	86-N-163-A-234-N-343-A	3.5 miles 267° M.
VANCOUVER	SBRAZ-DTX	248 VR	49° 11' N. 123° 06' W.	25° E.	70-N-136-A-237-N-319-A	2.3 miles 255° M.
WATSON LAKE	RAZ	248 QH	60° 07' N. 128° 50' W.	35° E.	68-N-140-A-255-N-314-A	4.0 miles 138° M.
WHITEHORSE	RAZ	302 XY	60° 47' N. 135° 01' W.	33° E.	92-N-142-A-245-N-310-A	3.9 miles 130° M.
WIMMIEPEG	RAZ-DEX	248 WG	49° 54' N. 97° 18' W.	11° E.	83-N-169-A-262-N-347-A	3.1 miles 81° M.
YAKATAGA	MRLZ-W	248 ZZ	60° 03' N. 142° 28' W.	29° 30' E.	145-N-235-A-325-N-55-A	0.4 miles 145° M.
YAKUTAT	SBRAZ-D	332 VY	59° 32' N. 139° 44' W.	30° E.	79-N-158-A-281-N-338-A	3.1 miles 105° M.

\* These ranges are either under construction, or are being flight checked and may or may not be operating at this time.

\*\* Destroyed by fire, out of operation until replacement.

# RADAR STATIONS

## USE AND SECURITY OF IFF EQUIPMENT

- NECESSITY FOR USE.** Pilots and other flight personnel are warned that failure to operate IFF equipment as directed may result in anti-aircraft or fighter-plane action against them.
- AREAS IN WHICH IFF IS USED.** Personnel of all aircraft with IFF equipment installed shall place such equipment in operation when airborne over any of the areas listed below:
  - Over sea - extending 150 miles seaward from the main coastline or island coastline of any area owned and occupied by the United Nations.
  - Over sea - where United Nations' surface vessels are known or believed to be operating.
  - Over land - extending 200 miles inland from the main coastline or island coastline of any area owned or occupied by the United Nations.
  - Over land - where United Nations' forces are known or believed to be operating.
 This shall include both military operation and also operation by commercial airline companies under contract to the Air Transport Command.
- Exceptions:**
  - Only one plane in any flight will operate its IFF. This should be the squadron or flight leader's plane or a plane designated by him. If flight is split into two or more sub-flights while airborne, the leader of each sub-flight will switch on IFF.
  - Check with briefing officer to ascertain whether operation of IFF has been restricted locally for purposes of security.
- FLIGHT PLANS.** Any pilot flying through an area listed in Paragraph (2) in an airplane not equipped with IFF (or with the IFF set specified for that area) shall include such information in his flight plan.
- Transponders (operating units)** may be removed from planes by armed military personnel and stored in the most secure safe or similar cabinet available in a room that is kept locked when not in use and admission to which is properly restricted. If such secure space is not available, then the equipment shall be constantly under armed military guard.
  - Note AN - 380-5 Para. 21-A and AAF Letter 311.6
  - OR - the transponders may be left in planes which are specifically guarded by armed military personnel or which are in hangars guarded by armed military personnel, in accordance with AAF 311.6 (10/27/42). Subject: Radar and IFF - Classification and Instructions for Safeguarding.
- No transponders (operative or spare)** may be carried in flight over unfriendly territory unless they are equipped with destructors which are connected to the firing circuits.
- FORCED LANDING.** In case of forced landing in enemy territory or abandoning ship in any circumstances where the enemy might gain access to the aircraft, the pilot will be responsible for destruction of the internal portion of the equipment by simultaneous depression of the two destructor switches.
- THE PILOT** of the airplane is responsible for the carrying out of these instructions.

STATION	POSITION	CODE	LINE OF SHOOT	HOURS	CONTROL
<u>UNITED STATES</u>					
Pigeon Point, Wash.		A			U.S. Army
Sand Point, Seattle, Wash.	47°41'N., 122°15'W.				U.S. Navy
Point Angeles, Wash.					U.S. Navy
Tatoosh Island, Wash.					U.S. Navy
Whidley Island, Wash.					U.S. Navy
<u>WESTERN CANADA</u>					
Boluelet, B.C.	48°57'N., 124°33'W.	UT	360°	Cont.	R.C.A.F.
Cape Scott, B.C.	50°47'N., 128°26'W.	CS	360°	Cont.	R.C.A.F.
Spider Island, B.C.	51°51'N., 128°15'W.	SD	240° T.	Cont.	R.C.A.F.
<u>ALASKA</u>					
Elmendorf Field, Anchorage	61°15'N., 149°48'W. (approximate)				U.S. Army
Cape Greville, Kodiak Is.	57°35'N., 152°10'W. (approximate)	G			U.S. Navy
Naknek	58°40'N., 156°45'W. (approximate)				U.S. Army

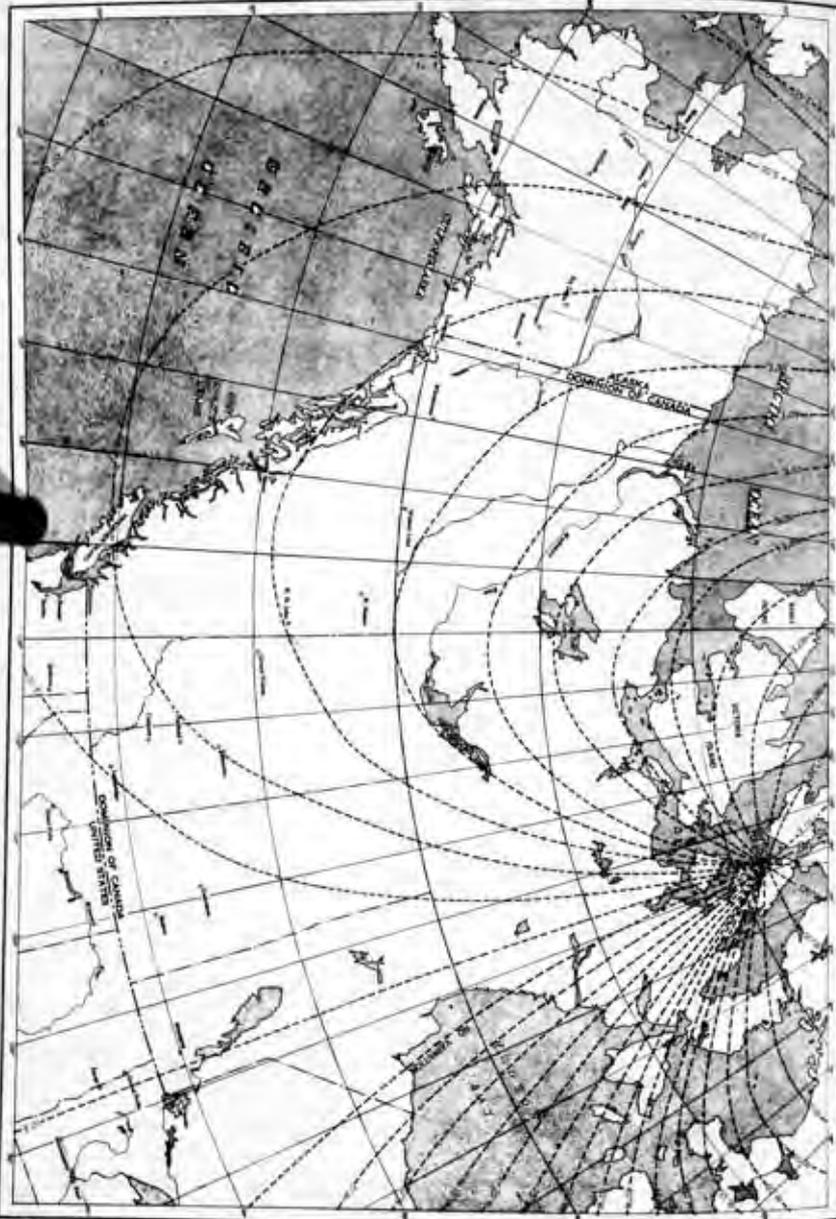
NOTE: Navy stations east of Kodiak not included.

# SUNRISE AND SUNSET TABLES

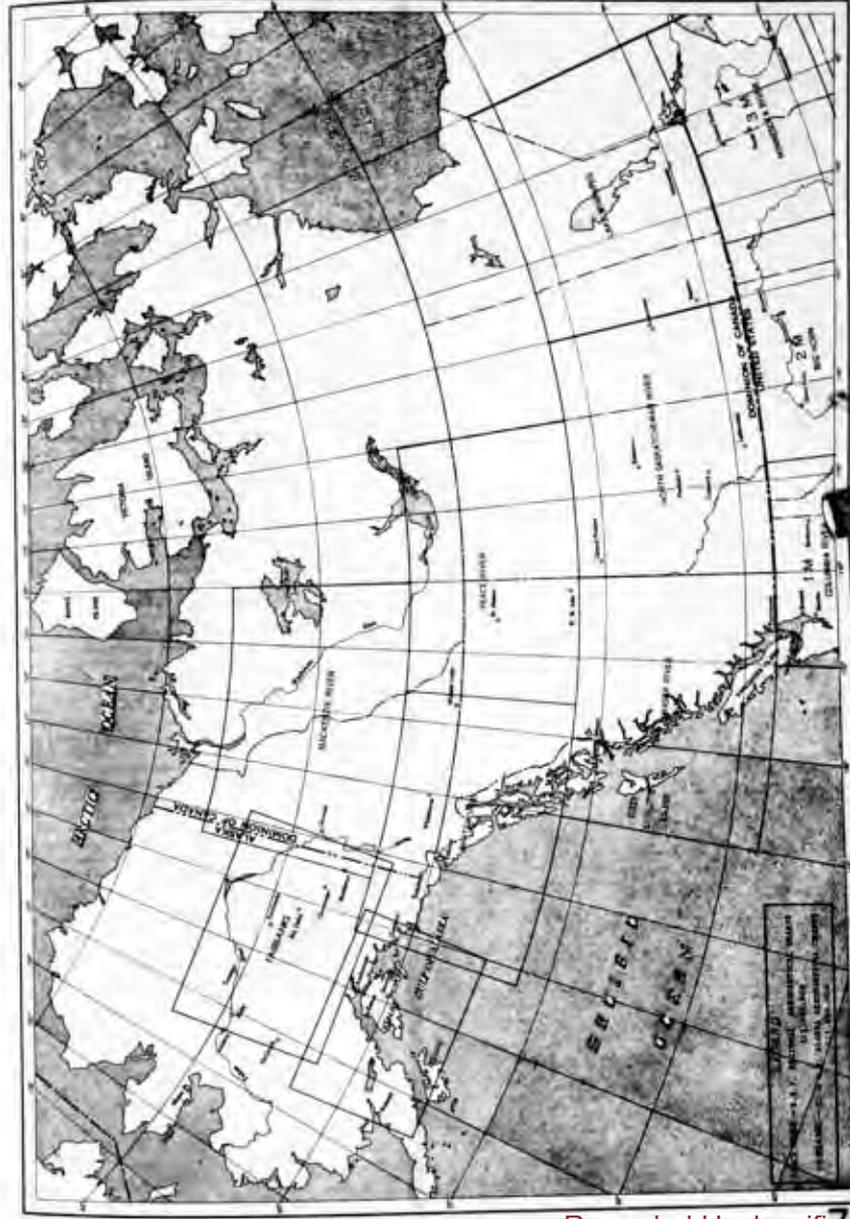
		GREENWICH CIVIL TIME							
		MAY		JUNE		JULY		AUG.	
		11	26	10	25	10	25	9	24
GREAT FALLS 47° 29' N. 111° 21' W.	RISE SET	1153 0450	1136 0308	1128 0320	1128 0326	1137 0322	1151 0311	1213 0248	1231 0222
MINNEAPOLIS 44° 53' N. 93° 13' W.	RISE SET	1050 0129	1034 0146	1026 0158	1027 0202	1035 0200	1049 0149	1106 0130	1124 0106
EDMONTON 53° 34' N. 113° 31' W.	RISE SET	1144 0320	1119 0343	1106 0401	1105 0407	1116 0401	1137 0343	1204 0315	1228 0243
WHITEHORSE 60° 45' N. 135° 04' W.	RISE SET	1228 0526	1153 0601	1134 0628	1125 0637	1144 0625	1216 0555	1254 0516	1331 0433
FAIRBANKS 64° 49' N. 147° 58' W.	RISE SET	1243 0655	1148 0750	1055 0847	1051 0906	1125 0825	1229 0732	1318 0632	1405 0539
NOME 64° 32' N. 165° 27' W.	RISE SET	1359 0800	1259 0851	1225 0929	1222 0942	1248 0923	1337 0836	1428 0744	1515 0651
SEATTLE 47° 32' N. 122° 18' W.	RISE SET	1238 0333	1221 0351	1211 0405	1211 0411	1220 0407	1236 0356	1255 0333	1315 0306
JUNEAU 58° 22' N. 134° 35' W.	RISE SET	1242 0507	1212 0538	1154 0602	1154 0608	1206 0559	1232 0535	1304 0502	1337 0422
ANCHORAGE 61° 15' N. 149° 51' W.	RISE SET	1323 0629	1247 0707	1222 0736	1217 0745	1236 0731	1309 0700	1350 0617	1429 0533

		SEPT.	OCT.	NOV.	DEC.				
		13	28	13	27				
		13	28	12	27				
GREAT FALLS 47° 29' N. 111° 21' W.	RISE SET	1258 0143	1319 0132	1340 0049	1402 0015	1424 2353	1446 2338	1504 2333	1533 2329
MINNEAPOLIS 44° 53' N. 93° 13' W.	RISE SET	1148 0029	1206 0001	1225 2333	1246 2306	1305 2248	1325 2235	1341 2231	1351 2237
EDMONTON 53° 34' N. 113° 31' W.	RISE SET	1302 0157	1329 0120	1356 0044	1424 0011	1452 2343	1520 2323	1540 2314	1550 2320
WHITEHORSE 60° 45' N. 135° 04' W.	RISE SET	1420 0330	1456 0244	1533 0158	1613 0115	1652 0035	1729 0006	1759 2347	1811 2351
FAIRBANKS 64° 49' N. 147° 58' W.	RISE SET	1505 0428	1549 0334	1634 0259	1721 0146	1814 0055	1905 0012	1946 2342	2003 2342
NOME 64° 32' N. 165° 27' W.	RISE SET	1616 0539	1700 0445	1745 0351	1832 0257	1919 0210	2012 0127	2050 0059	2105 0100
SEATTLE 47° 32' N. 122° 18' W.	RISE SET	1342 0227	1403 0156	1423 0127	1446 0059	1508 0037	1531 0021	1548 0017	1557 0023
JUNEAU 58° 22' N. 134° 35' W.	RISE SET	1421 0326	1454 0243	1526 0201	1602 0121	1638 0046	1710 0020	1737 0006	1748 0010
ANCHORAGE 61° 15' N. 149° 51' W.	RISE SET	1518 0430	1555 0343	1634 0256	1714 0211	1754 0131	1833 0059	1903 0042	1914 0046

# MAGNETIC VARIATION MAP



# MAP INDEX



## STATION ABBREVIATIONS

Alahik, Alaska ..... EK  
 Alexandria, Minnesota ..... AB  
 Anchorage, Alaska ..... HQ  
 Aniak, Alaska ..... WB  
 Annette Is., Alaska ..... ED  
 Arlington, Oregon ..... AL  
 Armstrong, Ont., Canada ..... YV  
 Belgrade, Montana ..... BL  
 Bethel, Alaska ..... UB  
 Big Delta, Alaska ..... JQ  
 Billings, Montana ..... BI  
 Bismarck, North Dakota ..... RK  
 Butte, Montana ..... BT  
 Calgary, Alta., Canada ..... YC  
 Carmel, B.C., Canada ..... KO  
 Chicago, Illinois ..... CG  
 Cincinnati, Ohio ..... CC  
 Coeur D'Alene, Idaho ..... KO  
 Cold Bay, Alaska ..... DI  
 Columbus, Ohio ..... CO  
 Cordova, Alaska ..... CA  
 Cowley, Alta., Canada ..... YN  
 Cranbrook, B.C., Canada ..... XC  
 Crescent Valley, B.C., Canada ..... QS  
 Custer, Montana ..... CU  
 Dayton, Ohio ..... DE  
 Dickinson, North Dakota ..... DC  
 Drummond, Montana ..... DR  
 Dubois, Idaho ..... EI  
 Duluth, Minnesota ..... EH  
 Dutch Harbor, Alaska ..... SY  
 Edmonton, Alta., Canada ..... XD  
 Ellensburg, Washington ..... EF  
 Ephrata, Washington ..... EP  
 Everett, Washington ..... MI  
 Fairbanks, Alaska ..... FE  
 Fairview, Alaska ..... LU  
 Fargo, North Dakota ..... FO  
 Fort Heaton, B.C., Canada ..... YF  
 Fort St. John, B.C., Canada ..... IJ  
 Fort Simpson, N.T., Canada ..... LSI  
 Fort Smith, N.T., Canada ..... LSM  
 Fort Wayne, Indiana ..... FW  
 Fort William, Ont., Canada ..... QT  
 Galena, Alaska ..... GQ  
 Golya, North Dakota ..... GA  
 Goshen, Indiana ..... GO  
 Gulikana, Alaska ..... XV  
 Grand Forks, North Dakota ..... GF  
 Grande Prairie, Alta., Canada ..... QU  
 Great Falls, Montana ..... GT  
 Haines, Alaska ..... VH  
 Harvey, Illinois ..... HI  
 Helena, Montana ..... GH  
 Homer, Alaska ..... HL  
 Iliamna, Alaska ..... VQ  
 Indianapolis, Indiana ..... JF  
 Jamestown, North Dakota ..... JM  
 Joliet, Illinois ..... JI  
 Juneau, Alaska ..... JO  
 Kenai, Alaska ..... JB  
 Kenora, Ont., Canada ..... JK  
 Kimberley, B.C., Canada ..... QE

Kodiak, Alaska ..... KP  
 La Crosse, Wisconsin ..... LC  
 Lafayette, Indiana ..... LF  
 Lethbridge, Alta., Canada ..... LQ  
 Livingston, Montana ..... LI  
 Lone Rock, Wisconsin ..... LR  
 Madison, Wisconsin ..... WI  
 McOrath, Alaska ..... MA  
 McMurray, Alta., Canada ..... ME  
 Medicine Hat, Alta., Canada ..... MH  
 Miles City, Montana ..... MI  
 Milwaukee, Wisconsin ..... MW  
 Minot, North Dakota ..... MN  
 Missoula, Montana ..... MS  
 Moses Point, Alaska ..... MO  
 Mullan Pass, Montana ..... MU  
 Naknek, Alaska ..... ND  
 Nenana, Alaska ..... NF  
 Nome, Alaska ..... NO  
 Norman Wells, N.T., Canada ..... NW  
 North Dalles, Washington ..... ND  
 Northway, Alaska ..... NT  
 Patterson Field, Ohio ..... PF  
 Pembina, North Dakota ..... PD  
 Pendleton, Oregon ..... PO  
 Penhold, Alta., Canada ..... PE  
 Petersburg, B.C., Canada ..... PJ  
 Petersburg, Alaska ..... PE  
 Port Heiden, Alaska ..... PH  
 Portland, Oregon ..... PD  
 Prince George, B.C., Canada ..... PG  
 Princeton, B.C., Canada ..... PC  
 Regina, Sask., Canada ..... RS  
 Rivers, Manitoba, Canada ..... RI  
 Rochester, Minnesota ..... RO  
 Rockford, Illinois ..... RI  
 Ruby, Alaska ..... RU  
 Seattle, Washington ..... SA  
 Sioux Lookout, Ont., Canada ..... SL  
 Sitka Island, Alaska ..... NQL  
 Smithers, B.C., Canada ..... YD  
 South Bend, Indiana ..... SN  
 Spokane, Washington ..... SW  
 Squaw Harbor, Alaska ..... CE  
 Summit, Alaska ..... SJ  
 Superior, Montana ..... SP  
 Swift Current, Sask., Canada ..... YS  
 Talkeetna, Alaska ..... TO  
 Tanana, Alaska ..... TA  
 Tanana Crossing, Alaska ..... TC  
 Unalak Island, Alaska ..... UI  
 Vancouver, B.C., Canada ..... VC  
 Walla Walla, Washington ..... VW  
 Watson Lake, Y.T., Canada ..... WT  
 Wenatchee, Washington ..... WH  
 Whitehall, Montana ..... WT  
 Whitehorse, Y.T., Canada ..... YW  
 Willmar, Minnesota ..... WI  
 Winnipeg, Manitoba, Canada ..... WW  
 Yakutat, Alaska ..... YA  
 Yakima, Washington ..... YK  
 Yakutat, Alaska ..... YU

## STATION ABBREVIATIONS

Alexandria, Minn. ..... AX  
 Arlington, Oregon ..... AR  
 Talkeetna, Alaska ..... TA  
 Billings, Montana ..... BI  
 Belgrade, Montana ..... BL  
 Butte, Montana ..... BU  
 Cincinnati, Ohio ..... CI  
 Squaw Harbor, Alaska ..... SH  
 Chicago, Illinois ..... CG  
 Columbus, Ohio ..... CO  
 Custer, Montana ..... CU  
 Dickinson, N.D. ..... DI  
 Cold Bay, Alaska ..... CB  
 Duluth, Minnesota ..... DU  
 Drummond, Montana ..... DR  
 Dayton, Ohio ..... DE  
 Dubois, Idaho ..... EI  
 Ellensburg, Wash. ..... EL  
 Ephrata, Wash. ..... EP  
 Fargo, North Dakota ..... FO  
 Fort Wayne, Ind. ..... FW  
 Fairbanks, Alaska ..... FA  
 Golya, North Dakota ..... GO  
 Grand Forks, N.D. ..... GF  
 Harvey, Illinois ..... HI  
 Goshen, Indiana ..... GO  
 Great Falls, Mont. ..... GF  
 Galena, Alaska ..... GA  
 Nenana, Alaska ..... NF  
 Moses Point, Alaska ..... MP  
 Helena, Montana ..... HE  
 Anchorage, Alaska ..... AN  
 Indianapolis, Ind. ..... IN  
 Willmar, Minnesota ..... WI  
 Summit, Alaska ..... SU  
 Juneau, Alaska ..... JU  
 Jamestown, N.D. ..... JM  
 Joliet, Illinois ..... JO  
 Iliamna, Alaska ..... IL  
 Kenai, Alaska ..... KE  
 Big Delta, Alaska ..... BD  
 Cordova, Alaska ..... CO  
 Naknek, Alaska ..... NK  
 Annette Is., Alaska ..... AI  
 Coeur D'Alene, Id. ..... CA  
 Tanana, Alaska ..... TA  
 La Crosse, Wis. ..... LC  
 Lafayette, Indiana ..... LF  
 Lone Rock, Wis. ..... LR  
 Norman Wells, Can. ..... NW  
 Fort Simpson, Can. ..... FS  
 Fort Smith, Can. ..... FT  
 Livingston, Montana ..... LV  
 Fairview, Alaska ..... FV  
 Madison, Wisconsin ..... WI  
 Everett, Washington ..... EV  
 Milwaukee, Wis. ..... MW  
 Mullan Pass, Mont. ..... MU  
 Minneapolis, Minn. ..... MN  
 Missoula, Montana ..... MS  
 Miles City, Montana ..... MC  
 North Dalles, Wash. ..... ND  
 Sitka Is., Alaska ..... SI

Kodiak, Alaska ..... KP  
 Pembina, N.D. ..... PD  
 Portland, Oregon ..... PO  
 Patterson Field, Ohio ..... PF  
 Northway, Alaska ..... NT  
 Pendleton, Oregon ..... PD  
 Wenatchee, Wash. ..... WH  
 Kimberley, B.C., Can. ..... KB  
 Penhold, Alta., Can. ..... PE  
 Watson Lake, Can. ..... WL  
 Kenora, Ont., Can. ..... KO  
 Lethbridge, Can. ..... LB  
 Princeton, Can. ..... PC  
 Regina, Sask., Can. ..... RS  
 Crescent Valley, Can. ..... CV  
 Fort Williams, Can. ..... FW  
 Grande Prairie, Can. ..... GP  
 Rockford, Illinois ..... RI  
 Bismarck, S.D. ..... BS  
 Rochester, Minnesota ..... RO  
 Ruby, Alaska ..... RU  
 Unalak Is., Alaska ..... UI  
 Seattle, Washington ..... SA  
 Spokane, Washington ..... SW  
 South Bend, Indiana ..... SN  
 Superior, Montana ..... SP  
 Dutch Harbor, Alaska ..... DH  
 Tanana Crossing, Al. ..... TC  
 Bethel, Alaska ..... BE  
 Minot, North Dakota ..... MN  
 Petersburg, Alaska ..... PE  
 Haines, Alaska ..... HA  
 Vancouver, Can. ..... VC  
 Homer, Alaska ..... HO  
 Yakutat, Alaska ..... YU  
 Aniak, Alaska ..... AN  
 Winnipeg, Man., Can. ..... WM  
 McGrath, Alaska ..... MG  
 Walla Walla, Wash. ..... WW  
 Whitehall, Montana ..... WT  
 Edmonton, Alta., Can. ..... ED  
 Cranbrook, Can. ..... CR  
 Medicine Hat, Can. ..... MH  
 Ft. St. John, Can. ..... FSJ  
 Sioux Lookout, Can. ..... SL  
 Carmel, B.C., Can. ..... CO  
 Gulikana, Alaska ..... GU  
 Prince George, Can. ..... PG  
 Whitehorse, Can. ..... WH  
 McMurray, Washington ..... MC  
 Calgary, Alta., Can. ..... CA  
 Smithers, B.C., Can. ..... SM  
 Ft. Nelson, Can. ..... FN  
 Pentton, B.C., Can. ..... PT  
 Rivers, Man., Can. ..... RI  
 Cowley, Alta., Can. ..... CO  
 Swift Current, Can. ..... SC  
 Nome, Alaska ..... NO  
 Armstrong, Can. ..... AR  
 Port Heiden, Alaska ..... PH  
 Alahik, Alaska ..... AL  
 Yakutat, Alaska ..... YU

## EMERGENCY PROCEDURE IN THE ARCTIC\*

1. a. Purpose of this procedure is to acquaint personnel with the special communications equipment provided in aircraft flying Arctic routes and to instruct all members of the crew, so that - should a forced landing be necessary on land, ice or water - emergency measures will be conducted swiftly and efficiently. Use of a uniform procedure will assure the aircraft commander of prompt response by ground stations which immediately will put into effect rescue measures.

b. Lives have been lost needlessly because pilots showed too long before requesting aid and because crew members were not trained in emergency measures. The importance of making an early request for position, if there is the least doubt in the mind of the pilot, cannot be too strongly stressed. It must be remembered that any attempt at radio communication or direction finding is much more effective while the plane is in the air than after it has been forced down. Every member of the crew should become thoroughly acquainted with emergency procedure. It may save his life.

c. It should be noted that these instructions do not prevent any aircraft in distress from using any means available for attracting attention.

Prior to take-off. In addition to regular briefing procedure, communications instructions will be given by the Air Transport Command Operations Communications Officer. His responsibilities will include:

a. Final check on communications equipment in aircraft, to see that it is functioning properly and that spare tubes, fuses, flashlight, etc., are available.

b. Complete brief to cover up-to-date route guide or route information, proper codes and ciphers, log books and message forms, authenticators or verification tables and identification tables or other items required.

c. Check all emergency communications equipment, such as the emergency transmitter (SCR 578-A), portable receiver, and visual communication, such as Aldis lamp, Very pistol or smoke pot. Make certain that all crew members know how to use the emergency equipment and that they have been instructed as to which members are responsible for its removal from the plane in the event of a forced landing.

d. Instructions regarding use of authenticators. (This is especially important in certain areas where many radio stations exist upon every opportunity to rush in with inaccurate information to requests for position or weather.)

### 3. Position Reports in Flight.

a. If the flight is progressing to within 30 minutes of the flight plan, no position report is transmitted. Otherwise, position report is given to Control Station and flight proceeds from new position in accordance with flight plan.

NOTE: For reasons of security or safety of aircraft, procedure for certain routes may call

for position reports in variance with that outlined above.

b. The station from which the aircraft departs will control that plane to a given point (in flight plan) at which time control is transferred to the station of destination or another station better situated to maintain control.

c. Radio operators on all aircraft must stand headphone watch on the assigned frequencies of the control station for the entire duration of each flight. This watch on the assigned frequencies will be continuous with the exception of the 3-minute international silent periods starting at 15 minutes and 45 minutes after each hour. During the silent periods a watch will be kept on 500 kc. (See paragraph 10).

### 4. Position by Aircraft Radio Compass.

a. In aircraft equipped with radio compass, the operator will follow regular procedures for determining his position, making use of all ground radio facilities. The aircraft commander will ask ground stations for position only after failure to obtain bearings by use of the radio compass.

### 5. Request for Position.

a. Whenever the pilot is in doubt as to his position, the aircraft commander will instruct the radio operator to send a request to control station for position by D/F on assigned frequency. Control station will reply with signal QFO (asking plane to send call for 30 seconds followed by dashes of 10 seconds on a specified frequency).

Example: B03 V X23 (authenticator)  
QFO (frequency, if other than control frequency)  
E.

Aircraft operator will comply, inserting aircraft call sign after every four dashes to aid D/F stations in identification. Every two minutes, operator should make a brief break to see whether control station is trying to break in.

(NOTE: Long dashes are preferable to MO's for D/F purposes.)  
Control station messages will call into action other D/F stations, which will transmit their findings to the control station. Aircraft operator will depend upon control station for all information.

b. If operator is unable to obtain response from control station, he should make a request for position by D/F from other nearby stations on assigned frequencies (using authenticator).

c. Failing to obtain a response on any control frequency, the operator will notify the control station that he is changing the wave length to 500 kc. He then will send an urgent call on 500 kc. for position by D/F, using authenticator, and follow immediately with long dashes of 10 to 15 seconds each, using call sign after four dashes to aid D/F station in identification. Response by any ground station will be transmitted to aircraft on all c/w control frequencies in use on that particular route. Pilot also will attempt to gain information by VHF/DF.

## EMERGENCY PROCEDURE IN THE ARCTIC

a. If ground stations have Aircraft Warning Service available for use in locating lost planes, the control station will inform the aircraft to climb to an altitude of 8,000 to 10,000 feet, fly a given course for five minutes, and then make a 90-degree turn to the right or left (pilot's option). During this time, the IFF equipment in the aircraft will be turned OFF once every two minutes, two minutes off and switched ON for two minutes. This procedure will be repeated.

NOTE: When information from AWS is passed along by the control station to the aircraft, it will be based upon the point where the 90-degree turn was made.

### 6. Distress Procedure:

a. Should the aircraft fail in all attempts to obtain position, or should any grave emergency arise, the aircraft commander will notify the radio operator to use the distress procedure.

b. The aircraft commander will endeavor to get in touch with the control station on frequency last used for communication with that station or on 4495 kc. voice or 4595 kc. C.W. (Army Air Common calling waves). For radio-telegraph, the distress call to be used in all locations except in the North Sea is SOS. As it is to be used in the North Sea only, in voice transmission the single word "MAYDAY" is the distress call.

c. The distress message should contain the following information:

- (1) Identification of aircraft.
- (2) Known or assumed position.
- (3) Course being flown, weather, altitude, etc.
- (4) Nature of emergency.
- (5) Intention of aircraft commander.

NOTE: It is important that the basic information (all but items No. 4 and 5) in this message be prepared in advance, so it may be sent instantly and accurately. The radio operator never should be required to prepare such a message after the emergency occurs. To prevent such delay, the navigator or any commissioned member of the crew will be responsible for cryptography and for the preparation of a distress message as follows:

- (1) Every 30 minutes a distress message will be prepared and handed to the radio operator. It will contain all possible information.
- (2) Each time a new message is prepared (correcting such items as weather, altitude, etc.) the old message must be destroyed.
- (3) When an emergency occurs, the operator immediately will begin sending the prepared message. Meantime, the navigator will write additional details (such as nature of emergency and intention of commander) and place the remainder of the message before the operator.

If immediate assistance is required, the message will be passed in the clear, and repeated if necessary.

d. If there is no response, the aircraft commander will notify the control station of change of wave length to 500 kc. The emergency message will be repeated on 500 kc. in an endeavor to attract attention to ship radio operators and operators standing special watch

on 500 kc. at ground stations.

e. Finally, in an effort to activate automatic alarm receiving instruments of nearby cargo ships, the operator will send on 500 kc. a series of 12 dashes in one minute, the duration of each dash being four seconds and the duration of the interval between dashes, one second. Accurate timing of the transmission is essential. The alarm initiates an alert aboard ship, calling the ship operator to his station. For that reason, an interval of approximately two minutes should elapse between the signal and transmission of a distress message.

### 7. Forced Landing Procedure:

a. When in the opinion of the aircraft commander it is necessary to issue the order, "Prepare for crash landing", all crew members will carry out the forced landing procedure according to instructions prior to the take-off. This procedure may vary, depending upon the type of aircraft. In general, however, the radio operator will:

- (1) Acknowledge warning by aircraft commander.
  - (2) Switch IFF to distress signal.
  - (3) If pigeons are aboard, release one pigeon with emergency message. Pigeon will be released only during daytime. Lid will be closed tightly upon cage holding remainder of pigeons. This is especially important if over sea, to avoid possible drowning of the birds during transfer to pneumatic raft.
  - (4) Remove necktie and loosen collar. Remove parachute, harness and oxygen socket. Do not remove headphones.
  - (5) Transmit SOS on 500 kc. if possible, giving identification of plane and position or assumed position.
- NOTE: If pilot gives order to jettison fuel, operator will disconnect transmitter to eliminate danger of spark causing explosion. Transmitter will be turned on again at signal from pilot.
- (6) Clamp down key. (To assist any D/F station striving to obtain a fix).
  - (7) Destroy secret and confidential documents.
  - (8) Fasten safety belt, or brace for shock of landing. NEVER be standing when aircraft lands.
  - (9) After plane lands, release harness and remove emergency transmitter and/or portable receiver (depending upon which person has been assigned responsibility for removal of emergency equipment.) Do not forget headphones.
  - (10) If on water, leave plane according to instructions and place assigned equipment in pneumatic raft. If on ice or land, remove equipment to spot designated by aircraft commander.

### 8. Distress Procedure after Forced Landing on Ice or Land.

a. First check radio equipment on aircraft. Use auxiliary power unit (on bushers or transports) if possible. If this unit is inoperative, use aircraft battery. (In some instances, pilots forced down on ice have used the ship's motor for power purposes by saving the propeller, or chopping a trough so that the propeller might rotate freely.)

## EMERGENCY PROCEDURE IN THE ARCTIC

d. If regular radio equipment can be used, try the control frequency.

e. Another crew member, meantime, will endeavor to attract attention by use of emergency transmitter (SCR 578 A). If an experienced operator is using the transmitter, he will send regular distress message. If operator is inexperienced, he will turn selector switch to "Auto" 1. This sends SOS. He then will rotate crank. (Instructions are printed on the transmitter and on cards given to each crew member prior to take-off). Use kite or balloon to lift antenna. If this fails, attach antenna to highest part of plane. As last resort, trail antennae on ice.

f. Try to send so as to include the 3-minute international silent periods starting at 15 minutes and 45 minutes after each hour.

g. If regular equipment permits sending on control frequency, a watch should be kept with liaison receiver on that frequency. If aircraft equipment is damaged, a watch will be kept on the portable receiver as follows:

(1) In Arctic areas, the ground station will respond to distress signals on frequencies of 215, 325, 361 or 371 kc. After transmissions listen in turn on each of these four frequencies. Listen briefly on one frequency, then move on to the next.

(2) The call sign MI (sent - - .) has been assigned to the portable receiver for its use only (until such time as the stricken aircraft can establish its identity). Any station hearing a distress call on 500 kc. will respond by sending MI three times on one of the frequencies, followed by QFG (a request call for 50 seconds followed by dashes of 10 seconds so ground station may obtain position by D/F).

(3) The radio operator will comply by turning switch on emergency transmitter to "Manual" and using key.

NOTE: Should the only crew members surviving the crash be inexperienced in use of radio, the person using the portable receiver should read the instructions stenciled on the top, then put on headphones, tune in and listen for the sound of "dah-dah-dit-dit". This would mean the distress signals sent by your emergency transmitter have been heard and that a ground station is attempting to attract your attention by sending the call MI (sent - - .).

Upon hearing the call MI, try to reply by using the emergency transmitter. Turn switch to "Manual" and while the crank is being rotated, respond on the key with the same call MI (sent - - .) three times. Continue by holding the key down while counting to 15, releasing it for the count of one, then holding it again for another count of 15. Repeat this procedure a few times and rest. Then try again by sending the call MI and the 15-second dashes. When you hold down the key for approximately 15 seconds, it enables ground stations to locate your position.

Turn again to the portable receiver on the same frequency where the first MI was heard. The ground station receiving your long dashes will notify you by repeating MI several times. You will indicate that you have heard by using the emergency transmitter again, sending MI three times and the long dashes.

Keep a constant guard on the same frequency on the portable receiver. If the ground station wishes to have you repeat dashes on the emergency transmitter, it will so indicate by repeating MI. If help is on the way, the station will so indicate by sending MI five times, halting and then again sending MI five times. Learn the sound of MI and carefully count the number of times it is being sent to you. If you have no further knowledge of radio, this will enable you to effect a rescue.

f. If the receiving set is damaged or none is available, use the emergency transmitter even though you will not be able to receive any replies. Make a special effort to send the distress call during the international silent periods. Use key to give identification, your assumed position, weather, and any details which might aid those making rescue attempts. Send repeated long dashes to aid D/F stations in determining your position.

g. During daylight hours (preferably early in the day), send detailed message with pigeon, if available.

h. Should a plane be sighted, send long dashes on emergency transmitter. Another member of the crew should set smoke pot afire or fire Very pistol. The dense smoke signal is especially effective when on ice or snow.

### 9. Distress Procedure after Landing on Water:

a. Use emergency transmitter and portable receiver as directed in paragraph 8. Difficulty may be experienced in use of antenna for the receiver, which must not be permitted to sag into water.

b. Special effort should be made to transmit signals during the international silent periods and to send the four-second dashes which activate automatic alarm receivers carried by cargo vessels.

c. It should be noted that the coast guard makes use of 355 kc. Thus this frequency should be watched closely on the portable receiver.

### 10. Procedure when Distress Signals are Heard By Other Aircraft:

a. Along certain areas of Arctic routes, radio operators of other aircraft flying over the same region may be in a more favorable position to receive distress signals than the ground stations. Thus aircraft radio operators will observe the 3-minute international silent periods by keeping a watch on 500 kc.

b. Any distress signals heard during these periods will be noted on the log. Unless it is apparent that the distress signal has been received and acknowledged by a ground station, the radio operator will pass along all information possible to his control station. If flying in formation, the aircraft hearing the distress signal will notify the formation leader, who in turn will notify the control station.

\*Signal Operation Instructions, No. 18-1  
Effective May 1, 1943.

CONFIDENTIAL

## CORRECTION AND/OR ADDITION REPORT

### AIR ROUTE MANUAL—UNITED STATES TO ALASKA

(2A ISSUE)

*(Report all corrections in formation on fields included in this manual. Detach this sheet and mail to "Commanding General, Army Air Forces, Office of the Assistant Chief of Air Staff, Intelligence Attention, Air Manpower Branch, Washington, D. C.")*

The following corrections, additions, and/or recommendations are suggested:

None not shown

Deleted from

Note—Revision of this report does not relieve Commanders of their responsibility as prescribed by Department Circular No. 163, dated May 28, 1942.

CONFIDENTIAL

#### AIR ROUTE MANUALS

United States to Great Britain (4th Issue)	April 20, 1943
United States to Alaska (3d Issue)	May 12, 1943
Alaska—Interior Routes (2d Issue)	February 20, 1943
Natal, Brazil, to Cairo, Egypt (1st Issue) (Formerly Miami to Cairo, Part II)	October 16, 1942
Miami, Florida, to Accra, Gold Coast (2d Issue) (Formerly Miami to Cairo, Part I)	February 15, 1943
Brownsville, Texas, to Albrook Field, C. Z. (2d Issue)	February 5, 1943
West Coast of South America (2d Issue)	March 10, 1943
Northwest Africa (1st Issue)	February 18, 1943

#### AIR PILOT MANUALS

Aleutian Islands (2d Issue)	April 2, 1943
Pacific Islands (1st Issue)	January 2, 1943

#### PROVISIONAL AIR ROUTE MANUALS

East Coast of South America (2d Issue)	January 19, 1943
North Coast of South America (2d Issue)	February 8, 1943
Hudson Bay Route to Greenland (2d Issue)	January 18, 1943
United States to North Africa (1st Issue)	December 7, 1942

The above is the date of publications of the current issue of Air Route Manuals as of

**MAY 12, 1943**

These Air Route Manuals are available for distribution to appropriate activities requiring them. Address all requests to "Commanding General, Army Air Forces, Office of the Assistant Chief of Air Staff, Intelligence, Washington, D. C."

CONFIDENTIAL

#### CORRECTION AND/OR ADDITION REPORT

#### AIR ROUTE MANUAL—UNITED STATES TO ALASKA (3d ISSUE)

*(Report all corrective information on fields included in this manual. Detach this sheet and mail to "Commanding General, Army Air Forces, Office of the Assistant Chief of Air Staff, Intelligence, Attention: Air Movements Branch, Washington, D. C.")*

The following corrections, additions, and/or recommendations are suggested:

-----  
Name and Rank

-----  
Date and Place

NOTE.—Execution of this report does not relieve Commanders of their responsibility as prescribed by War Department Circular No. 163, dated May 28, 1942.

CONFIDENTIAL

#### AIR ROUTE MANUALS

United States to Great Britain (4th Issue)	April 20, 1943
United States to Alaska (3d Issue)	May 12, 1943
Alaska—Interior Routes (2d Issue)	February 20, 1943
Natal, Brazil, to Cairo, Egypt (1st Issue) (Formerly Miami to Cairo, Part II)	October 16, 1942
Miami, Florida, to Accra, Gold Coast (2d Issue) (Formerly Miami to Cairo, Part I)	February 15, 1943
Brownsville, Texas, to Albrook Field, C. Z. (2d Issue)	February 5, 1943
West Coast of South America (2d Issue)	March 10, 1943
Northwest Africa (1st Issue)	February 18, 1943

#### AIR PILOT MANUALS

Aleutian Islands (2d Issue)	April 2, 1943
Pacific Islands (1st Issue)	January 2, 1943

#### PROVISIONAL AIR ROUTE MANUALS

East Coast of South America (2d Issue)	January 19, 1943
North Coast of South America (2d Issue)	February 8, 1943
Hudson Bay Route to Greenland (2d Issue)	January 18, 1943
United States to North Africa (1st Issue)	December 7, 1942

The above is the date of publications of the current issue of Air Route Manuals as of

MAY 12, 1943

These Air Route Manuals are available for distribution to appropriate activities requiring them. Address all requests to "Commanding General, Army Air Forces, Office of the Assistant Chief of Air Staff, Intelligence, Washington, D. C."

CONFIDENTIAL

#### CORRECTION AND/OR ADDITION REPORT

#### AIR ROUTE MANUAL—UNITED STATES TO ALASKA (3d ISSUE)

*(Report all corrective information on fields included in this manual. Detach this sheet and mail to "Commanding General, Army Air Forces, Office of the Assistant Chief of Air Staff, Intelligence, Attention: Air Movements Branch, Washington, D. C.")*

The following corrections, additions, and/or recommendations are suggested:

-----  
Name and Rank

-----  
Date and Place

NOTE.—Execution of this report does not relieve Commanders of their responsibility as prescribed by War Department Circular No. 103, dated May 28, 1942.

CONFIDENTIAL

Regraded Unclassified

#### AIR ROUTE MANUALS

United States to Great Britain (4th Issue)	April 20, 1943
United States to Alaska (3d Issue)	May 12, 1943
Alaska—Interior Routes (2d Issue)	February 20, 1943
Natal, Brazil, to Cairo, Egypt (1st Issue) (Formerly Miami to Cairo, Part II)	October 16, 1942
Miami, Florida, to Accra, Gold Coast (2d Issue) (Formerly Miami to Cairo, Part I)	February 15, 1943
Brownsville, Texas, to Albrook Field, C. Z. (2d Issue)	February 5, 1943
West Coast of South America (2d Issue)	March 10, 1943
Northwest Africa (1st Issue)	February 18, 1943

#### AIR PILOT MANUALS

Aleutian Islands (2d Issue)	April 2, 1943
Pacific Islands (1st Issue)	January 2, 1943

#### PROVISIONAL AIR ROUTE MANUALS

East Coast of South America (2d Issue)	January 19, 1943
North Coast of South America (2d Issue)	February 8, 1943
Hudson Bay Route to Greenland (2d Issue)	January 18, 1943
United States to North Africa (1st Issue)	December 7, 1942

The above is the date of publications of the current issue of Air Route Manuals as of

**MAY 12, 1943**

These Air Route Manuals are available for distribution to appropriate activities requiring them. Address all requests to "Commanding General, Army Air Forces, Office of the Assistant Chief of Air Staff, Intelligence, Washington, D. C."

CONFIDENTIAL

#### CORRECTION AND/OR ADDITION REPORT

#### AIR ROUTE MANUAL—UNITED STATES TO ALASKA (3d ISSUE)

*(Report all corrective information on fields included in this manual. Detach this sheet and mail to "Commanding General, Army Air Forces, Office of the Assistant Chief of Air Staff, Intelligence, Attention: Air Movements Branch, Washington, D. C.")*

The following corrections, additions, and/or recommendations are suggested:

-----  
*Name and Rank*

-----  
*Date and Place*

NOTE.—Execution of this report does not relieve Commanders of their responsibility as prescribed by War Department Circular No. 163, dated May 28, 1942.

CONFIDENTIAL

Regraded Unclassified

## TREASURY DEPARTMENT

INTER OFFICE COMMUNICATION

DATE

TO Secretary Morgenthau  
FROM Randolph Paul

SEP 11 1943

The renegotiation statute, which has been law since April 28, 1942, authorizes and directs the major procurement agencies (War, Navy, Maritime, Treasury and four subsidiaries of RFC), to renegotiate their procurement contracts with a view to readjusting the prices of such contracts in order to eliminate what the Act calls "excessive profits".

As of July 31 of this year the activities of the renegotiating agencies have resulted in a reduction in the cost of procurement in an amount just under \$4 billion. Of this amount approximately \$1,700 million has been recovered in cash (refunded or to be refunded during 1943) and somewhat over \$2,200 million has been recovered by price reductions in outstanding contracts. All cash recovered goes into the Treasury as miscellaneous receipts. Since the bulk of war procurement is done by the Services, the War Department has had the major part of the job to do, with the Navy in second place. Of the total amount recovered the Army has been responsible for about two-thirds. The Treasury's interest as a renegotiating agency is little more than nominal, since the total volume of its procurement is relatively small, and the type of material procured being such that it has not been procured at such excessive prices as has been the case in connection with the procurement of many military items. We do have, however, an interest in the statute out of all proportions to our procurement because of its tax implications.

2.

The present hearing before the Ways and Means Committee is the third of a series of reexaminations of the statute and its administration by Congressional Committees. The Truman Committee looked into the situation at length some months ago and gave the statute and those responsible for its administration a relatively clean bill of health. The Naval Affairs Committee which concluded extensive hearings on the same subject only a few weeks ago, is apparently going to make some suggestions for changes in the statute and in the procedures which have been adopted under it, but I think it is safe to predict that this Committee too will not advocate any fundamental change in the statute.

From the publicity which preceded the current hearing before the Ways and Means Committee, consisting both of statements from various Committee members and from industry groups, it is apparent that no direct attack will be made upon the principle of renegotiation (since every one must of necessity give at least lip service to the desirability of "keeping the profit out of war"). The discussion before the Committee will apparently proceed along three main lines, they being:

(a) That an effort should be made in the Committee to give a legislative definition to the words "excessive profits" which will provide a fairly uniform formula to apply to each of the many thousands of contractors being renegotiated. It is my judgment that the Ways and Means Committee will be no more successful in formulating such a formula than the Price Adjustment Boards themselves, the other Committees which considered the problem, or the Ways and Means Committee itself when it drafted the statute last year;

## 3.

(b) That renegotiation should be "after taxes" rather than the present technique of examining a company's prices and business profits for a given fiscal period and determining the amount of price adjustment necessary to reduce his profits to a reasonable level without reference to the impact of Federal income and excess profits taxes. Renegotiating agencies feel strongly, and so far have been quite successful in demonstrating, that the renegotiation statute is a pricing statute and not a tax statute, and that for purposes of determining reasonable prices in the procurement of war materials they should not be expected to include in the price the amount of Federal income and excess profits taxes which the contractor will be called upon to pay. It seems to me that the position of the Price Adjustment Boards on this point is unassailable and is one which I intend to defend before the Committee. Certainly any other position would make the renegotiation statute a sort of super excess-profits tax without any legislative standards, and if it is that we would oppose the statute in toto;

(c) That in renegotiation of war business provision should be made for post-war reserves. No two people seem to mean exactly the same thing when they talk about post-war reserves, some considering it as involving only the cost of physically reconverting industrial facilities to their pre-war status, and others meaning reserves to handle whatever types of contingency may arise at the end of the war period. I think it is fair to say that, for the most part, the proponents of allowances for post-war reserves want a larger allowable profit

4.

from which they can set up tax-exempt reserves with which they can cope with all sorts of post-war contingencies rather than an allowance addressed specifically to the costs of "reconversion".

The renegotiating agencies are unanimously of the opinion that no allowance should or can properly be made for post-war reserves in renegotiation, for two very practical reasons: (1) It is obviously impossible to determine on any rational basis the amount that ought to be included as a cost of war contracts for this purpose (even assuming it could properly be charged to the war if such an amount could be ascertained), and (2) the tax law makes no provision for this type of allowance, and therefore the renegotiators would have to allow four or five dollars as a cost for each dollar that they would determine a given company needs (since otherwise taxes would take away up to 80 per cent of whatever allowance were made in renegotiating).

So far as our presentation on this point is concerned, I hope to be able to put over extensive discussion of the question until we get into the tax hearing, on the theory that it is clearly a problem that cannot be handled in renegotiation, and is a problem which relates to companies not subject to renegotiation to at least as great an extent as to war contractors (who are, as a class, about the best fixed of all of our corporations, even after renegotiation and taxes).

Treasury will probably be reached some time early next week, and, while it is anyone's guess, I imagine the hearings will last at least all through the coming week.



TREASURY DEPARTMENT  
OFFICE OF THE SECRETARY

September 11, 1943

CONFIDENTIAL

Received this date from the Federal Reserve Bank of New York, for the confidential information of the Secretary of the Treasury, compilation for the week ended September 1, 1943, showing dollar disbursements out of the British Empire and French accounts at the Federal Reserve Bank of New York and the means by which these expenditures were financed.

*EMB*

FEDERAL RESERVE BANK  
OF NEW YORK

September 9, 1943

CONFIDENTIAL

Dear Mr. Secretary: Attention: Mr. H. D. White

I am enclosing our compilation for the week ended September 1, 1943, showing dollar disbursements out of the British Empire and French accounts at this bank and the means by which these expenditures were financed.

Faithfully yours,

/s/ L. W. Knoke,

L. W. Knoke,  
Vice President.

The Honorable Henry Morgenthau, Jr.,  
Secretary of the Treasury,  
Washington, D. C.

Enclosures.

COPY

**ANALYSIS OF CANADIAN AND AUSTRALIAN ACCOUNTS**  
(in Millions of Dollars)

Week Ended September 1, 1943.

Strictly  
Confidential

PERIOD	BANK OF CANADA (and Canadian Government)									COMMONWEALTH BANK OF AUSTRALIA (and Australian Government)						
	DEBITS			CREDITS						DEBITS			CREDITS			
	Total Debits	Transfers to Official British A/C	Others Debits	Total Credits	Proceeds of Gold Sales	Transfers from Official British A/C		Other Credits	Net Incr. (+) or Decr. (-) in \$ Funds (d)	Total Debits	Transfers to Official British A/C	Other Debits	Total Credits	Proceeds of Gold Sales	Other Credits	Net Incr. (+) or Decr. (-) in \$ Funds (d)
First year of war (a)	323.0	16.6	306.4	504.7	412.7	20.9	38.7	32.4	+ 181.7	31.2	3.9	27.3	36.1	30.0	6.1	+ 4.9
War period through December, 1940	477.2	16.6	460.6	707.4	534.8	20.9	110.7	41.0	+ 230.2	57.9	14.5	43.4	62.4	50.1	12.3	+ 4.5
Second year of war (b)	460.4	-	460.4	462.0	246.2	3.4	123.9	88.5	+ 1.6	72.2	16.7	55.5	81.2	62.9	18.3	+ 9.0
Third year of war (c)	525.8	0.3	525.5	566.3	198.6	7.7	-	360.0	+ 40.5	107.2	57.4	49.8	112.2	17.2	95.0	- 5.0
1942																
Sept. 3 - Sept. 30	46.2	-	46.2	53.6	13.2	-	-	40.4	+ 7.3	28.0	20.5	7.5	18.1	-	18.1	- 9.9
Oct. 1 - Oct. 28	44.9	-	44.9	51.5	16.6	-	-	34.9	+ 6.6	14.3	12.0	2.3	14.6	-	14.6	+ 0.3
Oct. 29 - Dec. 2	56.5	-	56.5	80.8	14.4	-	-	66.4	+ 24.3	10.2	5.5	4.7	9.4	-	9.4	- 0.8
Dec. 3 - Dec. 30	48.2	-	48.2	43.9	2.9	-	-	41.0	- 4.3	14.1	8.0	6.1	11.7	-	11.7	- 2.4
1943																
Dec. 31 - Feb. 3	52.5	-	52.5	217.1	-	125.0	-	92.1	+ 164.6	16.2	8.0	8.2	17.3	-	17.3	+ 1.1
Feb. 4 - Mar. 3	35.1	-	35.1	101.2	-	37.7	-	63.5	+ 66.1	15.9	15.0	0.9	16.0	-	16.0	+ 0.1
Mar. 4 - Mar. 31	36.2	-	36.2	51.6	-	-	-	51.6	+ 15.4	7.1	5.0	2.1	6.7	-	6.7	- 0.4
Apr. 1 - Apr. 28	29.0	-	29.0	39.6	-	-	-	39.6	+ 10.6	16.4	15.1	6.3	19.3	-	19.3	+ 2.9
Apr. 29 - June 2	79.9	-	79.9	95.8	-	-	-	95.8	+ 15.9	21.8	19.0	2.8	20.1	-	20.1	- 1.7
June 3 - June 30	53.8	-	53.8	77.2	-	-	-	77.2	+ 23.4	20.0	20.0	-	27.3	-	27.3	+ 7.3
July 1 - July 28	102.1	-	102.1	61.8	-	-	-	61.8	- 40.3	19.2	16.0	3.2	12.5	-	12.5	- 6.7
July 29 - Sept. 1	139.1	-	139.1	84.7	-	7.7	-	77.0	- 54.4	13.8	11.0	2.8	27.4	- p	27.4	+ 13.6
WEEK ENDED:																
August 4	6.1	-	6.1	15.9	-	-	-	15.9	+ 9.8	2.3	1.0	1.3	10.5	-	10.5	+ 8.2
11	5.6	-	5.6	15.6	-	-	-	15.6	+ 10.0	10.3	10.0	0.3	0.4	-	0.4	- 9.9
18	113.1	-	113.1	14.5	-	7.5	-	7.0	- 98.6	0.2	-	0.2	0.3	-	0.3	+ 0.1
25	2.2	-	2.2	18.6	-	-	-	18.6	+ 16.4	0.1	-	0.1	3.6	-	3.6	+ 3.5
September 1	12.1 (e)	-	12.1	20.1 (e)	-	0.2	-	19.9 (f)	+ 8.0	0.9	-	0.9	12.6 (g)	-	12.6 (g)	+ 11.7 (g)

**Weekly Expenditures**

6.2 million.  
8.9 million.  
10.1 million.  
9.6 million.

- (a) For monthly breakdown see tabulations prior to April 23, 1941.  
 (b) For monthly breakdown see tabulations prior to October 8, 1941.  
 (c) For monthly breakdown see tabulations prior to October 11, 1942.  
 (d) Reflects changes in all dollar holdings payable on demand or maturing in one year.  
 (e) Does not reflect transactions in short term U.S. securities.  
 (f) Includes \$1.5 million received from the U.S. Army and \$9.5 million received from the U.S. Navy.  
 (g) Includes \$12.0 million gold for the U.S. Army.

ANALYSIS OF BRITISH AND FRENCH ACCOUNTS  
(In Millions of dollars)

Strictly  
Week Ended September 1, 1943 Confidential

PERIOD	BANK OF ENGLAND (BRITISH GOVERNMENT)									BANK OF FRANCE			
	D E B I T S				C R E D I T S					Net Incr.(+) or Decr.(-) in \$ Funds (d)	Total Debits (e)	Total Credits (e)	Net Incr. (+) or Decr. (-) in \$ Funds (d)
	Total Debits (a)	Gov't Expendi- tures (a)	Transfers to Official Canadian Account	Other Debits	Total Credits	Proceeds of Sales of Gold	Securities (Official) (b)	Transfers from Offi- cial Aus- tralian Account	Other Credits (c)				
First year of war (g)	1,793.2	605.6	20.9	1,166.7	1,828.2	1,356.1	52.0	3.9	416.2	+ 35.0	866.3(f)	1,095.3(f)	+299.0
War period through December, 1940	2,782.3	1,425.6	20.9	1,335.8	2,793.1	2,109.5	108.0	14.5	561.1	+ 10.8	878.3	1,098.4	+220.1
Second year of war (h)	2,203.0	1,792.2	3.4	407.4	2,189.8	1,193.7	274.0	16.7	705.4	- 13.2	38.9	8.8	- 20.1
Third year of war (i)	1,235.6	904.8	7.7	223.1	1,361.5	21.8	5.5	57.4	1,276.8	+ 125.9	18.5	4.4	- 14.1
1942													
Sept. 3 - Sept. 30	56.1	37.1	-	19.0	81.6	-	0.5	20.5	60.6	+ 25.5	10.1	0.4	- 9.7
Oct. 1 - Oct. 28	46.7	27.4	-	19.3	57.5	-	-	12.0	45.5	+ 10.8	-	0.3	+ 0.3
Oct. 29 - Dec. 2	96.6	35.5	-	61.1	83.7	-	-	5.5	78.2	- 12.9	0.2	0.3	+ 0.1
Dec. 3 - Dec. 30	30.4	13.3	-	17.1	51.9	-	-	8.0	43.9	+ 21.5	-	-	-
1943													
Dec. 31 - Feb. 3	168.6	20.9	125.0	22.7	58.9	-	-	8.0	50.9	- 109.7	-	-	-
Feb. 4 - Mar. 3	87.2	17.8	37.7	31.7	120.8	-	-	15.0	105.8	+ 33.6	-	-	-
Mar. 4 - Mar. 31	35.3	12.9	-	22.4	64.4	-	-	5.0	59.4	+ 29.1	-	-	-
Apr. 1 - Apr. 28	37.0	16.3	-	20.7	87.4	-	-	15.1	72.3	+ 50.4	-	-	-
Apr. 29 - June 2	90.4	74.3	-	16.1	103.4	-	-	19.0	84.4	+ 13.0	-	-	-
June 3 - June 30	31.6	11.6	-	20.0	130.7	-	-	20.0	110.7	+ 99.1	-	-	-
July 1 - July 28	33.0	18.2	-	14.8	300.5	-	-	16.0	84.5	+ 67.5	-	-	-
July 29 - Sept. 1	51.1	27.4	7.7	16.0	131.5	-	-	11.0	120.5	+ 80.4	-	-	-
WEEK ENDED:													
August 4	8.5	5.1	-	3.4	14.0	-	-	1.0	13.0	+ 5.5	-	-	-
11	11.0	6.9	-	4.1	34.1	-	-	10.0	24.1	+ 23.1	-	-	-
18	19.6	8.1	7.5	4.0	12.9	-	-	-	12.9	- 6.7	-	-	-
25	4.6	1.9	-	2.7	64.9	-	-	-	64.9	+ 60.3	-	-	-
September 1	7.4	5.4	0.2	1.8	5.6(j)	-	-	-	5.6(k)	- 1.8	-	-	-

See attached sheet for footnotes.

Average Weekly Expenditures Since Outbreak of War  
 (From June 19, 1940) \$19.6 million  
 (From June 19, 1940) \$27.6 million  
 (From June 19, 1940) \$54.9 million  
 (From June 19, 1940) \$11.3 million

- (a) Includes payments for account of British Ministry of Supply Mission, British Supply Board, Ministry of Supply Timber Control, and Ministry of Shipping.
- (b) Estimated figures based on transfers from the New York Agency of the Bank of Montreal, which apparently represent the proceeds of official British sales of American securities, including those effected through direct negotiation. In addition to the official selling, substantial liquidation of securities for private British account occurred, particularly during the early months of the war, although the receipt of the proceeds at this Bank cannot be identified with any accuracy. According to data supplied by the British Treasury and released by Secretary Morgenthau, total official and private British liquidation of our securities through December, 1940 amounted to \$334 million.
- (c) Includes about \$85 million received during October, 1939 from the accounts of British authorized banks with New York banks, presumably reflecting the requisitioning of private dollar balances. Other large transfers from such accounts since October, 1939 apparently represent current acquisitions of proceeds of exports from the sterling area and other accruing dollar receipts.
- (d) Reflects net change in all dollar holdings payable on demand or maturing in one year.
- (e) For breakdown by types of debits and credits see tabulations prior to March 10, 1943.
- (f) Adjusted to eliminate the effect of \$20 million paid out on June 26, 1940 and returned the following day.
- (g) For monthly breakdown see tabulations prior to April 23, 1941.
- (h) For monthly breakdown see tabulations prior to October 8, 1941.
- (i) For monthly breakdown see tabulations prior to October 14, 1942.
- (j) Includes \$2.0 million apparently representing current and accumulated dollar proceeds of sterling area services and merchandise exports.

NOT TO BE RE-TRANSMITTED.

U.S. SECRET  
BRITISH MOST SECRET.

OPTEL No. 300.

Information received up to 10 a.m. 11th September.

1. NAVAL.

Northern Waters. Reconnaissance of Spitzbergen on 10th showed no trace of enemy, settlements completely destroyed and no sign of life.

Mediterranean. 10th. Italian Fleet from Spezia and Genoa reported off Tunisian coast. Also 2 cruisers and 3 destroyers sighted off Minorca. 2 Italian battleships and 3 cruisers arrived at Malta from Taranto. 1 cruiser and 1 destroyer entered Brindisi from North. Italian battleship ROMA sank as a result of German air attack. No demolition or sabotage reported at Taranto and port ready to operate normally. 2 H.M. destroyers damaged by enemy action. 4 Italian cargo ships at Bari sunk by enemy and 8 proceeding in convoy to Malta.

2. MILITARY.

Italy. During 10th good progress was made with landings by United States and British forces in Gulf of Salerno. Counter attacks which developed against our bridgeheads were successfully held. In Calabria progress of 8th Army hampered by demolitions but our forces occupied Pizzo and Badolato.

Russia. No reports additional to communique.

3. AIR OPERATIONS.

Western Front. 10th. 8 Typhoons (1 missing) damaged 2 small ships off Holland.

Italy. 8th/9th. Wellingtons dropped 171 tons on railway centres at Battipaglia and 45 miles South East of Naples with good results. Other Wellingtons bombed Gaeta.

harbour, Formia and Ferio on Ischia Island (S.W. of Naples). 112 medium and light bombers attacked targets near Battipaglia and communications leading to Salerno beaches.

9th. Fortressers (B.17) dropped 352 tons on bridges at Capua and Cancellò. 114 Mitchells (B.25) damaged tunnel entrances and railway yard at Portenza. 64 Marauders (B.26) bombed Scalo landing ground. Liberators (B.24) dropped 77 tons on 2 landing grounds at Foggia. 24 light and 230 fighter bombers attacked M.T. in toe of Italy destroying 90 and damaging 150 vehicles.

BRITISH MOST SECRET  
U.S. SECRET

OPTSEL No. 303

Following is supplementary resume of operational events covering the period 4th to 11th September, 1943.

1. NAVAL

TIRPITZ and SCHARNHORST have been absent from ALTENFJORD for some days. 3 enemy warships and 7 destroyers were reported off SPITZBERGEN early 8th. Reconnaissance on 9th showed Allied settlements there had been destroyed. A French Cruiser intercepted Spanish 3,000 ton ship from BUENOS AIRES to BILBAO with un-secured goods and sent her into port.

MEDITERRANEAN. H.M. ships continued to land and support Allied forces in CALABRIA. Early 9th Allied landings in NAPLES area were covered by four of H.M. Battleships and two of H.M. Aircraft Carriers with Allied Cruisers and Destroyers. Evening 9th H.M. ships occupied TARANTO Harbour and landed 1st Airborne Division. H.M. Submarines report a 4,000 ton merchantman sunk in South ADRIATIC and a 3,000 ton armed merchantman sunk in convoy off CORSICA.

SUBMARINE WARFARE. Summary of anti-submarine attacks in September as reported to noon 8th. Number of attacks by shore-based aircraft 9, by warships 5, possibly sunk by U.S. destroyers 1. Possibly damaged by aircraft 1, by warships 2.

The number of U-boats at sea though still moderate is increasing. Activity in several areas is likely to be resumed shortly. Increasing number of U-boats are being fitted with quadruple 20 M.M. or other light anti-aircraft guns.

SHIPPING CASUALTIES. From 4th - 10th inclusive. 2 British ships were mined off MALTA, but both reached port and 2 British trawlers were slightly damaged by aircraft off the FAROES but reached port. A British river steamer was captured by the Japanese at MACAO, Portuguese China. During August 28th ocean convoys containing 1,022 ships arrived destinations without loss. 2 outward ocean convoys lost 3 ships in all.

ENEMY SHIPPING. From 1st to 15th August 10 enemy ships totalling 58,579 tons were sunk, including 42,698 tons in Mediterranean.

TRADE. Imports in convoy into UNITED KINGDOM week ending 4th - 1,297,000 tons including 429,000 oil. Reported marked recovery in trade at HAMBURG where 75,000 tons of shipping located 18th August. Activity by 24th August estimated 55 per cent of total before recent bombing.

2. MILITARY

ITALY. German divisions believed disposed as follows: north of PISA-RIMINI 10 divisions; south of line PISA-RIMINI 8 divisions of which majority south of ROME. Of total 18 divisions at least half believed panzer or panzer grenadier.

SALERNO AREA. Initial German resistance to SALERNO landings provided by 16th Panzer division. Two divisions and elements of third divisions in area north and south of NAPLES believed available as early reinforcements. Some troops, probably Panzer and about a brigade in strength, might be drawn from Southern ITALY at early stage.

CALABRIA. Still too early to say how far Allied landings at SALERNO will affect German resistance in CALABRIA where Germans withdrawing under cover demolitions avoiding serious engagement. German intention this area may be to offer resistance on more favourable positions further north in CALABRIA. Topography suggests such position might be found CASTROVILLE area in narrowest part of isthmus.

3. AIR OPERATIONS

WESTERN FRONT. NIGHT. 1,459 sorties. 52 aircraft missing. Attack on MANNHEIM very successful. Severe damage to important industries and to harbour area. Main railway station burnt down and main Post Office largely destroyed. MUNICH raid not very successful as bad weather prevented concentration and majority of bombs fell in southwest suburbs. One fairly heavy attack on BOULOGNE to fit in with day operations. Few nuisance raids on RUHR and RHINELAND towns.

DAY. During week heavy attacks made on many railway centres in FRANCE and BELGIUM. High standard of accuracy was obtained and much damage caused to rolling stock, marshalling yards and locomotive sheds and workshops. On 8th and 9th operations were in support of amphibious exercise being carried out in Channel. On 8th 288 medium, light and fighter bombers operated with escort and cover of 103 squadrons of fighters. On 9th there were 718 bomber sorties and 2,118 fighter sorties over FRANCE. 79 squadrons of Spitfires, Typhoons and Mustangs provided protective screen over our shipping in Channel. Factories in PARIS area attacked. Some damage to Caudron Renault Works and severe damage to Dunlop Works. Except over PARIS enemy reaction was small.

ENEMY. 22 enemy aircraft crossed our coasts - 5 were destroyed.

MEDITERRANEAN AREA.

ITALY. Throughout week attacks were concentrated on railways and airfields occupied by Germans. On 8th Fortresses dropped 389 tons on German headquarters at FRASCATI.

SARDINIA. Radio stations and airfields attacked.

RUSSIA. Russian Air Force has been actively supporting their various offensives. Considerable activity SMOLENSK area, attacks on German concentrations and railway centres in SUMA sector. Offensive against German ground troops, airfields and railway centres in DON Basin. No new information about German Air Force and no withdrawals or reinforcements reported. Chief concentration believed opposite STALINO where situation is most fluid and air support for German army most needed. Majority of bomber force probably operating in this area.

4. EXTRACTS FROM PHOTOGRAPHIC AND INTELLIGENCE REPORTS OF ALLIED AIR ATTACKS

BERLIN. Raid 3rd/4th. Photographs 6th. Industrial damage particularly noteworthy involving several plants of highest priority and including severe new damage to Siemens Electrical, A.E.G. Turbines, Charlottenburg Gas Works, Ford, Mariendorf Gas Works and a very large new unidentified factory at SPANDAU. Although no great area of devastation residential and commercial damage is widespread and covers many hatted camps erected for housing evacuees.

MANNHEIM. Photographs taken two days after the attack are spoilt by smoke from fires still burning which hides nearly all Ludwigshafen area. Nevertheless, it is seen that damage to buildings and warehouses in the docks is considerable. Further damage to I.G. Faben Chemical Works. Munchen Gladach and Rheydt industrial damage particularly severe in both places which each contain large devastated area.

U.S. daylight raids over FRANCE. LILLE. Much damage in goods yards to rolling stock and sidings. SAILLY SUR SEINE. 2 hangers destroyed, large workshop almost entirely destroyed, at least five aircraft badly damaged. GLISY. At least 12 aircraft shelters damaged, many hits on runways and perimeter tracks, airfield cratered. ST. ANDRE DE L'EURE airfield badly cratered and over 60 hits on runway. Huts damaged. HAZENBROUCK. Many tracks in marshalling yards are cut and several wagons damaged or derailed. CAEN. Large hangar and covered shelter damaged. Airfield cratered, hits on runway and taxi tracks.

5. HOME SECURITY

Week ending 8th - one civilian seriously wounded.

## TREASURY DEPARTMENT

Washington

(The following <sup>program</sup> ceremony, WE THE PEOPLE, featuring Secretary Morgenthau, at Monticello, Virginia, and broadcast by the Columbia Broadcasting Company, is scheduled for delivery September 12, 1943 at 7:30 P.M., Eastern War Time, and is for release at that time.)

ANNOUNCER

~~The following program is scheduled for delivery September 12, 1943 at 7:30 P.M., Eastern War Time, and is for release at that time.~~

First Script  
for "We the  
People"  
Revised - 9-12-43

38-56

ROUTINE

	PAGE
1. OPENING	1
2. GENERAL WICKERSHAM	3
3. PLOESTI	7
4. ERNIE PYLE	10
5. PEOPLE OF CHARLOTTESVILLE	15
A) WILLIS	
B) TRUSCOTT	
C) CRAWE	
D) DAVIS	
E) HARLOWE	
F) SILK MILL	
6. BOB HOPE	24
7. MR. MORGENTHAU	25

OWI

SBS  
GULF OIL COMPANIES  
TYPED SEPT. 10, 1943

WE THE PEOPLE  
SUNDAY, 7:30 p.m.  
SHOW OF SEPT. 12, 1943

(FANFARE)

BOULTON ...

The GULF OIL COMPANIES and your neighborhood GOOD GULF DEALER  
present WE THE PEOPLE.

(THEME)

BOULTON ...

Good evening everyone. This is Milo Boulton welcoming you to  
WE THE PEOPLE for GULF. Tonight Americans from every walk of life  
have joined in heart and spirit to bring you a special broadcast  
of WE THE PEOPLE directly from Thomas Jefferson's home at  
Monticello, Virginia - come here tonight to renew their faith  
in America at this shrine of freedom. With us at Monticello is  
**the man who is training American officers on how to govern  
occupied territories.** He is General Cornelius Wickersham, head  
of the Allied Military Government School. Here, too, to make his  
first report to the people of America is World War Two's outstand-  
ing war correspondent, Ernie Pyle. And waiting at a GULF micro-  
phone in California to make his first report on his trip overseas  
is the famous comedian Bob Hope. And here at Monticello to  
introduce Bob Hope, Ernie Pyle, General Wickersham and WE THE  
PEOPLE's other guests has come one of the Nation's war-time leaders,  
the Secretary of the Treasury of the United States. Ladies and  
Gentlemen, WE THE PEOPLE is proud to present as your host for  
tonight, Mr. Henry Morgenthau, Jr.

(MUSIC OUT)

(APPLAUSE)

MORGENTHAU ...

Thank you. And the thanks of the Treasury Department to the GULF OIL COMPANIES for making this special broadcast possible. Tonight we Americans have assembled here in Virginia at Monticello, Thomas Jefferson's home, to renew our faith in all he stood for. (MUSIC SNEAK) And I wish every American could be here with me tonight to share in this experience. The beauty of Monticello is breathtaking. As far as the eye can see are the beautiful Blue Ridge Mountains. Nestling at the foot of Monticello is the little town of Charlottesville, and in between, the fertile fields of Virginia. I am sitting in the east portico of this majestic home with its graceful white columns and beautiful facades that Jefferson himself designed. To my left is the main hall and drawing room opening out on a beautiful velvet green lawn. Overhead is a clock and weather vane Jefferson himself installed. Before me seated on the lawn are 2,000 people of Charlottesville - Americans who have come to join us in paying homage at this shrine of freedom. Above them are the branches of four huge Linden trees, which Jefferson himself planted here. The gardens are in full bloom with red and gold princess feathers, marigold, coxcomb, and zinnias. The last glow of the setting sun is still upon them. Tonight Monticello for the first time in many years is gayly lighted, symbol of the flame of freedom which Jefferson himself brought to the world.

(MUSIC TO FINISH)

MORGENTHAU ...

Thank you. And the thanks of the Treasury Department to the GULF OIL COMPANIES for making this special broadcast possible. Tonight we Americans have assembled here in Virginia at Monticello, Thomas Jefferson's home, to renew our faith in all he stood for. (MUSIC SNEAK) And I wish every American could be here with me tonight to share in this experience. The beauty of Monticello is breathtaking. As far as the eye can see are the beautiful Blue Ridge Mountains. Nestling at the foot of Monticello is the little town of Charlottesville, and in between, the fertile fields of Virginia. I am sitting in the east portico of this majestic home with its graceful white columns and beautiful facades that Jefferson himself designed. To my left is the main hall and drawing room opening out on a beautiful velvet green lawn. Overhead is a clock and weather vane Jefferson himself installed. Before me seated on the lawn are 2,000 people of Charlottesville - Americans who have come to join us in paying homage at this shrine of freedom. Above them are the branches of four huge Linden trees, which Jefferson himself planted here. The gardens are in full bloom with red and gold princess feathers, marigold, coxcomb, and zinnias. The last glow of the setting sun is still upon them. Tonight Monticello for the first time in many years is gayly lighted, symbol of the flame of freedom which Jefferson himself brought to the world.

(MUSIC TO FINISH)

MORGENTHAU

How does your Military Government school fit men for this work, General?

WICKERSHAM

First of all, <sup>only</sup> specially selected men from the Army and civilian life are chosen for military government duties. At the Charlottesville school today are men of vast experience in transportation, communications, public health, administration and many other fields. These men are specialists, but at the school they are taught all phases of military government work in preparation for their administrative duties in the field. When we invade enemy territory they are ready to move in with front line combat units. Civil Affairs Administrators may be in Italy tonight. It's a tough job. A team of military officers may be sent into a city to do everything from directing the local government to feeding the hungry, healing the sick, burying the dead. Maybe it will be up to one man alone.

MORGENTHAU

How has it all worked out in actual practice, General Wickersham?

WICKERSHAM

The best answer to that is in my files of letters we've received from former students who handled the job in Sicily. Capt. Frank Wray wrote of taking over the devastated Sicilian city of Augusta. When he arrived in that city, a city with a normal population of 25,000, he found only twenty-two old men and women and two children. There was no water supply, no transportation, no sanitation. The people had to be brought back to clear the city, bury the dead, restore its vital functioning. This military government officer began rounding up the fugitive inhabitants and put them to

## WICKERSHAM (CONT')

work. By the eighth day despite enemy air raids the city was functioning with reasonable smoothness. This was not an exceptional case. In Messina, Capt. Anthony Pino of Bridgton, New Jersey, found eight thousand citizens of Messina, who had been living hidden in a huge cave in a mountain, terrified, for months. It seemed impossible to induce them to come out into the sunlight again. Capt. Pino went into the depths of the cave, talked to and reassured the miserable people. He found local doctors and nurses hiding in the nearby hills, got them to return to Messina, set up hospitals, and provided food and shelter for the sick and starving cave refugees. After that, he still had his job of setting up a local government to carry out.

## MORGENTHAU

Have the Italian people been cooperative in working with military government administrators?

## WICKERSHAM

Yes, my reports show they welcome our help. Once the Fascist officials are ousted and put under arrest, the people begin to realize they have been liberated. The Italian people as a whole like Americans and realize the strong bond they have with our people. Thomas Jefferson himself did much to cement that bond. He was fond of Italy and Italian culture. He especially brought over Italian workers--masons, wood carvers, to help build his home here. Many of his visitors under this very roof were Italians--and it's known how delighted they were to hear their host address them in fluent Italian. He even gave this beautiful estate an Italian name, Monticello, meaning little mountain. And, Mr. Secretary, I think those Italian people today thousands of miles

from this land of Thomas Jefferson's feel something of what he once said--that should the cloud of barbarism and despoticism obscure the liberties of Europe, America remains to preserve and restore light and liberty to them. They believe that, Mr. Secretary.

MORGENTHAU

That belief must exist in all oppressed lands, General Wickersham. Any day--even at this moment--our forces may be invading and freeing a land whose people Thomas Jefferson also held dear--France. I was reminded of the strong bond that existed between France and our own nation in Jefferson's time, by something I read today in an old yellowed copy of the Charlottesville Central Gazette of November 1824. Even today, I think it's symbolic of the affection our country has for its oldest friend--France; symbolic of the day of a reunion in freedom to come. It was an account of a return visit General Lafayette paid to Jefferson in these very grounds of Monticello. Lafayette's carriage was rolling up the curving drive to the portal of the house. Describing the scene the article said, (MUSIC SNEAK) "As soon as the General drove up, Mr. Jefferson advanced to meet him, with feeble steps, but as he approached, his feelings seemed to triumph over the infirmities of age, and as the General descended they hastened into each other's arms. They embraced again and again; tears were shed by both, and the broken expressions of 'God bless you, General,' 'Bless you, my dear Jefferson,' was all that interrupted the impressive silence of the scene, except the audible sobs of many whose emotions could not be suppressed."

(MUSIC TO FINISH)

(MUSIC SWELLS UP, HOLDS, THEN SEQUELS DOWN AND UNDER)

MORGENTHAU ...

Not far from these stately halls of Monticello is Richmond, Virginia - in 1775 the seat of the Virginia House of Burgesses. To these meetings Thomas Jefferson often traveled by horseback over the hills to the East of where I'm sitting. At one meeting the delegates were divided as to the wisdom of war or peace. A man rose to his feet and made a speech that Jefferson never forgot - ending it with the eloquent statement - "I know not course others may take; but as for me... give me liberty or give me death." So spoke Patrick Henry. That spirit burns today with the same ardent flame. To show you how WE THE PEOPLE has invited a young American flier to this shrine of freedom. He's Technical Sergeant Frank Kozak of Carbondale, Pennsylvania, holder of the Distinguished Flying Cross and Air Medal. All right, Sergeant Kozak.

KOZAK ...

Mr. Secretary, I knew Americans - crew members of our big B-24 bombers - who felt exactly as Thomas Jefferson must have when he heard those words. They couldn't have put their feelings into words, but what they did in action spoke volumes.

MORGENTHAU ...

Tell us about that action, Sergeant.

KOZAK ...

It was the bombing of the Ploesti Oil Fields in Rumania last month. Colonel Kane had asked for volunteers. Right before the flight he said, "Now there are only a few hundred of us. We're going to meet stiff opposition. But the mission must be successful even if all of us fail to return."

MORGENTHAU ...

What was your job as a crew member?

KOZAK...

I was a radio-waist gunner in the lead ship of the third flight. We came in over the target right on schedule. I dropped four boxes of incendiaries overboard. The flames that shot up made an old-fashioned Fourth of July look by comparison about as bright as a candle in the sunlight.

MORGENTHAU ...

Did you run into much opposition?

KOZAK ...

Our plane didn't, Mr. Secretary. But two other planes got into plenty of trouble, and their crews are the men I want to tell you about. Just after we'd dropped our incendiaries, I looked over abreast of us, and the underpart of one of our B-24's was blazing from end to end. Flying so low, they'd been set on fire by the raging flames that were shooting up from the burning oil fields. But the pilot of that ship and his men had real courage. Instead of trying to fly free of the flames or gain altitude, so they could parachute to safety, they kept on a steady course, right on toward their target like a flying torch. Directly over it, they dropped their bombs. The pilot knew then their position was hopeless, so to make the most of the destructive power of that bomber, he aimed for a big oil-cracking plant he'd spotted below, and dove his plane directly into it, destroying the plant with himself and his crew. Just then the other waist gunner tapped my shoulder, and I looked over to see that exactly the same thing was happening to the plane on our other side.

KOZAK (CON'T)

It was a terrible sight. The 24 men aboard those two B-24's were not just making suicide dives. They knew that once their job was done - dropping their bombs on their target - it would be too late to save themselves. As long as they knew they were doomed, they wanted to go up in an explosion that would do the greatest damage to the enemy. Mr. Secretary, theirs was an act of real American heroism. They instinctively put into action the ideas that Thomas Jefferson heard Patrick Henry put into words. For they were willing to give their lives for our liberty.

(CURTAIN)

(SOFT SEGUE)

MORGENTHAU ...

To many an American visiting this mansion of Monticello for the first time, it looks like a house that might have been pictured in some children's book of fairy tales. Remote, dreamlike - a perfect ivory tower. But in Jefferson's day - this building of Monticello was like some great information center. For it was the first stop for many a returning, world-traveller of the time. And night after night - the lamps burned late in Jefferson's study as the great patriot sat, smiling in his easy chair, chatting with some statesman or author just back from Europe. Thomas Jefferson would have welcomed WE THE PEOPLE's next guest Ernie Pyle had he lived in Jefferson's day. First - because this guest is a world-travelled newspaper man. And Jefferson once said that if he had to choose between government without newspapers, or newspapers without government, he would take newspapers. Second - because this famed Scripps-Howard War correspondent, Ernie Pyle, loves average people as Jefferson did. Now - Mr. Pyle - I understand you just returned from Sicily a few days ago, after filing the last of your famous dispatches from that area. Tell me - what has been the most striking thing to you in your few days at home?

PYLE ...

Well, the sight of good-looking well-dressed women has been a pleasant experience. In the Mediterranean theater - and all others, too, I suppose - I believe that soldiers miss their companionship with American women more than anything else. They hunger for girls of their own kind to talk to and look at. That, of course, explains the pin-up craze. But the pin-up girls have two rivals - the American sweetheart and the American mother.

PYLE (CON'T)

And I'd like to pass this word along right now, to all you American girls and mothers listening in. Your pictures are pinned up in barracks and camps, wherever your boys are fighting. In fact, from my observations, I'd say you're running fifty-fifty with the pin-up stars.

MORGENTHAU ...

I suppose you know many of the soldiers who are now fighting their way ashore in Italy?

PYLE ...

I do, sir, and when I read it in the papers it makes me homesick to be back over there and going ashore with them, but not so homesick I can't resist it. Those landings are pretty rugged, and two or three ought to be enough for any man.

MORGENTHAU ...

Mr. Pyle - how does the attitude of the American people toward the war strike you?

PYLE ...

I really haven't been home long enough yet to tell. Overseas we hear all the time that the folks at home are too optimistic. The other night when I got off the clipper one of the customs men asked me when I thought the European part of the war would be over, I told him I didn't know and he said, "You mean then it won't end this year?" I said I didn't think so. At that he looked at me in a disgusted sort of way as though he thought such a belief were traitorous, and he turned and walked off. But I don't believe most of you feel it will be that easy.

MORGENTHAU ...

I certainly don't think it is going to be easy. A minute ago you used the word "rugged" in connection with the fighting. Can you give us an example of how that applies to an American soldier?

PYLE ...

Well, when we landed in Sicily the first day of the invasion, I got a good idea of the rugged life. In general all invasion landings follow the same pattern. You approach the enemy shore under fire from land batteries. You pile out into the water and wade ashore, with enemy planes dropping bombs and coming in low to machine-gun you. And then once you get ashore you just have to keep going for days. You just don't dare stop. You have to keep pushing on in. It is always several days after an invasion landing before anybody gets a chance to stop for a decent meal or rest. It's that long period of tense hard work, coupled with the actual fighting itself, that seasoned American soldiers think of when they use that word "rugged". I've known soldiers to go as much as sixty hours without food or sleep. In Sicily, I've seen soldiers who have fought and walked for so long their shoe soles were worn out and the feet of their socks entirely gone. And believe me - that's rugged.

MORGENTHAU ...

Yes, I certainly agree with you.

PYLE ...

Then last February, in Sidi-Bon-Zin, when our boys were swamped by that German breakthrough at Faid Pass - that was rugged, too. And I won't forget in a hurry that little picnic we had in the hills west of Matour. It lasted four days and four nights and the enemy shellfire was continuous.

PYLE (CON'T)

That engagement rated tops with me till I struck a certain unnamed port of embarkation somewhere in North Africa. By that time, most of us had gotten used to hearing a bomb whistle past, but at this place there was a new treat in store. You'd hear a whole stickful of bombs screaming down. That was plenty rugged, too.

MORGENTHAU ...

You must have seen in action a lot of the materials of war that were bought with money invested in war bonds here at home.

PYLE ...

Yes, of course, Mr. Morgenthau. Here's one example. I've known of enemy artillery that had to give up and retreat because they ran out of ammunition, but in Sicily we had such immense stores of ammunition that there was never any fear at any time about our having enough to overwhelm the enemy. That's what your war bonds can do.

MORGENTHAU ...

Well, Mr. Pyle, among the troops that you observed, what man would you single out for having performed the most courageous act?

PYLE ...

That's a tough question, Mr. Morgenthau. But high on my list would be the name of a chap I knew well in North Africa. His name was Leonard Bestman, and if a more hard-boiled Army lieutenant ever came out of Milwaukee, Wisconsin, I never met him. One time, this Lieutenant was in a jeep way up front, and he got pocketed between an Italian machine gun nest on one side and a German Mark Four tank on the other. Just as both guns were about to raze his jeep, the Lieutenant calmly stood up in his jeep, and yanked out his forty-five revolver. Then he yelled to the Italian gunners,

P

PYLE (CON'T)

"Come on over here with your hands up in the air and I won't shoot." Those Italians outnumbered him, of course, and they were finally able to disarm the Lieutenant. But they treated him with plenty of respect, and now that we've moved into Italy, my friend from Milwaukee ought to be set free any day.

MORGENTHAU ...

And you'd call him - hero number one?

PYLE ...

Oh there were lots of heroes, of course, I saw quite a bit of General Eisenhower, and everything I saw increased my admiration for him. I stopped by at his headquarters last week on the last day I spent in North Africa. I noticed at the time how fresh and vigorous the General looked and everything he said underscored my confidence in the victory that lies ahead. (MUSIC SNEAK)  
Yes - I've been privileged to meet and know many heroes in this war. But as far as I'm concerned, my favorite hero is the nameless, typical doughfoot who just keeps forever slugging away. And I can promise you one thing. He's going to keep slugging away too till the Germans get wise to the simple fact that there's no more rugged opposition than the American doughboy! (MUSIC SWELLS UP - HOLDS TIAN SQUEGS DOWN AN DUNDER)

## MORGENTHAU

Just a little way below us, nestling against the hill on which Monticello stands, is the town of Charlottesville, a town very close to Jefferson's heart, for here he founded the University of Virginia, and designed many of its buildings, as well as several of the lovely Colonial homes nearby. Often he rode down to Charlottesville on horseback, walked the streets, speaking to everyone - master and slave, young and old, for Tom Jefferson was a friend to every man. Today his spirit still walks abroad, and there are many people in Charlottesville to whom Thomas Jefferson is far more than just a memory. One of these is WE THE PEOPLE's next guest, who is a real link with the past. For his relatives, as long as he can remember, have always lived or worked at Monticello. His name is Willis Henderson. Willis, do you remember your relatives ever telling you anything about Thomas Jefferson?

## WILLIS

Yes, Mr. Secretary. When I was a youngster, I remember my grandfather telling me what his father had told him - that Mr. Tom was the kindest master a colored man ever had.

## MORGENTHAU

Willis, how long have you worked here at Monticello?

## WILLIS

I was born right here in the servants' quarters at Monticello - right where Mr. Jefferson's slaves used to live. I've worked here all my life. My father was the coachman here. And when I grew up, I was the cook as long as any one lived in the house. Now I'm the oldest guide.

## MORGENTHAU

Have you seen any of the Presidents who visited Monticello?

## WILLIS

Yes, sir, Mr. Secretary. Every one since I was born - except Mr. Coolidge - he never came here. I remember when President Theodore Roosevelt came here for dinner one night. I was asked to make an ice cream mold shaped like the Capitol in Washington. After they carried it in the dining room with a little American flag stuck in the top of the dome, President Roosevelt sent his card out to me in the kitchen, and on the back of it he wrote, "That was the best ice cream I ever ate." President Franklin D. Roosevelt likes to come out here too. Last time he was here - just a few months ago - I took him through the mansion myself. He's been here often. And when he comes I think he likes to do a lot of thinking.

## MORGENTHAU

Thank you, Willis Henderson. Now another Charlottesville resident who is very close to Thomas Jefferson - Mrs. Lucian King Truscott, Jr. She is one of his direct descendents on both her mother's and her father's side. And Mrs. Truscott, I'm sure Thomas Jefferson would have been very proud if he also knew that his great great great granddaughter was married to a general in the United States Army.

## TRUSCOTT

Thank you, Mr. Morgenthau. It's an interesting fact, Mr. Morgenthau, that Jefferson ordered the bombardment of a North African port to teach a lesson to pirates who were molesting American commerce. And my husband bombarded a North African port too. He's commanding general of the Third Division of General Patton's Seventh Army, and he attacked and captured the town and harbor of Port Lyautey in the North African invasion. He was awarded the Distinguished

Service Medal by General Patton for this engagement.

MORGENTHAU

Your husband was in the Sicilian campaign too, wasn't he?

TRUSCOTT

Yes, his division was the first to march into both Palermo and Messina. His letters are always more full of praise for his men than anything else. Only day before yesterday I got a letter from him in which he said, "Stonewall Jackson's cavalry were raw recruits compared to my men." And he said some very nice things about you too Mr. Pyle.

MORGENTHAU

Mrs. Truscott, you must be proud of the distinguished record your husband has made for his country.

TRUSCOTT

Indeed I am, Mr. Morgenthau, but no more so than the other Charlottesville wives of service men whose husbands are doing equally heroic work in their own special fields. After all we are all soldiers' wives, and we've all had to sit and wait. Like my good friend, Mrs. Demos Craw, whom I'm proud to introduce to you, Mr. Morgenthau.

MORGENTHAU

It's a pleasure to meet you, Mrs. Craw.

CRAW

Thank you, sir..

MORGENTHAU

Where did your husband serve?

CRAW

My husband, Col. Craw, served under General Truscott on that same field of battle - North Africa. <sup>DEMONS</sup> had volunteered to take a

letter to the French authorities asking for surrender. On the way, his jeep was machine-gunned, and Demos never recovered.

MORGENTHAU

Mrs. Craw, I know there's little I can say to make your sacrifice any easier.

CRAW

During those first few days, it was especially hard, Mr. Morgenthau. Then one day I got a letter from overseas. It was in Demos's own handwriting. He'd written it the night before his unit landed in North Africa. I found this message on the last page: "Mary, we've got a dangerous job to do here in North Africa. And it stands to reason - some of us won't come out alive. For your sake and little Nick's, I hope my number doesn't come up. But if it should, please remember this. The kind of freedom we're trying to build is worth fighting for. Yes - and worth dying for."

MORGENTHAU

Mrs. Craw, I'm sure that letter must be a great comfort to you.

CRAW

It is, Mr. Morgenthau. It helped me find myself. I volunteered as a medical clerk in the Military Government School, here in Charlottesville. I've been there ever since, helping the doctors give inoculations to men going overseas. I've been absent one day. That was last March when my six year old boy Nicholas and I went to the White House to receive from the President the post-humous award of the Congressional Medal of Honor for my husband. It was a moment I'll never never forget.

MORGENTHAU

I'm sure it was. Tell me, Nicholas, how did you like the White House.

NICHOLAS

Pretty good. Only I like Monticello best of all.

CRAW

He always says he likes Monticello best, Mr. Morgenthau. We come out here most every Sunday. And somehow - in these peaceful grounds my husband seems very close to us - for Demos loved Monticello, too. And it makes me proud and humble to think that he fought and gave his life for the same cause Jefferson loved: human freedom. (MUSIC SNEAK) This afternoon my little boy and I stood beside Thomas Jefferson's grave, here at Monticello. And I read aloud the words that are chiseled on his tombstone. Jefferson wrote that epitaph himself. It's not a list of his titles or the public offices he held. For Jefferson was proudest - not of the honors bestowed upon him by the people - but of the services he had rendered to the people. These are the words: "Here was buried Thomas Jefferson. Author of the Declaration of Independence, of the Statute of Virginia for Religious Freedom, and Father of the University of Virginia."

(MUSIC SWELLS UP - HOLDS - AND FADES OFF)

MORGENTHAU

Mrs. Craw, I know you've caught the spirit of Jefferson. For this great man cared more for freedom than for wealth and power - and he had opportunity for both. (MUSIC SNEAK) It's one of those strange paradoxes that he died here at Monticello on July 4, 1843, exactly 50 years after he'd written the Declaration of Independence. Beside his bed was a little black notebook in which he wrote. And somehow - as though he'd had a premonition of death - he reached our and penned these last three words: "Free - Thomas Jefferson."

## MORGENTHAU (CONT')

Then he died. Proud to be a man able to say of himself - "I am a free man." And though he has lain here in his grave at Monticello for 200 years - his words still live on. He was only 33 when he wrote the Declaration - yet today men live and die by those words. For then as now, in the support of that Declaration, "we mutually pledge to each other our lives, our fortunes, and our sacred honor."

(MUSIC OUT) Here with me now on WE THE PEOPLE is a young Charlottesville patriot of 1943 - who lived by those words of Jefferson on a submarine in the South Pacific. I want you to hear from Lt. Landon Davis, Jr.

## DAVIS

Thank you, Mr. Secretary. Thomas Jefferson's words could never mean more any where than in a submarine. Because all of us on board depend on each other and must be prepared to give our lives for each other if need be. My Commander did just that. One night our sub was traveling on the surface, off the Solomons, when we spotted an enemy patrol boat. It was pitch dark and we began sneaking over to torpedo her. Then she spotted us. She let go her guns. Four lookouts and the skipper were on the bridge. The skipper yelled, "Clear the Bridge! Stand by to dive!" We managed to haul down the two lookouts nearest the hatch, while machine-gun bullets sprayed the deck. The captain was lying wounded several feet from the hatch. He gave the order: "Take her down." There was nothing we could do. The life of every man aboard the sub depended on our submerging. We took her down with the full knowledge that our captain had fulfilled the highest pledge all Americans live by. He gave his life with honor for the cause of freedom. We men who served under him will never forget

DAVIS (JOHN)

the simplicity of his order, "Take her down," as he willingly sacrificed his life so that we could continue the fight to lead Americans on the road Jefferson himself set as the goal for all Americans in his declaration: The road to freedom and happiness.

(MUSIC CURTAIN)

(SOFT MUSIC)

MORGENTHAU

Jefferson once said that "those who labor in the earth are the chosen people of God, if ever He had a chosen people. The housewife beside me is one of the many Charlottesville people Jefferson would have included in this group. She is Mrs. Henry Harlowe, and she has run a farm outside Charlottesville for the past 17 years.

HARLOWE

My three boys used to help me run the farm, Mr. Morgenthau - but they're all in the service now.

MORGENTHAU

What are they doing?

HARLOWE

They're all in the Army Air Corps. Maynard is back from the South Pacific now, Bernard is still there, and Elmer is in England.

MORGENTHAU

Do they still manage to write to you often.

HARLOWE

Oh yes - and I spend every moment I can spare from the farm chores writing to them. I had a letter from Elmer just last Tuesday. He's a bombardier on a Flying Fortress called "Dorothy" after his wife. He said a German fighter plane had shot Dorothy's name off, and he and the other boys in his plane were so mad they made a special

(HARLOWE (CONT'))

effort to get that German plane. And they did. Elmer wrote and said, "No German can trifle with the name of my wife." Of course, it's prejudiced, Mr. Morgenthau, but I think my boys are the most remarkable in the world.

MORGENTHAU

Mrs. Harlowe, you have a right to be prejudiced.

HARLOWE

Well, I feel that way; I miss them so much; when they all went away it seemed as if the very heart had gone out of me. But Mr. Harlowe and I are tending to our dairy and our fields so that the farm will be in first-rate condition when our boys come back to the land.

MORGENTHAU

Mrs. Harlowe, you can be proud of your three boys - but I think that they in turn can be quite proud of you. Not everyone is able to fight a war with the sword. Jefferson himself returned to Virginia while the revolution was still going on. He came back to become its first governor - and to write its Statute of Religious Freedom. He wanted to see democracy at work before the war ended. He wanted to win the peace while winning the war. In this war, too, many a patriot is fighting outside the battlefields. Such a patriot is WE THE PEOPLE's next guest - Mrs. Betty King - who works at the Ix Silk Mills here. King, what kind of work are you doing?

KING

I help make parachutes, Mr. Morgenthau. It gave me a real thrill this afternoon to talk to Sgt. [redacted] about the bombing of Ploesti - because some of the boys in his squadron were very likely wearing

KING (CONT'D)

the chutes we help make here in Charlottesville. I've got three brothers in the service - and my husband, too.

MORGENTHAU

Are any of them in the air force?

KING

No. They said they were a little nervous because I worked on parachutes. But I can tell them if they are listening in tonight, the government inspectors have never found a single flaw in our work!

MORGENTHAU

Good for you.

KING

And I'm proud of my job and the people I work with. They not only do perfect work, but nothing is impossible for them. Last week our boss said to us, "Charlottesville went over her quota in each of the first two war bond drives. Now Uncle Sam's launching a third. What do you say all of us put one week's salary into bonds!"

MORGENTHAU

How did you come out?

KING

Mr. Morgenthau - I'm proud to tell you that every single one of our 590 employees has already placed one week's salary into war bonds for the third war bond drive.

MORGENTHAU

Mrs. King, it was Thomas Jefferson who said, "My confidence in my countrymen leaves me without fear for the future of America."

I know of thing I could say to you that says so well what is in my heart.  
(CURTAIN)  
(SOFT SEGUE)

MORGENTHAU ...

The music you're hearing was music Tom Jefferson loved. And he himself whiled away many a pleasant hour playing on the fiddle in the little music room off to my left. Music relaxed him - and so did good talk - and many were the people who enjoyed his ready wit. I think WE THE PEOPLE's next guest would have found Jefferson a master of repartee - and I think Tom Jefferson would have found Bob Hope as amiable and likeable as his fellow Americans to today. In fact, I rather picture the two of them together walking arm in arm through the garden affectionately calling each other Bob and Tom. For in England and Africa Bob Hope rendered the kind of service to his fellow man that Jefferson would applaud. He is waiting now to speak to you at a microphone in People Beach, California. This is Henry Morgenthau, Jr., in Montecello saying welcome back to America Bob Hope - and now let's hear your first report to the American people. Come in, Bob Hope.

BOB HOPE ...

SCRIPT TO COME

(CURTAIN)

(SOFT SEGUE)

MORGENTHAU ...

(Treasury will prepare Mr. Morgenthau's portion Saturday.)

(GOSE TO OSCAR BRADLEY: There will be a music on this - coming  
up to a finish at the end)

(MUSIC TO FINISH)

BOULTON ...

WE THE PEOPLE SPEAK!

(THEME)

BOULTON ..

This is Milo Boulton again saying thank you to the people of Charlottesville, Virginia, and to the Secretary of the Treasury, Henry Morgenthau, Jr., for being with us on WE THE PEOPLE tonight. The GULF OIL COMPANIES and your neighborhood GOOD GULF DEALER have been proud to have made this special broadcast of WE THE PEOPLE possible. Next Sunday we'll be back in New York with Oscar Bradley and his orchestra and another grand group of Americans including Edward Wells the man who designed the Flying Fortress, Andrew Jackson Higgins whose boats have helped Americans land on enemy shores and General Allan Gullion, Provost Marshal General of the United States - who'll tell you the truth about war prisoners. So be with us next Sunday to hear again the kind of experiences you hear only when WE THE PEOPLE SPEAK!

(THEME UP)

BOULTON ...

And now good night from WE THE PEOPLE - the GULF OIL COMPANIES and your NEIGHBORHOOD GOOD GULF DEALER.

(ON CUE)

This is the Columbia Broadcasting System.

(THEME UP)

CBS  
GULF OIL COMPANIES  
TYPED SEPT. 11, 1943

WE THE PEOPLE  
SUNDAY, 7:30 P.M.  
SHOW OF SEPT. 12, 1943

(FANFARE)

BOULTON ...

The GULF OIL COMPANIES and your neighborhood GOOD GULF DEALER  
present WE THE PEOPLE.

(THEME)

BOULTON ...

Good evening everyone. This is Milo Boulton welcoming you to *A Special*  
*which* ~~WE THE PEOPLE~~ *IS PRIVILEGED TO PRESENT.*  
~~GULF~~ Tonight Americans from every walk of  
life are here ~~to bring you a special broadcast of WE THE PEOPLE~~  
~~directly from~~ *at* Thomas Jefferson's home at Monticello, Virginia -  
here tonight to renew their faith in America at this shrine of  
freedom. Here with us - to make his first broadcast is World  
War Two's outstanding war correspondent, Ernie Pyle. Waiting at  
a GULF microphone in California to make his first report on his  
trip overseas is the famous comedian Bob Hope. And here at  
Monticello to talk over the war with Bob Hope, Ernie Pyle, and  
WE THE PEOPLE's other guests has come one of the Nation's war-  
time leaders, the Secretary of the Treasury. WE THE PEOPLE is  
proud to present your host for tonight, Mr. Henry Morgenthau, Jr.

(MUSIC OUT)

(APPLAUSE)

MORGENTHAU ...

178

THANK YOU. AND THE THANKS OF THE TREASURY DEPARTMENT TO THE GULF OIL COMPANIES' FOR MAKING THIS SPECIAL BROADCAST POSSIBLE. TONIGHT WE AMERICANS HAVE ASSEMBLED HERE IN VIRGINIA AT MONTICELLO, JEFFERSON'S HOME, TO RENEW OUR FAITH IN ALL HE STOOD FOR. FOR THE THINGS HE FOUGHT FOR ARE THE THINGS WE FIGHT FOR. (MUSIC SNEAK) I ONLY WISH EVERY AMERICAN COULD BE HERE WITH ME TO SHARE IN THIS EXPERIENCE. THE BEAUTY OF MONTICELLO IS BREATHTAKING. AS FAR AS THE EYE CAN SEE ARE THE BEAUTIFUL BLUE RIDGE MOUNTAINS. I'M SITTING IN THE EAST PORTICO OF THIS MAJESTIC HOME, WITH ITS GRACEFUL WHITE COLUMNS AND BEAUTIFUL FACADES THAT JEFFERSON HIMSELF DESIGNED. BEFORE ME - UNDER THE RAYS OF THE SETTING SUN - SEATED ON THE LAWN ARE SEVERAL ~~SEVERAL~~ HUNDRED PEOPLE OF CHARLOTTESVILLE - AMERICANS WHO HAVE COME TO JOIN US AT THIS SHRINE OF FREEDOM. AND TONIGHT MONTICELLO FOR THE FIRST TIME IN MANY YEARS, IS GAYLY LIGHTED SYMBOL OF THE FLAME OF FREEDOM WHICH JEFFERSON HIMSELF BROUGHT TO THE WORLD.

(MUSIC TO FINISH)

(SOFT SEGUE)

MORGENTHAU

THOMAS JEFFERSON WOULD HAVE WELCOMED WE THE PEOPLE'S FIRST GUEST,  
ERNIE PYLE, HAD HE LIVED IN JEFFERSON'S DAY. FOR JEFFERSON ONCE  
SAID THAT IF HE HAD TO CHOOSE BETWEEN GOVERNMENT WITHOUT NEWSPAPERS,  
OR NEWSPAPERS WITHOUT GOVERNMENT, HE WOULD TAKE NEWSPAPERS. NOW -  
MR. PYLE - I UNDERSTAND YOU JUST RETURNED FROM SICILY A FEW DAYS  
AGO, AFTER FILING THE LAST OF YOUR FAMOUS SCRIPPS-HOWARD DISPATCHES  
FROM THAT AREA. I SUPPOSE YOU KNOW MANY OF THE SOLDIERS WHO ARE  
NOW FIGHTING THEIR WAY ASHORE IN ITALY?

PYLE

I DO, SIR, AND WHEN I READ IT IN THE PAPERS IT MAKES ME HOMESICK  
TO BE BACK OVER THERE AND GOING ASHORE WITH THEM, BUT NOT SO  
HOMESICK I CAN'T RESIST IT. THOSE LANDINGS ARE PRETTY RUGGED.  
AND TWO OR THREE OUGHT TO BE ENOUGH FOR ANY MAN.



MORGENTHAU ..

I NOTICE YOU USED THE WORD "RUGGED" IN CONNECTION WITH THE FIGHTING. HOW DOES THAT APPLY TO AN AMERICAN SOLDIER?

PYLE ...

WELL, WHEN WE LANDED IN SICILY THE FIRST DAY OF THE INVASION, I GOT A GOOD IDEA OF THE RUGGED LIFE. ENEMY SHORE BATTERIES FIRE AT YOU. ENEMY PLANES DROP BOMBS AND MACHINE-GUN YOU. AND ONCE ASHORE, YOU JUST DON'T DARE STOP. I'VE KNOWN SOLDIERS TO GO AS MUCH AS SIXTY HOURS WITHOUT FOOD OR SLEEP. IN SICILY, I'VE SEEN SOLDIERS WHO HAVE FOUGHT AND WALKED FOR SO LONG THEIR SHOE SOLES WERE WORN OUT AND THE FEET OF THEIR SOCKS ENTIRELY GONE. AND BELIEVE ME - THAT'S RUGGED.

MORGENTHAU ..

I CERTAINLY AGREE WITH YOU, MR. PYLE. YOU MUST HAVE SEEN IN ACTION A LOT OF THE MATERIALS OF WAR THAT WERE BOUGHT WITH MONEY INVESTED IN WAR BONDS HERE AT HOME.

PYLE ...

YES, OF COURSE, MR. MORGENTHAU. HERE'S ONE EXAMPLE. I'VE KNOWN OF ENEMY ARTILLERY THAT HAD TO GIVE UP AND RETREAT BECAUSE THEY RAN OUT OF AMMUNITION, BUT IN SICILY WE HAD SUCH IMMENSE STORES OF AMMUNITION THAT THERE WAS NEVER ANY FEAR AT ANY TIME ABOUT OUR HAVING ENOUGH TO OVERWHELM THE ENEMY. THAT'S WHAT WAR BONDS CAN DO. AND IF EVERYONE LISTENING TO WE THE PEOPLE TONIGHT BUYS A HUNDRED DOLLAR WAR BOND DURING THE DRIVE, OUR BOYS WILL DO EVEN BETTER.

MORGENTHAU . . .

THEY CERTAINLY WILL, MR. PYLE - BECAUSE, WHILE THE SURRENDER OF THE ITALIANS, MAY SHORTEN THE WAR - IT HAS NOT MADE THIS WAR AN EASY ONE BY ANY MEANS.

PYLE ...

WELL OUR BOYS DON'T THINK IT'S EASY, THAT'S A CINCH. I REMEMBER ONE CHAP I KNEW ~~WILL~~ IN NORTH AFRICA. HIS NAME WAS LEONARD BESTMAN, ~~AND HE WAS MORE THAN CAPABLE~~ LIEUTENANT ~~WHEN HE CAME OUT~~ OF MILWAUKEE, WISCONSIN, ~~I REMEMBER~~. ONE TIME, THIS LIEUTENANT WAS IN A JEEP WAY UP FRONT, AND HE GOT POCKETED BETWEEN AN ITALIAN MACHINE GUN NEST AND A GERMAN MARK FOUR TANK. JUST AS BOTH GUNS WERE ABOUT TO RAKE HIS JEEP, THE LIEUTENANT CALMLY STOOD UP IN HIS JALOPY, AND YANKED OUT HIS FORTY-FIVE REVOLVER. THEN HE YELLED TO THE ITALIAN GUNNERS, "COME ON OVER HERE WITH YOUR HANDS UP IN THE AIR, AND I WON'T SHOOT." THOSE ITALIANS OUTNUMBERED HIM, OF COURSE, AND THEY WERE FINALLY ABLE TO DISARM THE LIEUTENANT. BUT THEY TREATED HIM WITH PLENTY OF RESPECT, AND NOW THAT WE'VE MOVED INTO ITALY, MY FRIEND FROM MILWAUKEE OUGHT TO BE SET FREE ANY DAY,

MORGENTHAU ..

WELL, I CERTAINLY HOPE SO. DID YOU SEE GENERAL EISENHOWER BEFORE YOU LEFT?

PYLE ...

YES, I DID. I STOPPED BY AT HIS HEADQUARTERS LAST WEEK ON THE LAST DAY I ~~SEENT~~ IN NORTH AFRICA. I NOTICED AT THE TIME HOW FRESH AND VIGOROUS THE GENERAL LOOKED AND EVERYTHING HE SAID UNDERSCORED MY CONFIDENCE IN THE VICTORY THAT LIES AHEAD. (MUSIC SNEAK)

PYLE (CON'T)

Yes - I've been privileged to meet and know many heroes in this war. But as far as I'm concerned, my favorite hero is the nameless, typical doughfoot who just keeps forever slugging away. And I can promise you one thing. He's going to keep slugging away too till the Germans get wise to the simple fact that there's no more rugged opposition than the American doughboy!

(MUSIC SWELLS UP - HOLDS THEN SEGUES DOWN AND UNDER)

MORGENTHAU

IN 1775 PATRICK HENRY ROSE TO HIS FEET IN THE VIRGINIA HOUSE OF BURGESSSES AND MADE A SPEECH THAT JEFFERSON HEARD AND NEVER FORGOT— ENDING IT WITH THE ELOQUENT STATEMENT - "I KNOW NOT WHAT COURSE OTHERS MAY TAKE: BUT AS FOR ME - GIVE ME LIBERTY OR GIVE ME DEATH." THAT SPIRIT BURNS TODAY WITH THE SAME ARDENT FLAME. | A YOUNG AMERICAN FLIER HAS COME TO THIS SHRINE OF FREEDOM TO TELL YOU HOW. HE'S TECHNICAL SERGEANT FRANK KOZAK OF CARBONDALE, PENNSYLVANIA. SERGEANT KOZAK.

KOZAK

MR. SECRETARY, I WAS A RADIO WAIST GUNNER IN ONE OF THE B 24's THAT BOMBED THE PLOESTI OIL FIELDS IN RUMANIA LAST MONTH.

MORGENTHAU

FRANK, DID YOU RUN INTO MUCH OPPOSITION?

KOZAK

OUR PLANE DIDN'T, MR. SECRETARY. BUT JUST AFTER WE'D DROPPED OUR INCENDIARIES, I SAW A B-24 FLYING SO LOW, THEY'D BEEN SET ON FIRE BY THE FLAMES SHOOTING UP FROM THE BURNING OIL FIELDS. INSTEAD OF TRYING TO FLY FREE OF THE FLAMES OR GAIN ALTITUDE, SO THEY COULD PARACHUTE, THEY KEPT ON A STEADY COURSE, STRAIGHT TOWARD THEIR TARGET LIKE A FLYING TORCH. DIRECTLY OVER IT, THEY DROPPED THEIR BOMBS. BY THEN, THE PILOT KNEW THEIR POSITION WAS HOPELESS. SO TO MAKE THE MOST OF THE DESTRUCTIVE POWER OF THAT BOMBER, HE DOVE HIS PLANE DIRECTLY INTO A BIG OIL-CRACKING PLANT HE'D SPOTTED BELOW, DESTROYING THE PLANT WITH HIMSELF AND HIS CREW. I SAW ANOTHER OF OUR PLANES DO EXACTLY THE SAME THING. AS LONG AS THOSE FOUR MEN KNEW THEY WERE DOOMED, THEY WANTED TO GO UP IN AN EXPLOSION THAT WOULD DO THE GREATEST DAMAGE TO THE ENEMY. MR. SECRETARY, THEY ~~INTENTIONALLY~~ **DELIBERATELY** PUT

(KOZAK CONT')

INTO ACTION THE IDEAS THAT JEFFERSON HEARD PATRICK HENRY PUT  
INTO WORDS. FOR THEY WERE WILLING TO GIVE THEIR LIVES FOR  
OUR LIBERTY.

(CURTAIN)

MORGENTHAU ..

TONIGHT THE TIDE OF ALLIED MIGHT IS SWEEPING OVER ITALY. (MUSIC SNEAK) HERE IN THESE GREEN AND PEACEFUL HILLS OF JEFFERSON'S COUNTRY - IN THE QUIET TOWN OF CHARLOTTESVILLE NESTLING IN THE VALLEY BELOW -- THE WAR TORN LAND OF THE ROMANS SEEMS REMOTE INDEED. BUT THERE IS A BOND BETWEEN CHARLOTTESVILLE AND ITALY -- BECAUSE HERE AT JEFFERSON'S UNIVERSITY OF VIRGINIA ARE TRAINED MEN ON WHOSE SHOULDERS WILL REST THE IMMEDIATE FATE AND WELFARE OF THE ITALIAN PEOPLE. SEATED ON JEFFERSON'S PORCH WITH ME TONIGHT, IS THE MAN WHO IS RESPONSIBLE FOR THE TRAINING OF **THESE MEN.**

15 BRIGADIER-GENERAL CORNELIUS WICKERSHAM, COMMANDANT OF THE SCHOOL OF MILITARY GOVERNMENT AT THE UNIVERSITY OF VIRGINIA. GENERAL WICKERSHAM.

WICKERSHAM ...

MR. SECRETARY, IN MILITARY GOVERNMENT, WE FOLLOW ANOTHER OF THOMAS JEFFERSON'S PRECEPTS - THAT THE BEST FORM OF GOVERNMENT IS THE ONE WHICH GOVERNS LEAST. IN MILITARY AREAS WHICH OUR FORCES TAKE OVER, WE TRY TO LET THE PEOPLE RUN THEIR OWN AFFAIRS THROUGH THEIR OWN CHOSEN CIVIL LEADERS. ONLY WE MAKE IT OUR BUSINESS TO SEE THAT SUCH LEADERS ARE ON THE SIDE OF JUSTICE AND FREEDOM. AT THE SCHOOL, SPECIALLY SELECTED MEN ARE TAUGHT ALL PHASES OF MILITARY GOVERNMENT WORK IN PREPARATION FOR THEIR ADMINISTRATIVE DUTIES IN THE FIELD. WHEN WE INVADE ENEMY TERRITORY, THEY ARE READY TO MOVE IN WITH FRONT LINE COMBAT UNITS. AND IN FACT CIVIL AFFAIRS ADMINISTRATORS MAY BE IN ITALY TONIGHT.

MORGENTHAU ..

HOW HAS IT ALL WORKED OUT IN ACTUAL PRACTICE, GENERAL WICKERSHAM?

WICKERSHAM

WELL ONE CAPTAIN WROTE US OF TAKING OVER THE DEVASTATED SICILIAN CITY OF AUGUSTA, A CITY WITH A NORMAL POPULATION OF 25,000. HE FOUND ONLY TWENTY-TWO OLD MEN AND WOMEN AND TWO CHILDREN LEFT THERE. THERE WAS NO WATER SUPPLY, NO TRANSPORTATION, NO SANITATION. THIS MILITARY GOVERNMENT OFFICER ROUNDED UP THE FUGITIVE INHABITANTS AND PUT THEM TO WORK. IN EIGHT DAYS DESPITE ENEMY AIR RAIDS THE CITY WAS FUNCTIONING WITH REASONABLE SMOOTHNESS.

MORGENTHAU

HAVE THE ITALIAN PEOPLE BEEN COOPERATIVE EVERYWHERE IN WORKING WITH MILITARY GOVERNMENT ADMINISTRATORS?

WICKERSHAM

YES, MY REPORTS SHOW THEY WELCOME OUR HELP. THE ITALIAN PEOPLE AS A WHOLE LIKE AMERICANS AND REALIZE THE STRONG BOND THEY HAVE WITH OUR PEOPLE. THOMAS JEFFERSON HIMSELF DID MUCH TO CEMENT THAT BOND. HE SPOKE ITALIAN FLUENTLY AND WAS FOND OF ITALIAN CULTURE. HE ESPECIALLY BROUGHT OVER ITALIAN WORKERS-- MASON, WOOD CARVERS, TO HELP BUILD THIS VERY HOUSE. HE EVEN GAVE THIS BEAUTIFUL ESTATE AN ITALIAN NAME, MONTICELLO, MEANING LITTLE MOUNTAIN. AND, MR. SECRETARY, I THINK THOSE ITALIAN PEOPLE TODAY THOUSANDS OF MILES FROM THIS LAND OF THOMAS JEFFERSON'S FEEL SOMETHING OF WHAT HE ONCE SAID--THAT SHOULD THE CLOUD OF BARBARISM AND DESPOTISM OBSCURE THE LIBERTIES OF EUROPE, AMERICA REMAINS TO PRESERVE AND RESTORE LIGHT AND LIBERTY TO THEM.

(CURTAIN)

(SOFT SEGUE)

MORGENTHAU ...

TOM JEFFERSON RODE DOWN TO CHARLOTTESVILLE ON HORSEBACK, WALKED THE STREETS, SPEAKING TO EVERYONE - MASTER AND SLAVE, YOUNG AND OLD, FOR TOM JEFFERSON WAS A FRIEND TO EVERY MAN. TO THE PEOPLE OF CHARLOTTESVILLE JEFFERSON IS MORE THAN JUST A MEMORY. ONE OF THESE IS WE THE PEOPLE'S NEXT GUEST, A REAL LINK WITH THE PAST. FOR HIS RELATIVES, AS LONG AS HE CAN REMEMBER, HAVE ALWAYS LIVED AT MONTICELLO. HIS NAME IS WILLIS HENDERSON. WILLIS, DO YOU REMEMBER YOUR RELATIVES TELLING YOU ANYTHING ABOUT JEFFERSON?

WILLIS ...

YES, MR. SECRETARY. WHEN I WAS A YOUNGSTER, MY GRANDFATHER TOLD ME WHAT HIS FATHER TOLD HIM - THAT MR. TOM WAS THE KINDEST MASTER A COLORED MAN EVER HAD.

MORGENTHAU ...

WILLIS, HOW LONG HAVE YOU WORKED HERE AT MONTICELLO?

WILLIS ...

ALL MY LIFE. I WAS BORN RIGHT HERE IN THE SERVANTS' QUARTERS - RIGHT WHERE MR. TOM'S SLAVES LIVED. MY FATHER WAS COACHMAN HERE. AND WHEN I GREW UP, I WAS COOK AS LONG AS PEOPLE LIVED IN THE HOUSE. NOW I'M WORKING AROUND THE GROUNDS.

MORGENTHAU ...

HAVE YOU SEEN THE PRESIDENTS WHO VISITED MONTICELLO?

WILLIS ...

YES, SIR. EVERY ONE SINCE I WAS BORN - EXCEPT MR. COOLIDGE - HE NEVER CAME HERE. PRESIDENT FRANKLIN D. ROOSEVELT LIKES TO COME OUT HERE, TOO. LAST TIME HE WAS HERE - JUST A FEW MONTHS AGO - I TOOK HIM THROUGH THE MANSION MYSELF. HE'S BEEN HERE OFTEN. AND WHEN HE COMES I THINK HE LIKES TO DO A LOT OF THINKING.

MORGENTHAU ..

THANK YOU, WILLIS. NOW ANOTHER CHARLOTTESVILLE RESIDENT -  
MRS. LUCIAN KING TRUSCOTT, JR., A DIRECT DESCENDANT OF JEFFERSON,  
MRS. TRUSCOTT.

TRUSCOTT ...

MR. MORGENTHAU, JEFFERSON ORDERED THE BOMBARDMENT OF A NORTH  
AFRICAN PORT TO TEACH A LESSON TO PIRATES WHO WERE MOLESTING  
AMERICAN COMMERCE. AND MY HUSBAND BOMBARDED A NORTH AFRICAN  
PORT, TOO. HE CAPTURED THE TOWN OF PORT LYAUTEY IN THE NORTH  
AFRICAN INVASION, AND WAS AWARDED THE DISTINGUISHED SERVICE  
MEDAL BY GENERAL PATTON. HE'S NOW COMMANDING GENERAL OF THE  
THIRD DIVISION OF GENERAL PATTON'S SEVENTH ARMY. HIS DIVISION  
WAS THE FIRST TO MARCH INTO BOTH PALERMO AND MESSINA.

MORGENTHAU.

MRS. TRUSCOTT, YOU MUST BE PROUD OF THE DISTINGUISHED RECORD YOUR  
HUSBAND HAD MADE FOR HIS COUNTRY.

TRUSCOTT ...

INDEED I AM, MR. MORGENTHAU, BUT NO MORE SO THAN OTHER  
CHARLOTTESVILLE WIVES OF SERVICE MEN. LIKE MY DEAR FRIEND,  
MRS. DEMOS CRAW, WHOM I'M SO PROUD TO INTRODUCE TO YOU,  
MR. MORGENTHAU.

MORGENTHAU ..

IT'S A PLEASURE TO MEET YOU, MRS. CRAW.

CRAW ...

THANK YOU, SIR.

MORGENTHAU !..

WHERE DID YOUR HUSBAND SERVE?

CRAW ...

MY HUSBAND, COL. CRAW, SERVED UNDER GENERAL TRUSCOTT ON THAT SAME FIELD OF BATTLE. NICK HAD VOLUNTEERED TO TAKE A LETTER TO THE FRENCH AUTHORITIES ASKING FOR SURRENDER. ON THE WAY, HIS JEEP WAS MACHINE-GUNNED, AND HE WAS KILLED INSTANTLY.

MORGENTHAU ...

MRS. CRAW, I KNOW THERE'S NOTHING ANYONE CAN SAY TO MAKE YOUR SACRIFICE ANY EASIER.

CRAW ....

DURING THOSE FIRST FEW DAYS, IT WAS ESPECIALLY HARD, MR. MORGENTHAU. THEN ONE DAY I GOT A LETTER FROM OVERSEAS. NICK HAD WRITTEN IT THE NIGHT BEFORE HE'S LANDED IN NORTH AFRICA. "VIC," HE WROTE, "SE'VE GOT A DANGEROUS JOB TO DO IN NORTH AFRICA. SOME OF US WON'T COME OUT ALIVE. FOR YOUR SAKE AND LITTLE NICK'S, I HOPE MY NUMBER DOESN'T COME UP. BUT IF IT SHOULD, REMEMBER - THE KIND OF FREEDOM WE'RE TRYING TO BUILD IS WORTH FIGHTING FOR. YES - AND WORTH DYING FOR."

MORGENTHAU ...

THAT LETTER MUST BE A GREAT COMFORT TO YOU.

CRAW ...

IT IS, MR. MORGENTHAU. THE SPIRIT OF NICK'S LETTER GAVE ME THE COURAGE I NEEDED. I VOLUNTEERED AS A MEDICAL CLERK IN THE SCHOOL OF MILITARY GOVERNMENT. I'VE BEEN THERE EVER SINCE. AND I'VE BEEN ABSENT ONE DAY. THAT WAS WHEN MY SIX YEAR OLD BOY AND I WENT TO THE WHITE HOUSE TO RECEIVE FROM THE PRESIDENT THE POST-HUMOUS AWARD OF THE CONGRESSIONAL MEDAL OF HONOR FOR MY HUSBAND. IT WAS A MOMENT I'LL NEVER NEVER FORGET.

MORGENTHAU ..

I'M SURE IT WAS. TELL ME, NICHOLAS, HOW DID YOU LIKE THE WHITE HOUSE?

NICHOLAS ...

PRETTY GOOD. ONLY I LIKE MONTICELLO BEST OF ALL.

CRAW ...

HE ALWAYS SAYS HE LIKES MONTICELLO BEST, MR. MORGENTHAU. (MUSIC SNEAK) WE COME OUT HERE VERY OFTEN. THIS AFTERNOON MY SON AND I STOOD BESIDE JEFFERSON'S GRAVE, HERE AT MONTICELLO. SOMEHOW - IN THAT PEACEFUL SPOT MY HUSBAND SEEMS SO CLOSE TO US - FOR NICK LOVED MONTICELLO, TOO. AND IT MAKES ME SO PROUD AND HUMBLE TO THINK HE GAVE HIS LIFE FOR THE SAME CAUSE JEFFERSON LOVED: HUMAN FREEDOM.

(MUSIC SWELLS UP FOR BRIEF MOMENT - THEN SEGUES DOWN AND UNDER)

MORGENTHAU ..

IT'S ONE OF THOSE STRANGE PARADOXES THAT JEFFERSON DIED HERE AT MONTICELLO ON JULY 4, 1826, EXACTLY FIFTY YEARS AFTER HE'D WRITTEN THE DECLARATION OF INDEPENDENCE. BESIDE HIS BED WAS A LITTLE BLACK NOTEBOOK IN WHICH HE MADE NOTES. SOMEHOW - AS THOUGH HE'D HAD A PREMONITION OF DEATH - HE REACHED OUT AND PENNED THESE LAST THREE WORDS: "FREE - THOMAS JEFFERSON." THEN HE DIED. / PROUD TO BE A MAN ABLE TO SAY OF HIMSELF - "I, AM A FREE MAN." AND THOUGH HE HAS LAIN HERE IN HIS GRAVE AT MONTICELLO FOR OVER 100 YEARS - AMERICANS STILL LIVE AND DIE BY THE LAST WORDS OF THE DECLARATION, "WE MUTUALLY PLEDGE TO EACH OTHER OUR LIVES, OUR FORTUNES, AND OUR SACRED HONOR." (MUSIC OUT) HERE WITH ME NOW IS A CHARLOTTESVILLE PATRIOT OF 1943 - WHO LIVED BY THOSE WORDS ON A SUBMARINE IN THE SOUTH PACIFIC. LT. LANDON DAVIS, JR.

DAVIS

Thank you, Mr. Secretary. One dark night our submarine was maneuvering on the surface, off the Solomons Islands, for a shot at a large Jap patrol boat. Suddenly, she spotted us. She let go with her guns. Our Captain, Commander Howard Gilmore, fell wounded. Then, as machine-gun bullets sprayed the coming tower, he gave the order: "Take her down!" The life of every man aboard the sub depended on our submerging immediately. We took her down with the full knowledge that our captain had fulfilled the highest pledge all Americans live by. We men will never forget the simplicity of his order, "Take her down." as he willingly sacrificed his life so that we might continue the fight that leads us on the road to freedom and happiness set by Jefferson as the goal for all Americans.

(MUSIC CURTAIN)

(SOFT SEGUE)

MORGENTHAU

JEFFERSON ONCE SAID THAT "THOSE WHO LABOR IN THE EARTH ARE THE CHOSEN PEOPLE OF GOD, IF EVER HE HAD A CHOSEN PEOPLE". JEFFERSON WOULD HAVE INCLUDED MRS. HENRY HARLOWE IN THAT GROUP FOR SHE HAS RUN A FARM OUTSIDE CHARLOTTESVILLE FOR THE PAST 17 YEARS.

HARLOWE

MY THREE BOYS USED TO HELP RUN THE FARM, MR. MORGENTHAU - BUT THEY'RE ALL IN THE ARMY AIR CORPS NOW.

MORGENTHAU

DO THEY MANAGE TO WRITE TO YOU OFTEN?

HARLOWE

OH, YES. I HAD A LETTER FROM ELMER IN ENGLAND LAST TUESDAY. HE'S A BOMBARDIER ON A FLYING FORTRESS NAMED "DOROTHY" AFTER HIS WIFE. HE SAID A GERMAN PLANE SHOT DOROTHY'S NAME OFF. HE AND THE BOYS IN HIS PLANE WERE SO MAD THEY SHOT THAT GERMAN DOWN. ELMER, WROTE "NO GERMAN CAN TRIFLE WITH THE NAME OF MY WIFE!" OF COURSE, I'M PREJUDICED, MR. MORGENTHAU, BUT I THINK MY BOYS ARE THE MOST REMARKABLE IN THE WORLD.

MORGENTHAU

MRS. HARLOWE, YOU HAVE A RIGHT TO BE PREJUDICED.

HARLOWE

WELL, I FEEL THAT WAY: I MISS THEM SO MUCH: WHEN THEY ALL WENT AWAY IT SEEMED AS IF THE VERY HEART HAD GONE OUT OF ME. BUT MR. HARLOWE AND I ARE TENDING THE DAIRY AND THE FIELDS TILL OUR BOYS COME BACK TO THE LAND.

MORGENTHAU

MRS. HARLOWE, YOU CAN BE PROUD OF YOUR BOYS - BUT THEY IN TURN CAN BE QUITE PROUD OF YOU IN THIS WAR MANY A PATRIOT IS FIGHTING OUTSIDE THE BATTLEFIELDS - LIKE WE THE PEOPLE'S NEXT GUEST MRS. BETTY KING. MRS. KING WHAT KIND OF WORK ARE YOU DOING?

KING

I HELP MAKE PARACHUTES AT THE IX SILK MILLS, MR. MORGENTHAU.  
I'VE GOT THREE BROTHERS IN THE SERVICE - AND MY HUSBAND, TOO.

MORGENTHAU

ARE ANY OF THEM IN THE AIR FORCE?

KING

NO. THEY SAID THEY WERE A LITTLE NERVOUS BECAUSE I WORKED ON  
PARACHUTES. BUT I CAN TELL THEM IF THEY ARE LISTENING IN,  
THE GOVERNMENT INSPECTORS NEVER FOUND A SINGLE FLAW IN OUR WORK!  
I'M PROUD OF MY JOB AND THE PEOPLE I WORK WITH. LAST WEEK OUR  
BOSS SAID TO US, "UNCLE SAM'S LAUNCHING HIS THIRD WAR BOND DRIVE.  
WHAT DO YOU SAY ALL OF US GIVE ONE WEEK'S SALARY?"

MORGENTHAU

HOW DID YOU COME OUT?

KING

I'M PROUD TO SAY EVERY SINGLE ONE OF OUR 540 EMPLOYEES CAME  
THROUGH.

MORGENTHAU

MRS. KING, JEFFERSON SAID, "MY CONFIDENCE IN MY COUNTRYMEN  
LEAVES ME WITHOUT FEAR FOR THE FUTURE OF AMERICA!" I KNOW OF  
NOTHING I COULD SAY TO YOU THAT SAYS SO WELL WHAT IS IN MY  
HEART.

(CURTAIN)

(SOFT SEGUE)

MORGENTHAU

THE MUSIC YOU'RE HEARING WAS MUSIC JEFFERSON LOVED. HE WHILED AWAY MANY PLEASANT HOURS PLAYING THE VIOLIN. MUSIC RELAXED HIM - SO DID GOOD TALK. I THINK WE THE PEOPLE'S NEXT GUEST WOULD HAVE FOUND JEFFERSON A MASTER OF REPARTEE - AND I THINK JEFFERSON WOULD HAVE FOUND BOB HOPE AS AMIABLE AS HIS FELLOW AMERICANS DO TODAY. FOR IN ENGLAND AND AFRICA BOB HOPE RENDERED SERVICES TO HIS FELLOW MEN THAT JEFFERSON WOULD APPLAUD. HE'S WAITING NOW AT A MICROPHONE IN MONTEREY, CALIFORNIA. THIS IS HENRY MORGENTHAU, JR., IN MONTICELLO SAYING WELCOME BACK TO AMERICA - MY GOOD FRIEND BOB HOPE - AND NOW LET'S HEAR YOUR FIRST REPORT TO THE AMERICAN PEOPLE. COME IN, BOB HOPE.

(IN CASE OF FAILURE)

WE REGRET THAT WE'VE BEEN UNABLE TO GET THROUGH TO CALIFORNIA. OSCAR BRADLEY AND HIS ORCHESTRA NOW PLAY A SALUTE TO AMERICA'S FIGHTING MEN.

BOB HOPE

BOB HOPE

194

Thank you Mr. Morgenthau. Anyway, this is Bob "just got back from Sicily and North Africa" Hope, telling you that now we have the toe of Italy it looks like we're going to give Hitler a kick in the Axis. I'm very happy to appear on this program of WE THE PEOPLE to report on this past eleven weeks of our U.S.C. Camp Show Tour. During this summer, we have played in Nissen huts in Iceland, in the pastures of England, in the deserts of Africa, and also off the back of trucks in Sicily, and everywhere we went it was the same great audience - our soldiers cheering Frances Langford for a song, Tony Romano and his guitar, Jack Pepper and his act. One of the top spots in excitement was when we flew over to Sicily in a Flying Fortress. What a plane that Flying Fortress is, with guns that can shot from any position. It's sort of a Humphrey Bogart with wings. We flew up to about 10,000 feet and the pilot turned to me and said, "There's the Mediterranean coast line down there, and there's the Tunis Bay over there, but what's that white thing following us." I didn't want to tell him, but it was my stomach - not that I was scared, but my knees kept making so much racket that the pilot kept pulling over and yelling, "Okay, pass us if you want to." If you think you can have a dull moment with fellows like that, you should have gone into some of those mess halls with those show hounds.

(BOB HOPE CONT')

After doing a day of soldiers' work, all the boys have good appetites. But a chow hound is a fellow that finishes his desert while the rest of the boys are still saying grace. I sat next to a chow hound in Iceland a couple of weeks ago. After he had finished eating the dashes, I said, "Pardon me, Bud, have you ever heard of Emily Post?" He said, "No, but put it on the table. I'll eat anything." And the boys always made sure we had good sleeping accommodations. You haven't really camped out until you've spent a night in Scotland high on a hill in a pup tent, with your pups sticking out. Or in Africa where I had a large broom closet with an adjoining Arab. The only way I could get a sheet. We talked to hundreds of the boys personally before and after the shows, and every minute of it was a thrill. Imagine seeing boys from Dallas and Davenport, Iowa walking out of the vineyards of Sicily with their helmets full of grapes. Imagine playing to an audience of the 7th Army and having fighter escort planes hovering overhead, to keep out any point killers from the 3rd Reich. And then having one of the boys in the audience yell up, "How are the Brooklyn Dodgers doing?" Imagine truck loads of soldiers returning from their victory in Messina and stopping their singing long enough to add, "How are the folks back home?" They think a lot about home. One kid said to me, "Boy, what I'd give to get back to Atlanta for about three days." And his buddy said, "Not me, pal. I want to lick those Berlin buzzards without any intermission so there'll still be some Japs left by the time we can get to them. And then we can all go home for keeps. It's the spirit that keeps our American boys roll-

(BOB HOPE CONT')

After doing a day of soldiers' work, all the boys have good appetites. But a chow hound is a fellow that finishes his desert while the rest of the boys are still saying grace. I sat next to a chow hound in Iceland a couple of weeks ago. After he had finished eating the dishes, I said, "Pardon me, Bud, have you ever heard of Emily Post?" He said, "No, but put it on the table. I'll eat anything." And the boys always made sure we had good sleeping accommodations. You haven't really camped out until you've spent a night in Scotland high on a hill in a pup tent, with your pups sticking out. Or in Africa where I had a large broom closet with an adjoining Arab. The only way I could get a sheet. We talked to hundreds of the boys personally before and after the shows, and every minute of it was a thrill. Imagine seeing boys from Dallas and Davenport, Iowa walking out of the vineyards of Sicily with their helmets full of grapes. Imagine playing to an audience of the 7th Army and having fighter escort planes hovering overhead, to keep out any point killers from the 3rd Reich. And then having one of the boys in the audience yell up, "How are the Brooklyn Dodgers doing?" Imagine truck loads of soldiers returning from their victory in Messina and stopping their singing long enough to add, "How are the folks back home?" They think a lot about home. One kid said to me, "Boy, what I'd give to get back to Atlanta for about three days." And his buddy said, "Not me, pal. I want to lick those Berlin buzzards without any intermission so there'll still be some Japs left by the time we can get to them. And then we can all go home for keeps. It's the spirit that keeps our American boys roll-

ing forward. Those are the kind of boys we had the privilege of playing for. Those are the wonderful guys who laugh as hard as they fight. They fight together and they think of each other every minute. You know I wish I could report individually on your soldier, the one you're wondering about. I wish I could say, "I saw Joe, George, or Jim or what ever his name is." Maybe I did see him. I hope I did. And I wish I could tell you that he's fine. Or maybe tell you what he said and how he looked when he said it. I can't tell you that, but I can tell you that they're great guys and they're all thinking as much of you as you are of them. And now this is Bob Hope returning you to Secretary Morgenthau in Monticello.

MORGENTHAU ...

GREAT MEN NEVER DIE.

THOMAS JEFFERSON BELONGS TO AN IMMORTAL COMPANY.

TODAY, AFTER A HUNDRED YEARS, HIS ABIDING FAITH -- A FIGHTING FAITH, FOR ALL ITS GENTLENESS -- INFORMS AND INSPIRES A NEW GENERATION OF AMERICANS ON BATTLE FRONTS THOUSANDS OF MILES AWAY.

WE HERE PAY TRIBUTE TO HIM.

THE NOBLEST APPRECIATION WE CAN OFFER HIM IS TO UNDERSTAND THAT WE MUST CARRY JEFFERSON'S GOOD, VALIANT FIGHT ON AND ON. IT WAS JEFFERSON HIMSELF WHO SAID THAT THE EARTH BELONGS TO THE LIVING, NOT TO THE DEAD. WE, THE LIVING, TEND THE GARDEN OF THE FUTURE. OUR RESOLVE WILL BE JEFFERSON'S NOBLEST MEMORIAL.

"TO THE LIVING, NOT TO THE DEAD --"

GERMANY AND JAPAN, TWO BACKWARD NATIONS, A CENTURY BEHIND THE REST OF THE WORLD HISTORICALLY, VIOLENTLY CHALLENGE NOW THOSE DEMOCRATIC TRUTHS WHICH TO JEFFERSON, AS TO OURSELVES, WERE SELF-EVIDENT -- THAT ALL MEN ARE CREATED EQUAL, AND THAT THEY ARE ENDOWED BY THEIR CREATOR WITH INALIENABLE RIGHTS.

GERMANY AND JAPAN DENY THAT MEN ARE CREATED EQUAL. THEY DENY THAT MEN HAVE ANY RIGHTS AT ALL. THEY DENY THAT THERE IS A CREATOR, PUTTING A FUEHRER AND AN EMPEROR IN HIS PLACE.

AND, IN SO DOING, THEY DENY TO MEN THE DIGNITY OF HUMAN BEINGS. THEY HAVE SWORN TO RETURN US TO A HIDEOUS WORLD, PERPETUALLY AT WAR.

THEY HAVE SAID THEY WILL ANNIHILATE US.

THEY HAVE SAID THERE IS NOT ROOM ON EARTH FOR THEM AND US. WITH THAT WE AGREE MOST HEARTILY!

MORGENTHAU (CONT')

FOR WE, THE LIVING, WILL DESTROY THEM!

HUNDREDS OF THOUSANDS OF SPLENDID MEN--AMERICAN AND  
BRITISH, RUSSIAN AND CHINESE MEN--WILL DIE BEFORE WE TAKE BERLIN  
AND TOKIO. BERLIN LIES FAR AHEAD OF US. TOKIO LIES FARTHER STILL.  
WE MUST SPEND THOUSANDS OF LIVES AND BILLIONS OF DOLLARS TO  
CLEANSE THEM WITH FIRE.

BUT NEVER WERE LIVES MORE NOBLY SPENT! NEVER WERE THE  
DOLLARS THAT SAVE LIVES BETTER USED! (MUSIC SNEAK)

WE OF THE UNITED NATIONS FIGHT TODAY--NOT TO WIN A  
COUNTRY ~~OR~~ A CONTINENT--BUT TO WIN A WORLD--

FOR LIFE SECURE AND ABUNDANT!..

FOR LIBERTY OF THE HUMAN SPIRIT!..

FOR THE PURSUIT OF HAPPINESS IN THE BRIGHTER DAY  
CALLED TOMORROW...BRIGHTER FOR THE LIGHT THAT BURNED AT MONTICELLO.  
(MUSIC TO FINISH)

BOULTON.

WE THE PEOPLE SPEAK!

(THEME)

BOULTON

This is Milo Boulton again saying thank you to the people of Charlottesville, Virginia, and to the Secretary of the Treasury, Henry Morgenthau, Jr., for being with us on WE THE PEOPLE tonight. The GULF OIL COMPANIES and your neighborhood GOOD GULF DEALER have been proud to have made this special broadcast of WE THE PEOPLE possible. We also wish to thank the Thomas Jefferson Memorial Foundation for their generous cooperation. | Next

~~Sunday we'll be back in New York with Oscar Bradley and his orchestra and another grand group of Americans, including Edward Wells the man who designed the Flying Fortress, Andrew Jackson Higgins whose boats have helped Americans land on enemy shores and General Allan Gullion, Provost Marshal General of the United States - who'll tell you the truth about war prisoners. So be with us next Sunday to hear again the kind of experiences you hear only when WE THE PEOPLE SPEAK.~~

(THEME UP)

This is the Columbia Broadcasting System.

(THEME UP)

Secretary of State

Washington.

1692, September 12, 11 a.m.

General Chiang's address at September 6 opening of CEC meeting, in which postwar, economic, and political reconstruction are the principal subjects and receive the greatest emphasis, has now been published in full translation by Central News Agency. Following are condensed excerpts: "Now that final victory is drawing near we at this present plenary session should discuss thoroughly how to build a new prosperous and strong China. We should center our discussion of the problem of national reconstruction and work out program which may be enforced immediately after the war. Failure in national reconstruction will reduce to naught our victory. This plenary session should deliberate carefully on military, party, political and economic developments and reconstruction based on the three peoples principles and make decisions for postwar work.

Judging from the latest military situation, especially developments in the Pacific, our final victory will come within one year at the earliest, or after one year at the latest. But no matter whether the war is terminated within one year or after one year, it will not be difficult for us to pull through this. If during the period we do not redouble our efforts to make progress in various fields of work, particularly military, political and economic and make adequate preparations for postwar reconstruction, we shall still fail, when (if) we should have won the war. It is therefore imperative that we redouble our efforts for increasing our power of resistance and simultaneously make preparations for national reconstruction. This is the most important duty of the present plenary session.

The task of national reconstruction is manifold. But the most important phase is political reconstruction the foundation of which is enforcement of Constitutional Government. This plenary session should therefore resolve on the problems of the constitution of the National Peoples Assembly and the formulation and promulgation of the constitution in accordance with China's circumstantial requirements.

Secondly, after enforcement of Constitutional government, our party should be on equal legal footing with other ordinary parties and the common citizens, and should enjoy equal privileges and rights, fulfill equal obligations and receive equal treatment from the state under the principles of the freedom of assembly organization, speech and publication in accordance with law. But as our party program is national revolution and reconstruction, both historically and morally it has the responsibility of consolidating the foundation of the state and ensuring the enforcement of our principles. Though our party will be on equal footing with any other party, it will have greater responsibilities as it has a historical revolutionary mission.

Though our economic difficulties are increasing, our economic crisis is already over. Our economic outlook today merits optimism. First a bounteous harvest through the country has been reaped during the current year. There is no fear of shortage of army and civilian food. Secondly, with a view of helping China overcome her wartime economic difficulties, the United States last year decided to earmark

US dollars two hundred million of her US dollars five hundred million loan to China to be used for combatting inflation, upholding currency, increasing production and stabilising prices. Consequently, continued worrying over inflation is unwarranted. Our economic situation is by no means without difficulties, but there is absolutely no danger to speak of.

There will be no more serious economic crisis in the coming two years of continued resistance and right now we have to begin preparing for postwar reconstruction and the carrying out of Doctor Sun Yat-Sen's industrial program, which requires us to set before us two major goals: the industrialization of China and the improvement of peoples livelihood. We shall need foreign investment and technical assistance to consummate our gigantic program of reconstruction. It is therefore desirable that some decision should be reached at the present meeting with regard to foreign trade, international economic cooperation and other related problems."

ATCHESON

BTM

eh: copy  
9-15-43

NOT TO BE RE-TRANSMITTEDCOPY NO. 13

REF ID: A67597  
 SEP 17 1945  
 OFFICE OF THE SECRETARY OF THE TREASURY DEPARTMENT  
 DIVISION OF MOST SECRET  
 U.S. SECRET  
 OPT. L. No. 301

Information received up to 10 A.M., 12th September, 1943.

NAVAL

Following ships of the Italian Fleet reached MALTA about 0930 a.m. 11th from TARANTO - two 24,000 ton Battleships build 1913, reconditioned 1937; two Destroyers and one Destroyer. From SPEZIA "ITALIA" (late LITTORIO) and VITTORIO VENETO, 35,000 ton Battleships built 1937, five cruisers and 7 destroyers. During the attack by German aircraft on the 9th the Battleship "ROMA" (35,000 tons, built 1940) was hit by a bomb and sank in twenty minutes. Five Italian submarines reached SUGGIA on 10th and have been immobilised. A Regolo class Cruiser and 3 Destroyers arrived at PORT MAHON, MINORCA, on 10th and were interned by the Spanish. Three other Destroyers went to POLLENZA, MAJORCA, and were ordered to PORT MAHON by the Spanish. Two of them sailed and were scuttled early on 11th, other remains at POLLENZA damaged. Off SALERNO on 9th one of H.M. Monitors was mined and is returning to port. One of H.M. Minesweepers was slightly damaged by mine and one of H.M. Destroyers was slightly damaged by aircraft. Yesterday two Norwegian Motor Torpedo Boats engaged enemy patrol and escort craft in KRISTIANEUND area and sank a 4,000 ton ship. The Motor Torpedo Boats were undamaged.

2. MILITARY

ITALY. In GULF OF SALERNO area a bridgehead four to seven miles deep and including CAPACCIO has been established south of RIVER SELCE. SALERNO was occupied by 1045 a.m. 10th and the advance was continued some two to four miles northwards into the hills. Reports of the reoccupation by the enemy of Comando Beachhead west of SALERNO are unconfirmed. Severe fighting with German armoured elements has occurred in BATTIPAGLIA and the town is probably not yet clear. The CALABRIA advance continues and by afternoon 10th our forward troops were reported immediately southeast of NICASTRO. On the same day our forces at TARANTO drove back large parties of Germans. The Italians have been most cooperative in this area. In general, enemy resistance is weak in the south but strong in SALERNO GULF area. The island of KASTELORIZE, the most easterly island of the DODECANESE, was occupied on 9th/10th by troops from MIDDLE EAST.

3. AIR OPERATIONS

WESTERN FRONT. 11th. BLOWMONT LE MOGER airfield bombed by 33 escorted Marauders and later by Mitchells which dropped 20 tons. Marauders dropped 23 tons on shipyards at LE TRAIT. Good bombing in each case. 8 Typhoon bombers attacked BLOWVAIS airfield and others set fire to an E-boat off HAVRE. Day's casualties 16, 5, 12, including 5, 2, 4, by Mosquitoes in BAY OF BISCAY area and a Messerschmidt trainer which crashed on a SUSSEY airfield. Crew captured. Ours - six missing.

ITALY. 9th/10th. Wellingtons dropped 81 tons on GROSSETTO Railway Centre. A total of 54 Mitchells, 3 missing, attacked airfields at FROSINONE and GAZZANISE. Light bombers attacked roads and vehicles at AULETTA and in the COSENZA area.

10th. 42 tons dropped by Liberators at a satellite airfield at FOGGIA. Fortresses dropped 100 tons on roads and bridges northeast of NAPLES, 95 tons on similar objectives north of NAPLES, and 43 tons at POTANO. Medium bombers concentrated on road transport, road junctions and bottlenecks at CASTELNUOVO, CASERIO and FORMIA dropping 167 tons with satisfactory results. Enemy casualties 14, 3, 2 killed - 13 missing. Air reconnaissance reported large columns of Mechanical Transport moving north up the inland road from CALABRIA, 100 vehicles estimated destroyed and 200 damaged. Heavy traffic also seen north and northwest from CASERIO.

CORRECTION TO OPT. L. No. 296

Under "Air Operations" for "corrupt section" read:

"Enemy casualties by fighters 12, 0, 7. 45 Fortresses, 3 other bombers and 4 Fighters missing. 6th/7th. Aircraft despatched - 204 (17 missing); Intruders 35. 12 enemy aircraft flew over southeast ENGLAND. 2 were destroyed. A few bombs were dropped in Coastal areas. No serious damage reported.

Regraded Unclassified

September 13, 1943  
10:08 a.m.

203<sup>✓</sup>

HMJr: Hello.

Operator: Justice Byrnes.

HMJr: Hello.

Jimmy  
Byrnes: Hello.

HMJr: Henry talking.

B: Yes, Henry.

HMJr: I just got in from Monticello.....

B: Yes.

HMJr: ....and - Are we going to get together this morning?

B: Yes, out in the conference room there. I said - I told Vinson at 11:00 o'clock unless I heard from you to the contrary - that if it suited you that - for him to be over here at 11:00 o'clock.

HMJr: That will be fine.

B: In that stabilization room out at the - as you enter the door.

HMJr: Oh, yeah.

B: Fine.

HMJr: Around 11:00 o'clock.

B: If that suits you.

HMJr: That suits me fine.

B: All right. Bye.

September 13, 1943  
10:15 a.m.

TAXES

Present: Mr. Bell  
Mr. Gaston  
Mr. Sullivan  
Mr. White  
Mr. Paul  
Mr. Blough  
Mrs. Klotz  
Mr. Smith

H.M.JR: I got Mr. Byrnes and he said - I don't know how he put it - "I am expecting you at eleven o'clock in the conference room, the first room on the left."

MR. BELL: Expecting you - you or Randolph?

H.M.JR: Both.

MR. PAUL: We had better notify Vinson, then.

MRS. KLOTZ: He said something about his telling Vinson.

H.M.JR: Just to check up, I will do it myself.

(The Secretary held a telephone conversation with Mr. Vinson, as follows:)

September 13, 1943 205  
10:22 a.m.

HMJr: Fred, I talked with Jimmy Byrnes and if convenient to you we're going to meet at 11:00.

Fred  
Vinson: All right.

HMJr: He said at his conference room.

V: All right.

HMJr: Is that all right with you?

V: That will be fine.

HMJr: Thank you so much.

V: All right.

HMJr: Bye.

- 2 -

H.M.JR: I don't think he had heard it.

Well, anyway, I hate to get into this thing. For your information, to give you a little background - then I will settle down in a minute or two - the friendly story on this controversy in the Baltimore Sun - have you heard where it came from?

MR. PAUL: No, I saw the story.

H.M.JR: Do you know where they got it from?

MR. PAUL: No.

H.M.JR: The inference was that it was given to the man on the Baltimore Sun by none less than Mr. B.M. Baruch, which follows out Mr. Fred Smith's theory. His theory is that the reason that Byrnes is behaving so outrageously is he thinks B.M. Baruch is siding with me and has dished Byrnes.

MR. PAUL: I was country boy with Vinson Saturday. Vinson called me up Saturday for lunch, and I cancelled another date because I thought I had better spend some time with him, and I was a country boy about publicity. I said, "How do you suppose that got out? I don't see how it did."

He said, "Well, it certainly didn't come from me." I rather believed him. It came from Byrnes if it came from anybody.

H.M.JR: Well, Flynn came back and had a half-an-hour talk with Smith. He said, "I have been going over everything I have written and everything that has happened and I put this thing together. After all, it was announced by Steve Early that you were having a tax meeting, and you don't have a tax meeting," he said, "So it must have been a question of jurisdiction. And I have come to the conclusion that the fellow that is holding up the tax bill is Jimmy Byrnes."

- 3 -

MRS. KLOTZ: Who said that?

H.M.JR: Flynn.

MR. BLOUGH: The Saturday story in the Wall Street Journal was a very friendly story, also.

H.M.JR: I haven't seen it.

He said, "I have just gone back and gone over this thing, and the person that is holding this up is Jimmy Byrnes."

Well, anyway, Paul, what is the approach this morning? Besides Paul, Herbert, I would like you to go over with me this morning.

(Mr. Smith entered the conference.)

MR. GASTON: All right.

H.M.JR: I am not taking you, Bell, because I don't want to burden you with this. I would like Gaston to go if that is all right with you. There is no use burdening you with this thing. Gaston and Paul went all through this thing last summer.

MR. GASTON: With Sam Rosenman.

H.M.JR: Yes, and therefore I would like to continue the thing we had last summer.

MR. PAUL: I think what will come up will be the alternatives we have for the tax bill. There are four which I have listed. I will give you that now.

H.M.JR: Let's have it verbally for the benefit of everybody.

MR. PAUL: We think the four alternatives are: the program which you have prepared for the President involving pay-roll taxes at the lower end; second, a straight

- 4 -

income tax--

H.M.JR: Excuse me?

MR. PAUL: The first one is the one we have discussed involving pay-roll taxes at the lower end, and the second one is the straight income tax increase of the same amount. The third is a lower sight on income taxes - a considerably less amount - and the fourth is a strong income tax schedule with a postwar rebate.

Those are your alternatives. And we have got to make up our mind about something now, because Doughton expects us up next Monday. The renegotiation hearings which we thought might take a little longer are somewhat petering out. All the businessmen are scared to go up there. They are sending people like Alvord - representatives of associations - so as to keep away from the particular cases.

MR. SULLIVAN: I think they plan to merge this in the tax hearing and decide nothing until they get the tax bill.

H.M.JR: Well, at one of the meetings - I mean, I can write the ticket of what these fellows will be for.

MR. PAUL: They will be for the last one I mentioned.

H.M.JR: Yes. What do you call it?

MR. PAUL: Postwar rebate combined with income tax schedule - no pay-roll taxes.

H.M.JR: What I would like to do is get the benefit, in the half hour we have got, of you people - I mean, let's all - I know where you (Paul) stand; that is what you would like. You have said so. And I think that is what Blough likes.

MR. BLOUGH: If the program that you are for is not successful.

- 5 -

H.M.JR: And so the question gets down--

MR. PAUL: Well, I am assuming - I like your other program, but I am assuming it is out for political - it can't be put across and we have too much opposition in the Administration. We can't get a solid front.

H.M.JR: What I want - I want to get the advice from you people - how much of a fight should I put up for my plan, and how much fight should I put up against the postwar rebate?

MR. PAUL: I think I should tell you this before you ask these people. I think both Byrnes and Vinson are now afraid of an eight billion seven schedule with lowered exemptions because it bears down too hard in the lower brackets. I think they have begun to realize now that that is too tough because it doesn't give anything. It doesn't give Social Security benefits or compulsory savings benefits. They turn, instead of to Social Security, to the other, you see.

H.M.JR: And they also realize that as far as Byrnes is concerned he is in a state of mind that anything I am for he is against.

MR. PAUL: That is true.

H.M.JR: Anything.

(The Secretary left the conference temporarily.)

MR. GASTON: What was your second?

MR. PAUL: A lower objective - a straight income tax. The third one is postwar--

MR. BELL: It is down to six?

MR. PAUL: The eight, seven is reduced to about six, one.

- 6 -

MR. BELL: I understand it goes up, but you leave off the lowered exemptions and the result is that you are - it will bring you down to about six billion net.

MR. WHITE: What is the rebate - just the high light of it?

MR. PAUL: It is a scheme whereby the increase is put on, but in the lower brackets the increase, in virtual effect, becomes a postwar rebate against which there may be anticipatory credits, where there is hardship, or something of that sort. That is one of the arguments for a postwar credit; it furnishes a mechanism for giving relief today in hardship cases, and it enables you to hit a higher rate.

MR. BELL: It enables you to hit a higher rate all along the line?

MR. PAUL: Yes. Otherwise, if you don't have that, you are limited by the hardship cases. We have reached the point, I think, where you can't go too strong on these stationary incomes and people who are sick or cases of that sort, and there isn't any other way of giving them relief very adequately.

MR. WHITE: What would the outcome be if the Secretary were to be insistent on his program and not move from it? Then it would go to the President, wouldn't it?

H.M.JR: It goes to him tomorrow, anyway. We meet with the President tomorrow, anyway.

MR. WHITE: Supposing you stood your ground; there is nothing to make you change your mind. It isn't a question of compromise; it is a question of standing for what you think is best. Somebody, in the last analysis, is going to have to make a decision.

H.M.JR: The President told us he would.

- 7 -

MR. WHITE: When the President says, "I don't agree," or "I do agree" - if he doesn't agree, then that is out and you go to the second. But at this stage of the game, to compromise before it reaches him doesn't seem to make sense to me.

H.M.JR: I agree with you, but I want to see what the other people - I don't see what has happened that should make me change my mind other than Byrnes has lost his temper, and that is no reason to change a tax program. I have given this thing to the President and I hope that he will read it.

Now, Judge Rosenman likes our program with this proviso; that the one thing first is Social Security, but if I have to go up there Monday, it doesn't give him much time.

MR. PAUL: There is a possibility that we could get - this is a tactical point - we could get two or three days extra because we have this item to take care of, of simplifying the return for next year. There is a great deal of interest in the committee on that. It is the one we discussed Saturday, John.

H.M.JR: If the President tomorrow says, "I am going ahead, but I will have to have my Social Security in a couple of days," all he has to say to Doughton is, "I don't want Morgenthau to go up until the middle of next week."

MR. PAUL: And there would be plenty for the committee to do.

MR. WHITE: Suppose he turns you down and says, "What is your next?" Then I think the thing to say is, "We have to go back and consider."

MR. PAUL: We can't go back and forth too many times. We have to prepare a statement for the Secretary.

H.M.JR: And I am leaving Thursday noon for St. Louis.

- 8 -

MR. PAUL: We have drafts of the last part of it. We have parts of various drafts all ready to put together.

H.M.JR: I hoped you would.

MR. WHITE: Then the alternative, apparently, is to have a second choice for the President but not for the meeting with Byrnes. So you need to decide on a second choice in any case.

MR. PAUL: This meeting isn't only on the question of this program. It is also on the question of jurisdiction, I suppose.

H.M.JR: This morning?

MR. PAUL: Yes.

H.M.JR: Oh, no, he won't bring it up. I will make you a bet of a package of cigarettes - I smoke Parliaments.

MR. PAUL: I smoke Pall Malls. Is that the same cost? (Laughter)

H.M.JR: No.

MR. PAUL: You ought to give me two packages of Pall Malls.

H.M.JR: Anyway, I will make you a bet that he does not bring up the jurisdictional question this morning.

MR. PAUL: I will take the bet. I think it is an even bet.

MR. BELL: Would it be possible to set up something for the President, or set up something for your own group that is going to the President tomorrow, that the Treasury favors this line: One, two, three - and Byrnes and Vinson favor another line: One, two, three?

- 9 -

H.M.JR: We have this memorandum from the Director of the Budget to me--

MR. PAUL: We have several letters, you know.

MR. GASTON: I think we should be frank with Vinson and Byrnes. I think we should give them alternatives, but with the understanding that if we go before--

MR. PAUL: I gave Byrnes these alternatives Saturday. I explained the Secretary's Social Security setup, and he asked me what were the alternatives and I told him very frankly; there was nothing for me to do but that.

MR. GASTON: But if the President approves the Social Security plan I shouldn't go up there and say, "The President approves this," or, "You can take that." I wouldn't do it that way.

H.M.JR: Oh, no.

MR. GASTON: But I think that the alternatives should be discussed with Byrnes. You say they already have been. I like, as a first alternative after the Social Security - I like, now, the eight billion seven plan modified by leaving the exemptions as they are. And then I see no--

MR. PAUL: About six, one--

MR. GASTON: Yes, then I see no reason why, if they should later pass a Social Security bill along the Wagner lines, with a matching tax bill, we shouldn't at that time - the revenue features at that time will come before the Ways and Means, and I see no reason why we should not, at that time, ask that the Wagner bill - the Social Security levies be merged with the income taxes in the area below three thousand dollars. Revert right back to our original plan.

MR. SULLIVAN: And lessen the rates in that area rather than refund--

- 10 -

H.M.JR: In other words, give them credit.

MR. GASTON: Yes.

MR. SULLIVAN: Tax credit. May I ask, Mr. Secretary, what the effect would be on the bond campaign if a week from today the Administration tax proposal embraced this postwar credit?

H.M.JR: That is what I don't know. I don't know.

MR. PAUL: Of course, Lindow isn't worried about that.

H.M.JR: I don't know. It has worried me.

MR. SULLIVAN: I think it probably would depend to some extent on the way the newspapers interpreted it. If they saw through it right away and said, "Here is compulsory savings, and the Administration is coming out for it when the Bond Drive is only ten days old - this must mean the drive is a failure" - and so on and so forth.

H.M.JR: I don't know.

MR. SULLIVAN: I don't - I am just thinking out loud.

H.M.JR: Knowing the way Byrnes feels - it is a terrible thing to say, but I think he will stop at nothing to discredit me personally, you see.

MR. PAUL: The thing that concerns me is this; that this is a tough tax bill and if there is any way we can get help from Vinson more than Byrnes - I don't think Byrnes is in a mood to help you so much whatever happens now, but Vinson, I think, still is, and he can help us a lot with the committee behind the scenes. So I hate to be without - to lose any help I can get.

H.M.JR: While you are bringing that up, I hope you agree - if they do bring up the jurisdictional thing today or tomorrow, this is the way I feel. If the President

- 11 -

says - continues to say that the Treasury is the manager of the bill, then the way I feel is, "All right, Mr. President, but then as long as we have agreed what it is, it is up to us to contact the people."

MR. PAUL: Vinson is in your corner on the point that you can't go back to the President on everything.

H.M.JR: But Byrnes isn't, because after all the discussion, see, Byrnes kept saying, "All right, then I will send for George and Doughton."

Well, now, if we are the managers of the tax bill, then Byrnes should not send for George and Doughton.

MR. SULLIVAN: That is right - very much so.

MR. PAUL: I like to have George and Doughton, but not until we know what we are going to do.

H.M.JR: We were all there and Byrnes reaches for the telephone to call George and Doughton, and we are not the managers of the tax bill.

MR. PAUL: Byrnes showed me some letters he got from both George and Doughton and showed me his answer to Doughton, and told me he had not answered George.

H.M.JR: But are you in my corner? After all, I delegate the managing to you. Can you manage the tax bill if Byrnes is going to send for George and Doughton and talk it over without you there?

MR. PAUL: No, that is what I said the other day. If they are in agreement with you and you are working on a common objective, they are of great help, and you are glad to have them talk privately at times, but if they--

H.M.JR: No, that is where you and I differ.

MR. PAUL: It is something you can't help, anyway.

- 12 -

H.M.JR: No, look, Paul--

MR. PAUL: Particularly Vinson.

H.M.JR: No. After all, we agreed before - when I need a little help I call up the President and Miss Tully and say, "Will the President please call so-and-so," and he does it. But if these people are going to see these people all the time, and it is going to be a running fight through the newspapers, Doughton's position - he said, "I brought this up with Doughton." I want the President to say who can represent him. Only one person can represent him.

But you (Paul) are not with me on this thing. It is one thing for us to manage it.

MR. PAUL: I am, on the point there ought to be one person, but I don't think there is any way in gawd's world of preventing conversations with the committee, because if nothing else, they will meet at cocktail parties.

H.M.JR: But let's say we see the President tomorrow; then do you want Byrnes to send for George and Doughton in the afternoon?

MR. PAUL: Of course not. Privately?

H.M.JR: No, not privately - publicly or privately.

MR. PAUL: I mean, privately as to us.

H.M.JR: I don't see how you can manage it.

MR. PAUL: No, you can't. I agree with you.

H.M.JR: They have got to admit, and the President has got to say publicly that we are in charge of the tax bill.

MR. SULLIVAN: I think you are right. You can't do this with a syndicate.

- 13 -

H.M.JR: The President has a press conference tomorrow morning before he meets with us. You are cancelling mine, aren't you?

MR. SMITH: Yes, it is done.

H.M.JR: I am not going to take any chances. I might let something slip or go off the record and they would say, "See what Morgenthau said."

MR. WHITE: I am wondering whether that secondary issue which you are raising now is something which is worth the trouble at this time, because Byrnes will twist that around to saying, "Do I understand, Mr. President, that you are telling me I can't contact these people?" And that can become an extremely acrimonious matter.

Byrnes can throw his hands up and threaten to resign and all the rest of it, and you are putting the President in a position which I am wondering whether it is necessary to do.

Supposing you avoided that issue and supposing Byrnes subsequently did call up - I mean, supposing you rested on the decision that you are to present the tax bill - that you are managing the tax bill - and supposing subsequently that Byrnes calls George. If he does it once you don't care; if he does it two or three times, it seems to me that is the more appropriate time to come to the President and say that Byrnes is interfering.

H.M.JR: No, Harry, this thing has got to be laid down by the President. I don't think he is going to do it. I am not going to put myself - because I have had Byrnes tell me - he wrote it in a letter that I couldn't tell George or Doughton while the Second War Loan was on that they can't discuss the thing.

But, Paul, I haven't felt over there that you realize sufficiently that if we manage the tax bill, the President has got to tell George and Doughton that the Treasury is the manager of the tax bill.

- 14 -

MR. PAUL: I agree with you.

H.M.JR: Then you always have certain people going behind the scenes. You heard Byrnes say - he said he had to meet secretly with Clark.

MR. PAUL: Clark is very much interested in pay-as-you-go, and they are very good friends.

H.M.JR: This thing as between - here is Rosenman - let's not take too much time. Let's go back to this other thing a minute.

Herbert, supposing the President says tomorrow, "Well, Henry, I like this postwar tax thing - rebate thing."

What I can't get through my head - without hurting anybody's feelings - I mean, I want everybody to be very honest with me - Bell and Sullivan and Gaston, I think, are, a little bit more.

I am leaving you (Smith) out. And on the volunteer plan, you see - if I am doing White an injustice he can talk up for himself - he always does. Throw your hat in the ring any time you feel like it.

How much do you fellows feel that, supposing the President said, "Henry, I kind of like this postwar credit thing. Do I have to make a last-ditch fight?" And I say, "Look, Mr. President, if you do this thing, or have me do it as your agent on the 20th, this is just going to kill the Third War Loan."

Now, is it?

- 15 -

MR. WHITE: It isn't my judgment that it will, but it is wholly a matter of judgment. I may - I am sure that there will be some people who will be affected, but we are trying to measure the quantitative effect. I don't think that the quantitative effect will be such that there is any justification for saying that it will kill it.

MR. GASTON: I think it isn't merely, speaking of quantitative in another way - it isn't merely the sum of money involved in the post-war rebate of the dimensions being proposed here. I'm afraid that on advancing that idea of the post-war rebate they will say, "Oh, well, the bars are down for compulsory savings and we will have a compulsory savings bill," and that is the thing I am afraid of.

MR. SULLIVAN: It isn't only this drive; it is future drives that may be coming along.

MR. BELL: I think it will affect the fourth loan more than it will your third. I don't believe the announcement of this will affect your third loan at all.

H.M.JR: You don't think so?

MR. BELL: I don't think so. I may be entirely wrong, but I do agree with Herbert that the bars are down for the compulsory savings - that that will be the newspaper stories.

H.M.JR: Well, I think it is safe to say now that the Third War Loan - that we are going to get the money we set out to get and get it from places we set out to get it, and the country--

MR. PAUL: Are the figures so far encouraging?

H.M.JR: Oh, very, and we are going to get it from the factories.

MR. WHITE: Then why be so afraid of the possibility of the other if you are going to have - you are going to

- 16 -

come into that issue if it is going to arise again before the fourth loan. You are going to come into that issue stronger from your position than you have ever been before, because you can point to the Third War Loan as a success, if you feel it is a success; so I would be less afraid of getting something you didn't want if the Third War Loan is a success than I would be if it weren't.

H.M.JR: Harry, I am in a peculiar frame of mind. I am not afraid of anything or anybody. I mean, the thing is going to be a success. We are going to get the money at the level we set out to get it - we will get more. We are in a world, why fight, and you don't know - it is just like - who in this room would have said ten days ago that the Germans would take Rome? I mean, I don't think anybody would.

And Tuesday afternoon the chairman of the District of Columbia called up Bell and said, "All the fighting is over; there is no use of our doing anything in the District of Columbia on War Bonds." That was Tuesday afternoon.

MR. BELL: He said everybody was talking about it. He was worried because everybody was thinking that way.

H.M.JR: But I am just telling you. You ask me if it is a success, and I have to qualify it. But as of today, unless something unforeseen happens we will get it. So I am not afraid, but I think the thing to do is this, go over there and say, "Look, gentlemen, we have studied this thing all summer, and we have come to the conclusion that this is the best thing."

Now, we have all agreed that it is up to the President - the President has told us that he is going to decide the thing, and we all said we would abide by whatever he decided. "Now if you don't like this," and so forth, and so on - I think the thing to do is to just stick to my guns. How about it, Paul - over there this morning? You don't want me to compromise this morning, do you?

MR. PAUL: I think that is a decision you have to make. I think there is much to be said on both sides of it. I wouldn't be very--

- 17 -

H.M.JR: I am not going to; nothing has happened - nobody has put up any argument to me, and I have the President's first reaction and Rosenman's reaction; they like it. Now, why should I change?

MR. SULLIVAN: If you change this morning, it is gone; we might just as well forget it.

H.M.JR: I don't see why I should change.

MR. SULLIVAN: I don't, either, but once you--

H.M.JR: Look, if this loan - let's get back - if it is a success, it is because the working men and the working women of this country like it. Now, if they like it and then we give them a Social Security program, that is down their alley. And after all, those are the people I want to work with. Now, the working men and the working women are the people that I am in sympathy with. I am not going to change. If the President wants to throw it overboard, it is O.K.

MR. GASTON: The Social Security program, of course, is more powerful from the anti-inflationary point of view than anything we have proposed on the income tax front.

How much, Roy, would be left on the income tax yield, leaving out the - purely income tax yield - how much is there in this combination plan disregarding the employer-employee taxes of Social Security?

MR. BLOUGH: An increase of about three, two, I think it is.

MR. GASTON: And it would give you your total bill, with all the other taxes, of around seven, wouldn't it, including your excises?

MR. BLOUGH: Somewhere between six and a half and seven.

MR. PAUL: If you leave out Social Security you can't sustain this bill. It is not justifiable from the anti-inflation point of view.

- 18 -

MR. GASTON: Yes, but you can go ahead and push this on the assumption that Social Security will later be enacted.

MR. BELL: I understood that was the program. The President is going to send up a strong message, isn't he, on Social Security, and you are going to present a tax bill which ties in with that?

H.M.JR: Yes.

MR. BELL: It has to be separate. I can see where you can stick to your program as you outlined it the other day. On the other hand, I can see where Byrnes can say to you, "Supposing the President doesn't go along with this program. What is the next best thing to do from your angle?" You have to have something, it seems to me.

MR. PAUL: I don't know what is next best. I have told them what the other things are.

H.M.JR: That is it.

MR. WHITE: Dan's question still remains. Supposing he asks us what the next step is. That question has not been answered either by Randolph or yourself as yet. You may not wish to answer it to Byrnes. I myself think it shouldn't be answered to Byrnes. I would take the position that this is a good program and I don't see why any alternative is necessary. When the President turns it down, then you can have your alternative.

MR. GASTON: But we are considering these various alternatives if the President should turn it down.

MR. PAUL: If the President turns it down tomorrow, what are we going to do? The Secretary is going away Thursday, and we have to go up to Congress the following Wednesday.

H.M.JR: We can get a decision tomorrow.

- 19 -

Look, let's go now if you are willing to accept my leadership - I am going to stick by my guns.

I would like you (Paul) to make the best presentation you can of what we will call the Treasury program. Right?

MR. PAUL: All right.

H.M.JR: And then after which we will come back - I have nothing this afternoon - and in the light of what happens this morning we can have a discussion this afternoon of what we will do when we go to see the President.

September 13, 1943  
2:43 p.m.

224

HMJr: Hello.

Operator: Go ahead.

HMJr: Hello.

Miss Neary: Yes, Mr. Morgenthau.

HMJr: Miss Neary, two things - first, I want to tell Mr. Stimson how excellent I thought he was on the air the other night.

N: Thanks.

HMJr: That's No. 1. And No. 2, Mr. Ernie Pyle, The War Correspondent for Scripps-Howard....

N: Yes.

HMJr: ....is in town from -- this is Washington -- from now until Friday. I strongly recommend that Mr. Stimson see him....

N: Yes, sir.

HMJr: ....and let him, Mr. Pyle, tell Mr. Stimson what he believes is the attitude of the American soldier towards this war.

N: I see.

HMJr: And I - I only recommended once before that Mr. Stimson see somebody and this is the second time.

N: Well, I know he thinks a good deal of your recommendations.

HMJr: And I think he'd better see him alone so that he will talk freely.

N: I see. Do you know, Mr. Morgenthau, off hand, where he can be reached?

HMJr: Through Scripps-Howard.

N: Through the Scripps-Howard?

- 2 -

HMJr: Here in Washington.

N: I see.

HMJr: He will only be here until Friday. He's a very shy person and it's a little difficult to get him started but what he has to say about the American soldier's attitude in the front lines toward the war, I want Mr. Stimson to get it. I have also asked the President to see Mr. Pyle. I was terribly shocked.

N: Oh.

HMJr: Can I leave it with you?

N: Yes, indeed. I'll tell him that on his return as, I think I told you, Mr. Secretary, Mr. Stimson is planning if the weather holds out, a one-day inspection tour tomorrow....

HMJr: Right.

N: ....and won't get in until the afternoon but I - I'm sure that - the meantime he will be able to see Mr. Pyle sometime.

HMJr: I thank you.

N: He will be here until Friday?

HMJr: He'll be there until Friday.

N: Thank you very much.

HMJr: You're welcome.

September 13, 1943  
3:00 p.m.

TAXES

Present: Mr. Bell  
Mr. Paul  
Mr. Gaston  
Mr. White  
Mr. Sullivan  
Mr. Smith  
Mr. Blough

H.M.JR: Do you want to give - one of you gentlemen - a resume of what happened this morning?

MR. GASTON: I have a memorandum here of it. Shall I read that?

H.M.JR: How many pages?

MR. GASTON: It is four pages.

H.M.JR: Well, it is worth listening to.

(Memorandum read by Mr. Gaston as follows, copy attached.) "A conference on tax matters was held at 11:00 o'clock this morning in the conference room to the left of the entrance to the East Wing of the White House. The conference was called by Mr. Byrnes, War Mobilization Director, and there were present in addition Secretary Morgenthau; Fred Vinson, Economic Stabilization Director; Randolph Paul, and Mr. Gaston."

MR. PAUL: That one paragraph - can you say that was called by Byrnes?

MR. GASTON: Wasn't it?

- 2 -

MR. PAUL: I would say it resulted from the last White House conference.

MR. GASTON: All right, I will fix that.

"The three from the Treasury were shown into the conference room by an usher and Justice Byrnes and Judge Vinson came in together soon afterward. Justice Byrnes was affable and pleasant. He inquired about the Secretary's broadcast last night from Monticello and the Secretary said it was an inspiring occasion.

"Mr. Byrnes then asked about the tax plan which the Secretary was to submit to the President. The Secretary explained how he had arrived at the decision to propose integrating an income tax plan with the higher payroll taxes proposed under the Wagner Bill. He said that it had seemed to him desirable that the Administration take a strong stand for a forward-looking social security plan and that if a plan comparable to that embodied in the Wagner Act were to be adopted it would hardly be possible to add heavy additional income taxation in the lower brackets. He said that we had had some conversations with labor leaders, particularly with those of the CIO group and they had indicated that they would support the additional payroll taxes but would oppose addition to straight income taxes in the brackets below \$3000. At this point Mr. Paul said that while he had not talked to Mr. Murray or Mr. Green he had talked to a considerable number of the union leaders of lesser rank and they seemed all of them to be in favor of the higher social security taxes coupled with the added benefits while opposed to higher income taxes in the lower levels. He told of his conference with the CIO group in Chicago and mentioned the fact that they were an intelligent group of men in following the tax situation very closely. They strongly supported the Treasury's proposals as to loopholes, including depletion, family income and tax exemptions, as well as the proposal for a \$25,000 income maximum."

MR. PAUL: I think you might add something there. You might add the thought that as long as they resent the

- 3 -

additional taxes on them - they resented them as long as these loopholes weren't closed and the twenty-five thousand adopted.

MR. GASTON: Yes.

MR. PAUL: I hope you consider that I backed you up there.

H.M.JR: On what?

MR. PAUL: You asked me to back you up on that thing in the conference this morning.

H.M.JR: On which thing? - oh, yes. The only place, if you are asking me, where I thought that you might have thrown a little more weight - which was on the labor people - was a little more enthusiasm about the volunteer plan. You repeated yourself twice.

MR. PAUL: That wasn't clear enough.

H.M.JR: It wasn't clear.

MR. PAUL: I said, "They favored the volunteer plan."

H.M.JR: I thought you did an honest job, the way I would expect you to. And Herbert, as usual, was good. You (Paul) did a good Treasury job. I mean, I couldn't have been more pleased, Randolph.

MR. PAUL: I just wanted--

H.M.JR: No, no, I am sorry I didn't say anything. I was entirely satisfied.

MR. GASTON: "Both Byrnes and Vinson recalled their own active interest in the social security legislation and their battles to put the plan over in 1935. Byrnes spoke of the controversy in 1939 over the provision giving the Federal Government approval over the State personnel employed in the unemployment tax administration. He thought the question of State rights would rise again over the Wagner proposal to make unemployment insurance strictly a Federal system.

- 4 -

"Mr. Paul said he realized that the open support of any proposal by the CIO was likely to be the 'kiss of death' but Vinson disagreed. He thought also there might be opposition to the CIO in the committees, yet their political pressure would have some effect.

"The Secretary handed Mr. Byrnes a memorandum concerning the attitude of various people in the Government outside the Treasury on the proposal to integrate income and payroll taxes. Vinson said that he wanted to make it clear that so far as he was concerned his objections, or reservations, were on the basis of strategy and not as to the merits of coupling the two taxes. He mentioned the medical features of the Wagner Bill as a source of contention and Byrnes agreed that this would stir up 'more than a hornet's nest.' Vinson did not doubt that something ought to be done to improve the medical situation mentioning a county in his own State that had no medical service whatever. Vinson was fearful that getting into a fight on social security would harden the committees against any proposals that the Treasury might later make.

"Neither Byrnes nor Vinson questioned the statement that the payroll taxes proposed under the Wagner Act would have probably a stronger counterinflationary effect for the next year or two than any income taxes we could hope to get in the lower levels."

MR. PAUL: I don't remember that.

MR. GASTON: I made that statement quite positively, and they didn't dispute it.

"It was mentioned that we could hope for some support outside the labor element from people who wanted higher taxes in the lower income groups because of their counter-inflationary effect and the case of the publisher of the Reader's Digest was cited. Mr. Paul told that he had received word that the Reader's Digest publisher would support the higher payroll taxes of the Wagner Act because this was a way of getting revenue from the low income groups that probably could not be gotten in any other way."

- 5 -

MR. PAUL: That is a delicate way of putting it.

MR. GASTON: I forget what you said.

H.M.JR: I remember very well what Randolph said.

MR. GASTON: "Gaston said he thought we ought not be too pessimistic about putting through an integrated plan since if it was economically sound he thought we had a good chance of persuading Congress if it were strongly supported as an Administration program.

"Speaking of the strategy to be followed Secretary Morgenthau said that he had talked to Judge Rosenman and Rosenman strongly advised that if the President favored the integrated plan he should send up a strong message on social security before Secretary Morgenthau appeared before the Committee to talk taxes. Justice Byrnes wanted to know if any such message had been prepared. Secretary Morgenthau said he thought not, but Justice Byrnes readily agreed that the Social Security people could no doubt provide the substance of the message in short order. The Secretary said he had no doubt that his appearance before the committee, now set for Monday of next week, would be deferred a few days at the President's request and Mr. Paul suggested that there were minor matters that could be considered with the committee before taking up the general tax program.

"Justice Byrnes then asked about the alternatives to propose to the President in case he should decide against the integrated plan. Mr. Paul had a brief memorandum listing the alternatives as: (1) an income tax plan in which Social Security is coordinated; (2) strong income tax increases (in the 8.7 billions plan); (3) strong income tax increases with post-war credit in lower brackets; (4) low income tax increases. Mr. Byrnes asked some questions about No. 2 and both Mr. Paul and Judge Vinson consulted their memoranda (Vinson having copies of estimates furnished by the Treasury). Some figuring was done at Mr. Byrnes request on the amount of the refunds in levels of \$1500 to \$3000 of net income which would result from the adoption of

- 6 -

plan No. 3 for post-war credits. Mr. Gaston remarked that the credit would be substantially less than the saving now being made by an employee who is on the ten per cent payroll savings plan. Mr. Byrnes noted that the amount of additional saving called for by the post-war credit plan would not be extremely heavy and Mr. Gaston pointed out that it might not constitute additional saving as the employee might simply deduct it from the amount he is now investing in War Bonds.

"Not much attention was paid to No. 4, a less drastic additional income tax schedule than the 8.7 billions, although it was suggested that one way to accomplish this would be to let the exemptions stand as they now are which would reduce the total yield of the 8.7 billions plan to about 6 billions.

"Judge Vinson brought up the matter of transforming the present personal exemptions into tax credits, which would greatly increase the take except in the lowest levels of income. He recalled that he had asked Mr. Paul on Saturday for an estimate of the amount this would yield. Mr. Paul said this had not as yet been prepared although he thought it might be in dimensions of about a billion dollars. Judge Vinson also suggested that we ought to eliminate the earned income credit and Mr. Paul agreed that that might be desirable since it was not an actual earned income credit. He remarked, however, that the same result might be accomplished in either case by a readjustment of rates--"

MR. PAUL: There are those two, the earned income credit and the exemptions. One has to take them separately.

MR. GASTON: You said as to both of them that the same result could be achieved.

MR. PAUL: I meant that to be limited to the credit, not the earned income - the personal exemption, not the earned income.

MR. GASTON: "He remarked, however, that the same result might be accomplished in either case by a readjustment of rates and since changing the basis of exemptions

- 7 -

and eliminating the earned income credit would compel revision of the whole schedule he had some doubt about the propriety of doing it and added that Mr. Blough opposed it. Vinson argued quite strongly for making these changes."

MR. PAUL: Mr. Blough opposed--

MR. GASTON: Only the change in exemptions.

MR. PAUL: That is right, and the reason there was - which I gave them at the meeting - that it hurt married people as against single people.

MR. GASTON: "Vinson argued quite strongly for making these changes.

"The Secretary said he thought these were details to which it was unlikely the President would want to give much attention and mentioned some previous experiences along the same line.

"Justice Byrnes and Judge Vinson both agreed that the decision was one which the President would have to make and that the alternatives should be put up to the President at the meeting scheduled for Tuesday."

H.M.JR: According to the pre-arranged plan as laid down by the President. He made quite a point of that. I mean, Vinson said, "After all, if there is any question it was agreed that we should lay these things before the President, and the President would decide."

MR. GASTON: Yes.

H.M.JR: He made quite a point of that.

MR. GASTON: All right, I will fix it.

"Secretary Morgenthau asked Mr. Byrnes if there was anything more we could accomplish today and Mr. Byrnes said he thought not and quickly gathered up his papers and smilingly bade the members of the Treasury group goodbye and left the room whereupon Secretary Morgenthau

- 8 -

Mr. Paul and Mr. Gaston returned to the Treasury Department."

MR. PAUL: I think you ought to add, too, the fact that I gave both Byrnes and Vinson a list of the twelve leading policy questions on the next revenue bill. We went down the list. They indicated their attitude on a number of points.

MR. GASTON: Oh, yes, that should go in. That is the corporation tax.

MR. PAUL: Sales tax and individual excess profits, estate taxes--

MR. GASTON: ... and the excises - luxury excises.

MR. BELL: What is the conclusion for tomorrow morning?

MR. GASTON: The substance of it was that Byrnes was obviously making a great effort to be affable, friendly, and receptive.

MR. PAUL: You mean that he is not naturally that way and with great effort he achieved a certain result. (Laughter)

H.M.JR: Well, the net result is that we are going to present our program. They had no objections. Vinson said that he was violently opposed to it on the grounds that it was not feasible to get it through.

MR. SULLIVAN: Violently opposed?

MR. GASTON: He said vigorously.

H.M.JR: He said, as Jack Garner says, "I am--

MR. GASTON: "I am vigorously opposed." (Laughter)

H.M.JR: But they both went out of their way - first Vinson said how he worked to get Social Security through. Then he practically said he was responsible for getting

- 9 -

it through the Committee. Then Byrnes had to get in how--

MR. PAUL: He gave a little credit to the Administration.

H.M.JR: Not much.

MR. SULLIVAN: Every person who has objected to this proposal, Mr. Secretary, has objected to it on the same ground. I haven't heard one person who has objected to it on its merits.

H.M.JR: Well, I told them this was a thing that the President could settle very easily. I said, "After all, I am perfectly aware it may not pass; it may mean no tax bill, but this is something - and maybe I am too idealistic, but at least it is something that the President can take.

Let me tell you what has happened since then. I have talked to the President myself because I found Grace Tully had left town. She hadn't told anybody whether she had or hadn't talked to the President. Don't any of you breathe this. She did talk to the President, and she did immediately give him the Wall Street Journal story which, if you haven't seen it, is available.

The President talked to Byrnes himself, and Byrnes said it couldn't be he, because he was in conferences all afternoon, but it might possibly have been Vinson.

The President had told Grace Tully that at his next press conference he would say something publicly, but she strongly recommended that I get in touch with him to remind him, which I did. He said, "What are you talking about?" He was very friendly.

I said, "That thing in the Wall Street Journal."

He said, "I can't remember it."

I said, "You know that thing."

- 10 -

"Oh that thing - oh, yes," he said, "Vinson said he knew nothing about it."

So I said, "Are you going to say something about it at your press conference?"

He said, "What press conference? I am not having any press conference today." He was kidding.

I said, "I understand you are having one tomorrow."

He said, "No, not in the afternoon. Wait a minute, yes, Tuesday I have one in the morning."

So I said, "Now can you tie your finger into a knot so you will remember?"

He said, "I will do better than that. Sam is sitting right next to me; I will tell him to remind me." I heard him say, "Sam, remind me at the press conference tomorrow morning to say that the Treasury is manager of the tax bill."

MR. SMITH: I forgot to tell you one thing. When Mike Flynn was in the other day - this was after the story went up - he called Byrnes up in the afternoon to get some information.

Flynn said, "They said I couldn't get him; he was in a conference about that story I wrote this morning."

H.M.JR: Well, I think the fact that Byrnes - I am not a trained psychologist - he was so extra nice this morning after the President had him on the carpet on that story. If he were innocent, he would have hit me in the eye this morning.

- 11 -

I mean, I put myself in his place - if Byrnes went over and said, "Now Morgenthau gave out this story," and I was innocent, the next time I saw Byrnes I would have something to say to him. Instead of that, he was extra nice.

I have my fingers crossed, but I am calling up Sam tomorrow morning to remind him to remind the President.

There is no hesitancy on the part of the President. Of course, the beauty of this press conference is, it comes just ahead of our other meeting.

So I told the President we had had a meeting this morning, we got along fine, were prepared to see him, and hoped the following day he would send for George and Doughton, because I had to get away either Wednesday night or Thursday morning.

He was in one of these talking moods. It was one of the times I had to say good-bye first.

MR. GASTON: About who gave out that original story, it is Fred's theory that that story was given out before the conference.

H.M.JR: I know.

MR. PAUL: I have a story which reveals your plan. It is an article in the Herald Tribune.

MR. WHITE: Therefore, you mean that Byrnes' emphasis on the fact that he was busy right after was a clever misunderstanding?

MR. GASTON: Yes, on the face of Mike Flynn's first story it would appear that he got it before the conference - it was Byrnes' agenda for the conference.

- 12 -

MR. WHITE: Was there any indication from the discussion this morning what each of them would recommend as a choice in case the President ruled the first one out?

MR. PAUL: Yes, they will recommend postwar credit.

MR. SULLIVAN: Number three.

H.M.JR: What is this thing?

MR. PAUL: That is a revelation of your plan. (Indicating article in Herald Tribune of September 11.)

H.M.JR: Well, you were in the office of Robertson, weren't you, when Vinson called him up? Well, I tell you, gentlemen, on this kind of thing I never know until the thing is over, but I think that, plus one other thing that we were told at lunch by Palmer Hoyt, that for three days they worked on Byrnes' publicity man - what is his name?

MR. SMITH: Brown.

H.M.JR: Brown - to get Byrnes to go on this five-minute talk over at the War Department at night - the talk that you (Bell) did - and finally, after three days, he agreed to do it because he didn't want to be put on the - let me put him on the spot to say that he wasn't interested in War Bonds.

MR. PAUL: On that point can I--

H.M.JR: Three days they worked on him.

MR. BELL: Is he speaking tonight? I think it is tonight.

MR. PAUL: I heard another item of gossip today.

It is about Vinson's radio program last night. He was interviewed by Lindley and he had in the script -

- 13 -

he didn't submit his script in time and he had in his script a boost for War Bonds, then he talked so slowly that - toward the end, this was - that Lindley shut off that part because they didn't have time to finish and Vinson felt very badly about it. I didn't get this from Vinson. He didn't want you to think that that had been omitted by him. It was in the script but he just didn't get to it.

H.M. JR: Well--

MR. BELL: I heard some gossip today. I don't know how much truth there is in it. Do you want to hear it?

H.M. JR: Sure.

MR. BELL: Harold Smith is going to resign.

H.M. JR: Well, due to health reasons?

MR. BELL: That is the reason, yes.

H.M. JR: Is that the real reason?

MR. BELL: I don't know. He talked the other evening at the Chamber of Commerce group, so I am told - this gentleman told me - he said he told a friend on the side he was getting out. The reason he was giving was health, but sort of left the impression that he was a little disgusted.

H.M. JR: He doesn't blame the Treasury, does he?

MR. BELL: I don't think so. I don't know whether it is true or not. It just came to me as gossip from this meeting.

- 14 -

H.M.JR: When Harold Smith gets a couple of drinks in him he certainly is critical.

MR. WHITE: He drinks to his health. (Laughter)

MR. BLOUGH: He has a prescription.

MR. PAUL: May I ask a question about - do you remember that letter you wrote to Senator Wagner about this bill to pay for advertising?

H.M.JR: No, I don't remember.

MR. PAUL: Well, you wrote a long letter very much opposing it. It is a bill--

MR. BELL: Did I sign it?

MR. PAUL: It is signed by the Secretary. It is dated May 27. The reason I asked is because yesterday, or rather Saturday, Doughton called me about it. He said pressure has been put on him to support the bill. He wanted our advice, and I know of no better way of giving him our feeling than to give him a copy of the letter to Senator Wagner which is very strongly against it.

H.M.JR: Do you mind letting Smith look at it, because breaking in the middle of this War Bond drive, it might be terrible. I don't know what I said. Let Smith look at it.

MR. PAUL: I have to give Doughton some answer.

MR. BELL: I don't think it would hurt the bonds.

H.M.JR: It doesn't do any harm - it is a Bankhead bill. It can't do any harm to take a look at it.

As I say, as of this afternoon, it looks pretty good.

- 15 -

MR. SULLIVAN: What time do you meet in the morning?

H.M.JR: Eleven-thirty.

MR. SULLIVAN: Would you like a little something on those gentlemen you asked us to look into in Revenue?

H.M.JR: Yes.

MR. SULLIVAN: There is something being prepared now.

H.M.JR: Would you mind reading this to the crowd and then we can settle this thing. (Indicating letter from Mr. Stam dated September 10, 1943.)

MR. BELL: In your program to the Hill, if the President sends up a strong Social Security message you are going to then submit a tax program of much less proportion than you would if the Social Security program weren't submitted?

H.M.JR: Say that again, Dan.

MR. BELL: If the Social Security program isn't submitted by the President, you would submit a much larger tax program. Is that right? The amount to be raised by your tax program would be much less by reason of the recommendation of the President?

H.M.JR: That is right.

MR. BELL: Are you going to wind up your recommendation saying that if there isn't the Social Security program adopted by the Congress, then this program should be much larger?

H.M.JR: Did you hear that, Roy?

MR. BLOUGH: I heard it.

H.M.JR: Will you answer Mr. Bell?

- 16 -

MR. BLOUGH: Well, if I would answer him, it would be to attempt to reflect what I think was your viewpoint last week; namely, that you would try to avoid in your appearance before the Committee, any if's, and's, and but's about their not passing it.

MR. SULLIVAN: But you are going to get asked that question whether it is in your statement or not.

MR. BLOUGH: Then, if you feel you have to answer it, you should say that the tax bill should be higher.

MR. SULLIVAN: If it isn't in the statement and comes out as a result of the question from the Committee--

MR. BELL: Yes, that might be better.

MR. PAUL: This is a letter from Mr. Colin Stam to the Secretary. (Letter read by Mr. Paul, copy attached.)

MR. SULLIVAN: No answer required.

MR. PAUL: Well, he is making a record on us, John, and I will take you right down the list, one, two, three, four, five - as to which he has made no decision and said he couldn't make a decision.

H.M.JR: Then what good - if he is going to make - what I want to do is say yes or no. He says yes or no, but it isn't binding on the Committee.

MR. GASTON: He has no authority to decide anything. The Treasury has submitted all its policy recommendations to him, through him, instead of directly.

MR. WHITE: We would be in the position of saying that Secretary Morgenthau doesn't accept the opinion and the advice of his technical staff. "They told me they were in favor of this and they have taken a different position," whereas you could turn the tables. It would have no significance whatsoever because everybody knows Stam cannot speak for the Committee. So what he is desirous of doing, it seems to me, is just that.

- 17 -

H.M.JR: Well, I mean, he can make up his mind - he has been authorized by the Committee to do it, but it isn't binding. After all, he is not an elected officer of the people of the United States.

MR. PAUL: Even if he were, it would only be one member of the Committee.

H.M.JR: I will leave it with you. I don't know what to do. You think about it.

MR. SULLIVAN: That correspondence can go on forever unless you cut it off sometime.

MR. GASTON: Why don't you do this, have Randolph write and say, "Since your letter deals with a number of details with which, of course, the Secretary can't be familiar, I want to offer some comment."

MR. PAUL: He is trying to ruin me with you.

MR. BLOUGH: This is partly Doughton, I think.

H.M.JR: Anyway, I am going to let you (Paul) worry.

MR. SULLIVAN: You have got a good record in the correspondence you sent up to now.

H.M.JR: No, but much more important - right now it looks as though, again, the President is going to back me up. We will know by noon tomorrow and that is what is important. I sent the President a very straightforward message. I don't care particularly to go into it. Evidently it rung the bell and he is going to make it perfectly clear, publicly. After all, the only thing I am interested in is my relationship with the President and this fellow is like a little mosquito buzzing around.

MR. BLOUGH: I don't think this letter is Doughton, but I think Doughton has a completely erroneous idea of what can be done in these conferences, and that what Stam is trying to do is to protect himself against Doughton's

- 18 -

criticism that they haven't gotten anything done.

MR. PAUL: He needs it just now.

MR. BLOUGH: I think that is the reason he has written it.

H.M.JR: This is all right, gentlemen. Something happened over the week end that is all in our corner. Now I can understand why Mr. Byrnes had on this forced smile. I am not going to do any crowing until after the President decides.

September 13, 1943

MEMORANDUM

TO: Secretary Morgenthau  
FROM: Mr. Gaston

A conference on tax matters was held at 11:00 o'clock this morning in the conference room in the East Wing of the White House pursuant to an agreement made after last Thursday's conference with the President. There were present Mr. Byrnes, War Mobilization Director; Secretary Morgenthau; Fred Vinson, Economic Stabilization Director; Randolph Paul; and Mr. Gaston. The three from the Treasury were shown into the conference room and Justice Byrnes and Judge Vinson came in together soon afterward. Justice Byrnes was affable and pleasant. He inquired about the Secretary's broadcast last night from Monticello and the Secretary said it was an inspiring occasion.

Mr. Byrnes then asked about the tax plan which the Secretary had for submission to the President. The Secretary explained how he had arrived at the decision to propose integrating an income tax plan with the higher payroll taxes of the Wagner Bill. He said that it had seemed to him desirable that the Administration take a strong stand for a forward-looking social security plan and that if a plan comparable to that embodied in the Wagner Act were to be adopted it would hardly be possible to add heavy additional income taxation in the lower brackets. Social Security legislation he said would be good preparation for the postwar period. He said that we had had some conversations with labor leaders, particularly with those of the CIO group, and they had indicated that they would support the additional payroll taxes but would oppose addition to straight income taxes in the brackets below \$3000. At this point Mr. Paul said that while he had not talked to Mr. Murray or Mr. Green and had no explicit resolution from the labor organizations, he had talked to a considerable number of the union leaders of top and lesser rank and that all of them seemed to be in favor of the higher social security taxes coupled with the added benefits as opposed to higher

*mg*

- 2 -

income taxes in the lower levels. He told of his conference with the CIO group in Chicago and mentioned the fact that they were an intelligent group of men who followed the tax situation and corporate profits very closely. They strongly supported the Treasury's proposals as to loopholes, including depletion, family income and tax exempts, as well as the proposal for a \$25,000 income maximum, and said they resented additional taxes upon themselves as long as the loopholes were not plugged.

Both Byrnes and Vinson recalled their own active interest in the social security legislation and their battles to put the plan over in 1935. Byrnes spoke of the controversy in 1939 over the provision giving the Federal Government approval over the State personnel employed in the unemployment tax administration. He thought the question of State rights would rise again over the Wagner proposal to make unemployment insurance strictly a Federal system.

Mr. Paul said he realized that the open support of any proposal by the CIO was likely to be the "kiss of death" but Vinson disagreed. He thought also there might be opposition to the CIO in the committees, yet their political pressure would have some effect. Mr. Paul agreed that the labor organizations had considerable support in Congress.

The Secretary handed Mr. Byrnes a memorandum concerning the attitude of various people in the Government outside the Treasury on the proposal to integrate income and payroll taxes. Vinson said that he wanted to make it clear that so far as he was concerned his objections, or reservations, were on the basis of strategy and not as to the merits of coupling the two taxes. He mentioned the medical features of the Wagner Bill as a source of contention and Byrnes agreed that this would stir up "more than a hornet's nest." Vinson did not doubt that something ought to be done to improve the medical situation, mentioning a county in his own State that had no medical service whatever. Vinson was fearful that getting into a fight on social security would harden the committees against any proposals that the Treasury might make, and endanger the tax program generally.

*WV*

- 3 -

Neither Byrnes nor Vinson questioned the statement that the payroll taxes proposed under the Wagner Act would have probably a stronger counter-inflationary effect for the next year or two than any income taxes we could hope to get in the lower levels. It was mentioned that we could hope for some support outside the labor element from people who wanted higher taxes in the lower income groups because of their counter-inflationary effect and the case of the publisher of the Reader's Digest was cited. Mr. Paul told that he had received word that the Reader's Digest publisher would support the higher payroll taxes of the Wagner Act because this was a way of getting revenue from the low income groups in compensation for benefits they would receive anyway. Gaston said he thought we ought not be too pessimistic about putting through an integrated plan since if it was economically sound he thought we had a good chance of persuading Congress if it were strongly supported as an Administration program.

Speaking of the strategy to be followed Secretary Morgenthau said that he had talked to Judge Rosenman and Rosenman strongly advised that if the President favored the integrated plan he should send up a strong message on social security before Secretary Morgenthau appeared before the Committee to talk taxes. Justice Byrnes wanted to know if any such message had been prepared. Secretary Morgenthau said he thought not, but Justice Byrnes readily agreed that the Social Security people could no doubt provide the substance of the message in short order. The Secretary said he had no doubt that his appearance before the committee, now set for Monday of next week could be deferred a few days at the President's request and Mr. Paul suggested that there were minor matters that could be considered with the committee before taking up the general tax program.

Justice Byrnes then asked about the alternatives to propose to the President in case he should decide against the integrated plan. Mr. Paul had a brief memorandum listing the alternatives as: (1) an income tax plan in which Social Security is coordinated; (2) strong income tax increases (in the 8.7 billions plan); (3) strong income tax increases with post-war credit in lower brackets; (4) low income tax increases. Mr. Byrnes asked some questions about

*MS*

- 4 -

No. 3 and Mr. Paul gave Mr. Byrnes further description of this alternative. Both Mr. Paul and Judge Vinson consulted their memoranda (Vinson having copies of estimates furnished by the Treasury) and presented a number of figures as to burden. Some figuring was done at Mr. Byrnes request on the amount of the refunds in levels of \$1500 to \$3000 of net income which would result from the adoption of plan No. 3 for post-war credits. Mr. Gaston remarked that the credit would be substantially less than the saving now being made by an employee who is on the ten percent payroll savings plan. Mr. Byrnes noted that the amount of additional saving called for by the post-war credit plan would not be extremely heavy and Mr. Gaston pointed out that it might not constitute additional saving as the employee might simply deduct it from the amount he is now investing in War Bonds.

Not much attention was paid to No. 4, a less drastic additional income tax schedule than the 8.7 billions, although it was suggested that one way to accomplish this would be to let the exemptions stand as they now are which would reduce the total yield of the 8.7 billions plan to about 6 billions.

Judge Vinson brought up the matter of transforming the present personal exemption into tax credit which would greatly increase the take in the levels of income above the first surtax bracket. He recalled that he had asked Mr. Paul on Saturday for an estimate of the amount this would yield and for an estimate of the amount of additional taxes necessary to accomplish the same result if this device were not adopted. Mr. Paul did not have this figure available and pointed out that the main objection to the change was some differentiation against married persons.

He said Mr. Blough strongly opposed the change. Judge Vinson also brought up the matter of the earned income credit, the elimination of which Mr. Paul said would bring in revenue of about \$550 million. Mr. Paul agreed that this change might be desirable since the earned income credit in the

WMS

- 5 -

statute at present is not an actual earned income credit. He said that he was inclined to favor the elimination of the credit though it must be recognized that it hit the low income brackets and was an additional reason for not reducing the exemption.

Judge Vinson argued quite strongly for both the last two mentioned changes. His argument was based principally on the idea that they would save rate increases and at the same time produce substantial additional revenue.

The Secretary said he thought these were details to which it was unlikely the President would want to give much attention, and mentioned some previous experiences along the same line.

Mr. Paul presented to Judge Vinson and Justice Byrnes a list of 12 principal policy questions involved in the tax bill. They were as follows:

1. Individual income tax rates.
2. Personal exemptions.
3. Earned income credit.
4. Postwar credit.
5. Individual excess profits tax.
6. Corporate rates.
7. Corporate reserves.
8. Sales tax.
9. Excise taxes.
10. Estate tax rates.
11. Loopholes.
12. Payroll taxes.

There was discussion of some of these points. Justice Byrnes and Judge Vinson both said they were against a sales tax. Justice Byrnes said he was generally in favor of luxury excise taxes. There was agreement that corporate rates should be increased: Mr. Paul mentioned a 50% total normal and surtax rate. There was also some discussion of estate tax rates but no opinion was expressed. Everyone seemed in agreement that loophole legislation should not be pressed upon Congress at this time.

*WJG*

- 6 -

Justice Byrnes and Judge Vinson both agreed that the decision was one which the President would have to make and that the alternatives should be put up to the President at the meeting scheduled for Tuesday. Secretary Morgenthau asked Mr. Byrnes if there was anything more we could accomplish today and Mr. Byrnes said he thought not and quickly gathered up his papers and smilingly bade the members of the Treasury group goodbye and left the room whereupon Secretary Morgenthau, Mr. Paul and Mr. Gaston returned to the Treasury Department.

*MSA*

C  
O  
P  
Y

Congress of the United States  
Joint Committee on Internal Revenue  
Taxation  
Washington, D.C.

September 10, 1943.

Dear Mr. Secretary:

With all due respect, I do not believe that your letter of September 8, 1943 deals with the heart of our problem.

It is true, as you point out, that we have held numerous conferences with your staff and there has been exchanged between the two staffs certain memoranda dealing with tax problems. But these conferences and memoranda have always developed into matters of an exploratory nature. As stated in my letter of September 4, 1943, our staff was instructed by the Chairmen of both the Senate Finance Committee and the Committee on Ways and Means to work with Treasury officials and determine what proposals the Treasury and our staff could agree upon. In this connection, the Committee gave our staff a free hand to use their own judgment in arriving at a Joint Staff and Treasury program, to submit to the Committee. However, we have been unable to derive any constructive results towards this end in our conferences with Mr. Paul and his staff, chiefly because of the hesitancy on the part of Mr. Paul to make decisions for the Treasury. I believe several examples will make this clear.

One of the first problems in connection with the individual income tax is the question of the victory tax. While I realize that Mr. Paul was not in favor of the victory tax, he was unwilling to commit the Treasury to ~~its~~ repeal at our conferences because of the revenue involved. In other words, he seemed unwilling to submit an alternative concrete proposal to show what substitute the Treasury would suggest for the victory tax, so that we could reach an agreement or disagreement on this point. Another problem which was discussed was the elimination of the normal tax. Mr. Paul could give me no assurance on this point as to the Treasury position. Another problem was the conversion of

Honorable Henry Morgenthau, Jr.,  
Page #2.

the personal exemptions into a tax credit. Mr. Paul could give me no assurance as to what position the Treasury would take on this point. It is true that Mr. Paul submitted certain data in response to our request in July, relating to excise taxes, individual income rate schedules, etc. But in his letter, he was careful to point out that these were not to be considered to be the final decisions of the Treasury. Therefore, while the staff has been free to make decisions, your staff has not been able to make decisions for the Treasury, so that our conferences have accomplished very little towards the objective desired by the Committee of avoiding as far as possible controversies between the two Staffs. Any such controversies must, of necessity, result in delaying the bill. I recall that Mr. Paul, at one conference, stated that Mr. Blough was going over material with you and getting your approval to certain suggestions. But we have not been informed by Mr. Paul of the nature of such proposals, or the nature of any other proposals upon which he was authorized to confer for the purpose of reaching an agreement between the two staffs.

I wish to repeat the statement in my last letter that it was not our desire to ascertain what proposals the Treasury will recommend to the Congress if you do not desire to have your staff discuss such proposals with us prior to the formal presentation of your program to the Congress. However, I feel sure that you must admit that such a policy has prevented our carrying out the instructions given us by the Chairmen of both Committees to determine what proposals the staff and the Treasury could agree upon. I am somewhat perplexed by your statement in reference to me that "you have not expressed your opinion on certain matters because you regard the decisions as resting with the Committees". The Committee has given the staff a free hand in making decisions with the Treasury. Of course, this does not mean that the Committee will necessarily follow such decisions, as the responsibility for making final decisions rests with the Congress and not with our staff or the Treasury.

Honorable Henry Morgenthau, Jr.,  
Page #3.

We have been severally handicapped in securing Bureau material for use in our studies. As stated in my letter of September 4, 1943, I am deeply grateful for your letter of September 2, 1943, making possible the direct flow of this material to us from the Bureau, as provided by law.

In conclusion, I feel that the two staffs should make every effort to cooperate in the solution of this difficult fiscal problem. Anything that you may be able to accomplish in making this cooperation possible will be deeply appreciated. I am hopeful that in the future we can bend our joint efforts towards assisting the Congress in its effort to deal with this difficult fiscal problem.

Respectfully yours,

(Signed) Colin F. Stam,  
Chief of Staff.

Honorable Henry Morgenthau, Jr.,  
Secretary of the Treasury,  
Washington, D.C.

September 13, 1943 253  
3:57 p.m.

HMJr: Hello.

Operator: Ambassador Gromyko.

HMJr: Hello.

Operator: Go ahead.

HMJr: Hello.

Andrei  
Gromyko: Hello.

HMJr: This is Morgenthau speaking.

G: How do you do, Mr. Secretary.

HMJr: How are you?

G: Thank you very much. I am all right and how are you?

HMJr: Fine. I'm trying to raise a little money in this country.

G: Yes, you are doing a very good job.

HMJr: Well....

G: You are - you are endowed with astronomical figures as the Prime Minister said. (Laughs)

HMJr: Have you seen that picture yet?

G: Yes, I saw it and I like it very much.

HMJr: Isn't that a nice figure - picture?

G: Very good. Very good.

HMJr: Mr. Gromyko.

G: Huh?

HMJr: I know that Harry White called you and gave you my idea....

G: Yes, he did.

- 2 -

HMJr: ....and I have since looked up the route and how I would get to Fairbanks and I know how long it takes to get messages back and forth....

G: Uh huh.

HMJr: ....and I know that you people like to be dealt with frankly....

G: Uh huh.

HMJr: ....as I like to be dealt with, and I just want to say this that if Mr. Marshal Stalin....

G: Uh huh.

HMJr: ....decided to give a statement....

G: Uh huh.

HMJr: ....I hope he wouldn't mind that I saw it in advance before I would take that long trip up to Fairbanks, you see?

G: Uh huh. I see.

HMJr: Because....

G: Uh huh.

HMJr: ....unless it was the kind of statement which would help me sell bonds....

G: Uh huh.

HMJr: ....I wouldn't want to - because it's quite risky, etc.

G: Uh huh.

HMJr: But, you understand?

G: I understand it.

HMJr: So if he should decide to do the - that - do me this gracious favor....

G: Uh huh.

HMJr: ....I would appreciate it if before I started out, he would let me see what he is going to say.

G: I see. Mr. Secretary, may I ask you when are you going to leave Washington for this trip?

HMJr: Well, I would have to leave here - oh, let me just look at the calendar, please.

G: Uh huh.

HMJr: Today is the 13th -- I'd have to leave here, I think, not later than the 23rd.

G: 23rd -- from Washington?

HMJr: Yep.

G: Uh huh. I see. I hope I shall receive a word from Moscow....

HMJr: Yes.

G: ....because I sent two cables -- the first on Saturday....

HMJr: Yes.

G: ....then Dr. White called on me Thursday....

HMJr: Yes.

G: ....and the second yesterday when he -- after he had phoned me.

HMJr: Yes. Well, I -- I may be asking something which Marshal Stalin may not want to do. On the other hand, he may be very glad to do it.

G: Quite possibly, Mr. Secretary, and as Dr. White said to me....

HMJr: Yeah.

G: ....that the beginning -- just the beginning of the statement....

HMJr: Yes.

G: ....which can -- may be sent to our representative in Fairfax....

- 4 -

HMJr: Yeah.

G: ....in Fairbanks. Uh -- will begin from the words, "Marshal Stalin wishes me to say...."

HMJr: Yeah.

G: But not in name -- and this representative will speak in name of Marshal Stalin but it will not be the statement of Marshal Stalin.

HMJr: Well, I....

G: Dr. -- Dr. White explain - gave me this explanation.

HMJr: Well, I don't -- which ever -- that wouldn't be so important as long as....

G: Of course not.

HMJr: ....the American public....

G: Uh huh.

HMJr: ....knew that this was a statement....

G: Uh huh.

HMJr: ....coming from Marshal Stalin.

G: Uh huh.

HMJr: Do you see what I mean?

G: Uh huh.

HMJr: And whether it was a direct statement or one that....

G: Or indirect?

HMJr: Indirect. Of course, it would be much better if it was direct.

G: Direct. Uh huh.

HMJr: Yes -- I mean -- if it was direct.

G: I see.

- 5 -

HMJr: Much better.

G: Uh huh.

HMJr: And I think aside from selling bonds, it would be very helpful at this time for - to the overall relationship.

G: Uh huh.

HMJr: And - you see, our workmen - I don't know how much Mr. White went into this - but our workmen are tremendously interested....

G: Uh huh.

HMJr: ....in what use....

G: Uh huh.

HMJr: ....these planes and tanks are made of, you see?

G: Uh huh.

HMJr: What happens to them....

G: Uh huh.

HMJr: ....and it would encourage our production....

G: Uh huh.

HMJr: ....to know that they were being made of good use -- that the Russians liked them....

G: Uh huh.

HMJr: ....and that if Marshal Stalin would say, "Now, they have proved to be useful and I hope your loan will be a success...."

G: Uh huh.

HMJr: ....to pay for more materials which will be - come under lend-lease to Russia," you see?

G: Uh huh. And the subject of the statement - uh - is to be lend-lease supplies?

HMJr: Uh - well, what do you think?

G: Uh....

HMJr: Everything you get from us is lend-lease, isn't it?

G: Uh huh. Lend-lease and the use of the supplies in the Soviet Union.

HMJr: That's right.

G: Uh huh.

HMJr: It's the - I mean - I don't think it's necessary they'd have to say lend-lease, but it's the materials....

G: Of course.

HMJr: It's the....

G: Of course.

HMJr: ....munitions....

G: Of course.

HMJr: ....which you have received from this country....

G: Uh huh.

HMJr: ....and to say that they have been useful....

G: Uh huh.

HMJr: ....and that we appreciate that the Americans - what I have been saying that the American workmen have to make them....

G: Uh huh.

HMJr: ....and now we are asking the American workmen to largely pay for them....

G: Uh huh.

HMJr: ....through lending us the money.

G: Uh huh.

HMJr: You have the same thing in your country.

G: Uh huh.

HMJr: You - you sell these war bonds in your country.

G: Uh huh.

HMJr: I understand you have two kinds - one with a lottery and one without.

G: Uh huh.

HMJr: And you know as well or better than I do that you have to encourage your workmen to produce more.

G: Uh huh.

HMJr: And in this whole drive - uh - we have in mind the good effect we hope we can get....

G: Uh huh.

HMJr: ....through encouraging our workmen to produce more and also to turn around and lend their money to the government.

G: Of course.

HMJr: And if they knew that so much of this material went to Russia....

G: Uh huh.

HMJr: ....and that Russia was making good use of it, it would encourage them to go on and make more.

G: I think this idea is very sound, of course.

HMJr: And that was - Mr. Churchill, after all, put it a little bit differently....

G: Yeah.

HMJr: But the way he put it was that if the loan is a success it will be helpful and if it is not a success it will lengthen the war.

G: Uh huh.

G:  
(Cont'd) Mr. Secretary, I shall convey your request today.

HMJr: And I hope Mr. Marshal Stalin can do it but if he can't do it, I'm sure he'll have a good reason.

G: Uh huh. I hope - it is quite possible. Of course, you - you know it is very difficult for me to say right now.

HMJr: I - I - I don't want you to commit yourself but I want to get over to you what I - and the reason I picked Fairbanks was....

G: Yes.

HMJr: ....that that's the place, as I understand it, we turn these planes over to you.

G: Uh huh.

HMJr: At Fairbanks.

G: I see.

HMJr: And I've put this thing up to our State Department and they were very pleased that I was going to do this.

G: Mr. Secretary, I shall - I shall send a cable today - right now.

HMJr: After all, it is an interesting idea that the American Minister of Finance wants a statement from Marshal Stalin to encourage our production.

G: It's quite -quite normal phenomenon.

HMJr: If you have any sense of humor, I'm sure you'll appreciate it.

G: Oh, I will. (Laughs)

HMJr: What?

G: I... (Laughs)

HMJr: You have a sense of humor.

G: I am not surprised.

- 9 -

HMJr: You have a sense of humor and I should think you would get a good chuckle.

G: Maybe so, but I am not so surprised -- it does not sound for me very strange.

HMJr: All right.

G: It does not. Very normal.

HMJr: Well, there should be -- this entente cordiale -- and that's what I want it for, you see?

G: Thank you very much, Mr. Secretary. I will send it today.

HMJr: Thank you very much.

G: As soon as I receive anything I shall inform you.

HMJr: Thank you.

G: Thank you, good bye.

HMJr: Good bye.

## TREASURY DEPARTMENT

## INTER OFFICE COMMUNICATION

DATE

to Mrs. Klotz  
from Fred Smith

September 13, 1943

At this writing, the Secretary's speaking engagements look like this:

Wednesday night, September 15 - five minute broadcast at 9:15. Secretary must be at WMAL by 9:00 PM

Friday, September 17 at St. Louis. Secretary intends to leave about Thursday noon. May stop over in Springfield, Illinois.

FS

September 13, 1943

My dear Mr. Wall:

The kindness and consideration shown by you to me and my party of guests on last Wednesday is very much appreciated. In these times, when everyone is asked to make sacrifices for the war effort, it is good for us to be reminded of the disregard of personal fortune shown by the father of our country in defending it against tyranny.

My guests and I were impressed and we thank you for your courtesy.

Sincerely yours,

(Signed) H. Morgenthau, Jr.  
Secretary of the Treasury

Mr. Charles C. Wall,  
Superintendent,  
Mount Vernon, Virginia.

JEMcN/fab  
9-11-43



25

September 13, 1943.

Dear Mr. and Mrs. Green:

I very much enjoyed my stay in your guest house during my visit to Pontiac, and want to thank you for your friendly welcome, and the hospitality you extended. It was a pleasure to meet you both and get somewhat acquainted, and I also know a great deal more about raising turkeys since I visited your home.

With cordial regards and best wishes to you both,

Sincerely,

(Signed) H. Mergenthau, Jr.

Mr. and Mrs. Leo Green,  
Turtle Lake Farm,  
Pontiac, Michigan.

GEF/dbs

September 10, 1943

Dear Mr. and Mrs. Green:

I want to thank you for your very kind hospitality. I enjoyed my stay so much in your guest house and it was a pleasure to ~~meet~~ get to know the both of you.

Sincerely yours,

## TREASURY DEPARTMENT

## INTER OFFICE COMMUNICATION

DATE Sept. 8, 1943

TO Mrs. Klotz

FROM Fred Smith



The Secretary wanted to be reminded to write a note of thanks to Mr. and Mrs. Les Green of Pontiac, Michigan. He is chairman of the Oakland County Bond Committee and put the Secretary up over night.

He also told him how to raise turkeys.

# THE NATIONAL NEGRO BUSINESS LEAGUE

ORGANIZED 1900

BOOKER T. WASHINGTON, FOUNDER AND FIRST PRESIDENT

## OBJECT

TO PROMOTE THE COMMERCIAL AND FINANCIAL DEVELOPMENT OF THE NEGRO

TUSKEGEE INSTITUTE, ALABAMA

## NATIONAL OFFICERS

**PRESIDENT-EMERITUS**  
**C. C. SPAULDING, DURHAM, N. C.**  
**VICE-PRESIDENT-EMERITUS**  
**FRED R. MOORE, NEW YORK CITY**  
**TREASURER-EMERITUS**  
**A. L. LEWIS, JACKSONVILLE, FLA.**

**PRESIDENT**  
**DR. J. E. WALKER, MEMPHIS, TENN.**  
**1ST VICE-PRESIDENT**  
**GEORGE W. COX, DURHAM, N. C.**  
**2ND VICE-PRESIDENT**  
**FRED A. ALLEN, DETROIT, MICH.**  
**EXECUTIVE SECRETARY**  
**ALBON L. HOLLEY**  
**TUSKEGEE INSTITUTE, ALABAMA**  
**ASSISTANT SECRETARY**  
**RALPH B. STEWART, JR.**  
**TUSKEGEE INSTITUTE, ALABAMA**  
**TREASURER-COMPTROLLER**  
**J. B. BLAYTON, ATLANTA, GA.**  
**AUDITOR**  
**THEODORE JONES, CHICAGO, ILL.**  
**GENERAL ORGANIZER**  
**R. E. CLAY, NASHVILLE, TENN.**  
**ASSISTANT GENERAL ORGANIZERS**  
**MRS. U. S. BOND, MADISON, ARK.**  
**LYNWOOD W. BROWN, RICHMOND, VA.**  
**REGISTRAR**  
**J. R. E. LEE, JR., TALLAHASSEE, FLA.**  
**ASSISTANT REGISTRAR**  
**ROBERT R. MOTON, JR.**  
**TUSKEGEE INSTITUTE, ALABAMA**  
**DIRECTOR OF PUBLICITY**  
**CLAUDE A. BARNETT, CHICAGO, ILL.**  
**CHAPLAIN**  
**W. A. FOUNTAIN, ATLANTA, GA.**  
**TRANSPORTATION DIRECTOR**  
**JESSE O. THOMAS, NEW YORK CITY**  
**LEGAL ADVISOR**  
**A. T. WALDEN, ATLANTA, GA.**

## EXECUTIVE COMMITTEE

**DOH A. DAVIS, CHAIRMAN**  
**HAMPTON, VIRGINIA**  
**MRS. MARY L. BEASLEY, DETROIT, MICH.**  
**HENRY ALLEN BOYD, NASHVILLE, TENN.**  
**WM. M. COOPER, HAMPTON INST., VA.**  
**W. J. EDWARDS, OKLAHOMA CITY, OKLA.**  
**DR. W. J. HALE, NASHVILLE, TENN.**  
**DR. W. L. HAYWOOD, OKLA. CITY, OKLA.**  
**JAMES A. JACKSON, NEW YORK CITY**  
**MRS. LEAH JONES, OKLAHOMA CITY, OKLA.**  
**J. S. JONES, DALLAS, TEX.**  
**EMMER M. LANCASTER, WASHINGTON, D. C.**  
**O. K. MANNING, HOUSTON, TEX.**  
**DR. W. H. PECK, DETROIT, MICH.**  
**DR. C. B. POWELL, JACKSONVILLE, FLA.**  
**J. W. SANFORD, OKLAHOMA CITY, OKLA.**  
**CHARLES A. SHAW, HOUSTON, TEX.**  
**M. S. STUART, MEMPHIS, TENN.**  
**DR. H. M. WILLIAMSTON, IDABEL, OKLA.**  
**ALONZO G. WRIGHT, CLEVELAND, OHIO**

## REGIONAL VICE-PRESIDENTS

**WILLARD W. ALLEN, BALTIMORE, MD.**  
**WM. H. ELL, ALCORN, MISSISSIPPI**  
**L. C. BLOUNT, DETROIT, MICH.**  
**J. R. BOOKER, LITTLE ROCK, ARK.**  
**BOOKER T. BRADSHAW, RICHMOND, VA.**  
**M. C. CLARK, CLEVELAND, OHIO**  
**WILLIAM A. CLENDEN, CHARLESTON, S. C.**  
**U. S. FALLS, ST. LOUIS, MO.**  
**S. B. FULLER, CHICAGO, ILL.**  
**A. G. GATTON, BIRMINGHAM, ALA.**  
**RUSSELL S. GIDEON, BOSTON, MASS.**  
**R. N. HARRIS, DURHAM, N. C.**  
**W. S. HORNBY, AUGUSTA, GA.**  
**C. D. KING, NEW YORK CITY**  
**LEWIS W. MCKIESACH, NASHVILLE, TENN.**  
**GEORGE R. RARLAND, OKLA. CITY, OKLA.**  
**G. D. ROGER, TAMPA, FLA.**  
**A. M. SMITH, DALLAS, TEXAS**  
**J. SMITH, LOUISVILLE, KY.**  
**LEON M. WALLACE, BATON ROUGE, LA.**

## STEERING COMMITTEE

**CHAIRMAN**  
**DR. F. D. PATTERSON**  
**TUSKEGEE INSTITUTE, ALABAMA**  
**J. E. BLAYTON, ATLANTA, GA.**  
**GEORGE W. COX, DURHAM, N. C.**  
**ROSCOE DUNLISE, OKLAHOMA CITY, OKLA.**  
**CARLTON W. GAINER, DETROIT, MICH.**  
**JOSEPH P. GEDDES, NEW ORLEANS, LA.**  
**B. G. OLIVE, JR., MEMPHIS, TENN.**

## HOUSEWIVES' LEAGUE

**PRESIDENT**  
**MRS. FANNIE B. PECK, DETROIT, MICH.**  
**1ST VICE-PRESIDENT**  
**MRS. KITTY HALL, ST. LOUIS, MO.**  
**2ND VICE-PRESIDENT**  
**MRS. OBEJIA CLAY, BRISTOL, TENN.**  
**3RD VICE-PRESIDENT**  
**MRS. CHRISTINE M. FUGUA**  
**DETROIT, MICHIGAN**  
**TREASURER**  
**MRS. SARIE WRIGHT, MEMPHIS, TENN.**  
**SECRETARY**  
**MRS. LUCY WINSLET**  
**OKLAHOMA CITY, OKLAHOMA**  
**PUBLICITY DIRECTOR**  
**MRS. A. V. BOUTTE, NEW ORLEANS, LA.**

**OFFICE OF**  
**WILLARD W. ALLEN**  
**REGIONAL VICE-PRESIDENT**  
**FOR MARYLAND**

September 13 1943

Hon. Henry Morgenthau Jr.  
 Secretary of the Treasury  
 Treasury Department  
 Washington, D. C.

Dear Mr. Morgenthau:

The general reaction of the citizens of Baltimore to your appearance on August 25, at the opening session of the National Negro Business League Convention has been so favorable that I must express to you again my deep appreciation for your presence. I feel confident that a more tangible means of their favorable response will be shown through their purchase of war bonds and stamps.

Sincerely yours,

*Willard W. Allen*  
 WILLARD W. ALLEN

WWA:ZH

September 13, 1943.

TO: Mr. Paul J. Norman

On September 9th, the Labor Management Committee of the Curtiss-Wright Company in Buffalo initiated their first major Payroll Savings campaign. This committee was headed by a Mr. Auxburger of the Public Relations Division of Curtiss-Wright, and Mr. Chandler Wells, representing the War Finance Committee Payroll Savings Division. It might well be noted at this point that Mr. Wells is one of the Buffalo life underwriters doing a volunteer Payroll Savings job.

Curtiss-Wright's plant is divided into two sections in Buffalo. Mr. Auxburger and Mr. Wells took over Plant #2 and Mr. Louis Muerer and Mr. Tilley took over Plant #1. This report primarily concerns Plant #1.

We found a permanent labor management organization in this plant, prepared to carry on a regular Payroll Savings Drive as follows:

The foreman of each section, representing management, and a captain or aid from each section, representing labor, were sworn in as special Treasury representatives at a series of nine meetings held from 1 P.M. in the afternoon until 2:30 the next morning. At these meetings a special pledge card, prepared by the Curtiss-Wright Company, was passed out to each foreman and each aid. These cards represented employees in each section. The foreman and aids, commencing at 12 o'clock September 10th, had previously agreed to contact each employee represented by the cards they held. At 12 o'clock that day, a general plant mass meeting was held over the plant public address system. At this meeting, several officers, both of the labor unions and of the Curtiss-Wright Company, made short addresses. A local opera singer was brought in to sing the Star Spangled Banner and other martial airs.

The Company's Labor Management Committee expected to put over the entire campaign, covering a group of some 35,000 employees, in approximately 24 hours. The same labor-management committee will function on Friday, September 17th to promote the sale of additional \$100 bonds.

It is interesting to note that on this day every employee of the Curtiss-Wright Company will receive approximately \$125.00 in back pay. It is the intention of the labor-management committee to convert the major portion of this back pay into additional war bonds. To facilitate this conversion, the local banks will set up special cash booths at the pay windows in the plant. War heroes, including the crew of a bomber, will be in attendance to add to the enthusiasm of this bond campaign.

E. F. Tilley

TREASURY DEPARTMENT  
INTER OFFICE COMMUNICATION

269 ✓  
*Keep and this  
had taken care  
of itself!*

DATE  
September 13, 1943

TO Secretary Morgenthau  
FROM Fred Smith

According to the Navy, the story of the sailors who escaped from a Japanese prison camp "is so hot the Secretary will have to go through the White House to get permission to talk to the men."

The Navy denies that the story has yet been released to Colliers. What do you think we ought to do next? If it is as hot as all that, it would seem more important than ever to talk to him.

(TS)

## TREASURY DEPARTMENT

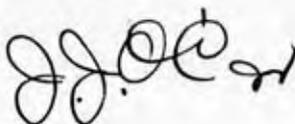
INTER OFFICE COMMUNICATION

DATE

TO Secretary Morgenthau  
FROM Mr. O'Connell

September 13, 1943

Mr. McConnell and I are still waiting for an appointment with Judge Rosenman. I have been in touch with his office almost daily, and his secretary advises me that he will see us at the earliest possible moment, but so far he has apparently been too much taken up with other matters.



## TREASURY DEPARTMENT

INTER OFFICE COMMUNICATION

CONFIDENTIAL

DATE Sept. 13, 1943

TO Secretary Morgenthau  
 FROM Mr. Hase  
 Subject: The Business Situation,  
 Week ending September 11, 1943.

Summary

Market reaction to war news: The surrender of Italy has had little net effect on commodity and stock prices. The BLS basic commodity index last week was unchanged. Industrial and utility stocks ended the week somewhat higher, after initial weakness, while rails showed losses.

Cost of living: According to confidential data, the BLS cost-of-living index declined 0.5 percent further in August, but remains 4.6 percent above the OPA rollback objective of September 1942. Food costs were reduced 1.3 percent during the month, a total reduction of 4.1 percent from the May peak.

Canadian living costs: Difficulty in holding down food prices has been largely responsible for an advance in the Canadian cost-of-living index (as of August 1) for the sixth successive month, which is likely to necessitate an increase in the cost-of-living bonus.

Factory payrolls: Payrolls declined in July for the first time since November 1941, largely due to the Fourth of July holiday observed in some plants. Factory employment, while somewhat higher in July, has shown little increase since last December.

Crop situation: The September 1 crop report showed some decline in crop prospects due to drought conditions over wide areas, but the corn outlook has improved. A record disappearance of wheat in the 1943-44 crop year is expected to reduce domestic wheat stocks by next July to 250 million bushels, considered a minimum for war-time safety.

Fuel supplies: Progress is being made in building up civilian fuel oil stocks on the East Coast, but total civilian supplies of petroleum products in that area in early September were 32 percent lower than in 1942. The United States coal situation has become serious, particularly in view of necessary shipments to Italy.

- - - -

- 2 -

### Italian surrender has little market effect

The surrender of Italy has had relatively little effect on commodity and stock prices, largely because previous developments had apparently conditioned the markets for eventual news of this nature. While prices of stocks and commodities weakened somewhat on the day the surrender was announced, in view of its implications regarding an early ending of the war, a moderate upturn occurred in most markets later in the week when it became evident that the allies would be faced with important military problems in the occupation of Italy.

The net result of the week's activity in the stock market (see Chart 1) was a slight gain in prices of industrial and utility stocks (as measured by the Dow-Jones averages), while the railroad stocks closed slightly lower. The volume of trading on the New York exchange increased moderately above that of recent weeks. Industrial stock prices on the London exchange reacted to the war news by rising to a new high since before the beginning of the war.

The favorable war developments in recent weeks have been reflected in a continued decline in the ratio of "war" stocks to "peace" stocks, based on our computed indexes for 20 selected stocks in each group. (See Chart 2, lower section.) The index of "war" stocks, which dropped sharply when Mussolini was ousted, has shown a further sagging tendency in recent weeks, while "peace" stocks have recently tended to strengthen.

### Commodity prices show little net change

Although the announcement of Italy's surrender unsettled the commodity markets temporarily, prices soon recovered and the BLS index of 28 basic commodities at the end of last week was unchanged from that of the previous week. Wheat and barley prices rose moderately to new highs for the war period, but these were offset by declines in a few other commodities. (See Chart 3.)

Due largely to declines in fresh fruit and vegetable prices, particularly for potatoes, apples, and lemons, the BLS all-commodity index declined slightly in the week ended September 4. At 102.8 percent of the 1926 average, the index is now 3.7 percent above the corresponding week of last year, and 37.1 percent above the August 1939 pre-war level. The index has moved in a narrow range for the past two months.

- 3 -

### Progress made in reducing living costs

Some further progress in reducing living costs is indicated by a decline of 0.5 percent in the BLS cost-of-living index from mid-July to mid-August, according to preliminary confidential figures of the Bureau of Labor Statistics. The index has now declined 1.5 percent from the peak reached in May, although it is still 4.6 percent above the September 1942 level, the announced objective of the OPA.

Lower food costs continue to be the factor responsible for the decline in the index. The cost-of-food component declined 1.3 percent last month, making a total decline of 4.1 percent from the May peak. (See Chart 4.) As a result of an OPA ceiling price order, fresh fish prices were noticeably lower in August, and further effects of the roll-back in meat prices were evident. Fresh fruit and vegetable prices dropped 7 percent, due to seasonal declines and to a outback in the prices of lettuce and cabbage. On the other hand, a seasonal upward adjustment in price ceilings permitted sharply higher egg prices. All other components of the index except rents showed slight increases.

A program to roll back the cost of living to the September 15, 1942 level has been forwarded to the WFA and the OPA by Director of Economic Stabilization Vinson, Department of Agriculture officials disclosed last week. The program involves a limited subsidizing of a few vital foodstuffs and a price reduction on various fruits and vegetables. The total cost of the program may approximate \$100 million, but living costs are expected to be reduced between 4 and 5 percent.

It was indicated that Congressional approval of the prospective program may not be sought, since little money would go for price rollbacks, most of it being spent for supporting farm prices and for transportation subsidies.

### Canadian cost-of-living index rises

The Canadian cost-of-living index rose 0.3 percent to a new high in the month ended August 1, which marks the sixth consecutive month in which the index has recorded an advance. (See Chart 5, upper section.) While the total increase since February has amounted to only 2 percent, nevertheless the index now stands 1.3 points above the July 1942 figure upon which the last cost-of-living bonus was authorized. Since the bonus is adjusted quarterly for each change of one point in the index, another increase in the bonus payment will be due unless the index can be reduced before October 1, the next date upon which the bonus payment is determined.

- 4 -

Rising food costs have been largely responsible for the recent increase in the index. (See Chart 5, lower section.) Difficulties have been encountered particularly in controlling livestock and fresh vegetable prices. The most important factor in the latest advance in the index was a sharp increase in egg prices, which was permitted in order to stimulate egg production.

Mr. Donald Gordon, Chairman of the Canadian Wartime Prices and Trade Board, has stated that the pressure of farmers for higher prices and labor for higher wages is increasing dangerously. Although preparations were recently being made to enlarge subsidies to hold the cost-of-living index down and thus prevent a bonus October 1, considerable uncertainty has developed over the future of the entire wage and price control plan in Canada. The Canadian National War Labor Board is expected to recommend a general increase in the wage ceiling for workers earning \$25 a week and under. It is doubted in some quarters whether present price levels can be maintained in the face of the increased production costs which will result from the Labor Board's action, without an extension of price subsidies beyond a point acceptable to the Canadian Parliament.

The United Kingdom cost-of-living index showed a slight decline in the month ended August 1, but continues to move within the narrow range of the past 25 months. The cost-of-food index of the United Kingdom for August 1 is not yet available, but the decline in the combined index for that date suggests that the sharp rise in food prices during the previous month (shown on the chart) may have been partly cancelled.

#### Factory payrolls lower in July

A smaller total amount was paid to factory workers in July than in the previous month, despite a moderate further increase in factory employment, according to recent BLS data. (See Chart 6, upper line.) The downturn in factory payrolls, the first such decline since November 1941, is attributed largely to shutdowns and absences in various factories over the Fourth of July, although most factories did not observe the holiday.

Total factory employment (lower line on chart) has shown but little further increase since last December, reflecting the growing manpower shortage arising from the diversion of men into the armed forces. The increase in

- 5 -

factory employment during July was made up largely of new workers, chiefly women starting on short shifts, whose weekly earnings were relatively low. This was partly responsible for a noticeable decline in average weekly earnings of factory workers in July (middle line on chart).

#### Crop prospects decline slightly

Crop prospects declined slightly in August, due primarily to drought conditions over large areas, according to the September 1 crop report of the Department of Agriculture. Although the report indicated that crop production would be 7 percent less than the record harvest of last year, it would still be 4 percent above the highest previous season. Reduced yields caused by the drought in several East coast and South Central states were largely offset by increased yields in North Central states.

A bumper corn crop of 2,985 million bushels is now in prospect. While this would be almost 200 million bushels less than in 1942, it would be the second largest crop since 1920. Because of the late planting this year, however, an early frost could cause considerable damage to the crop, particularly in the northern states. Only average crops of wheat and cotton are now expected. The wheat forecast of 835 million bushels is practically unchanged from last month, but the 11,679,000 bale estimate for the cotton crop reflects a 7 percent deterioration during August.

Present indications point to a record production of vegetable oil crops, potatoes, beans, and peas, which are so-called "war crops", and also of rice and grapes. Moreover, large crops of feed grains and hay are now expected. Because of the very small deciduous fruit crop (an apple crop 24 percent below average is indicated), total production of all fruits may fall 11 percent below that of last year. Commercial truck crop production is now estimated to be substantially below last year's levels, but somewhat above average.

#### Record wheat disappearance expected in 1943-44

A record wheat disappearance is in prospect for the year 1943-44, and stocks will be reduced to relatively low levels, the Department of Agriculture forecast recently. Total wheat utilization will approximate 1,200 million bushels, distributed about as follows: food 537, seed 80, feed 425, alcohol 125, and exports and shipments 35. Thus

- 6 -

more than one-third will be used to supplement supplies of feed grains to meet the demands of the unprecedented live-stock population, and one-tenth will be used to make alcohol for use in the synthetic rubber and smokeless powder industries.

While wheat stocks at the beginning of the season on July 1, comprising 618 million bushels of old crop wheat, were the second largest on record, the rapid rate of wheat disappearance is expected to reduce stocks to 250 million bushels by July 1944. The latter figure is considered the minimum war-time safety level necessary to provide working stocks, a reserve against a possible crop shortage, and stocks to meet our commitment of 50 million bushels for post-war relief under the International Wheat Agreement.

In recognition of the probable low level of stocks next year, the War Food Administration has urged that the acreage for 1944 be increased to about 68 million acres, an increase of 26 percent over the 54.2 million seeded for the 1943 crop. The 1944 goal represents about the maximum acreage that can be sown in wheat after reserving sufficient land for expanding more urgently needed crops, and without departing from sound farming practices. Even if this large acreage is attained, however, production may provide only moderate supplies for lend-lease and post-war relief needs. Large stocks in Canada, Australia, and the Argentine are available, however, to meet heavy demands for post-war relief.

Wheat prices in most markets have risen to above the loan level, in contrast to the usual seasonal weakness at this time when the heavy market movement and hedging sales ordinarily depress prices. The current strength in prices undoubtedly reflects the prospective record wheat disappearance, as well as the increased demand from buyers of wheat for industrial alcohol production. (Prior to July 1, industrial alcohol distillers could buy wheat from the Commodity Credit Corporation.)

#### East Coast fuel oil stocks increasing

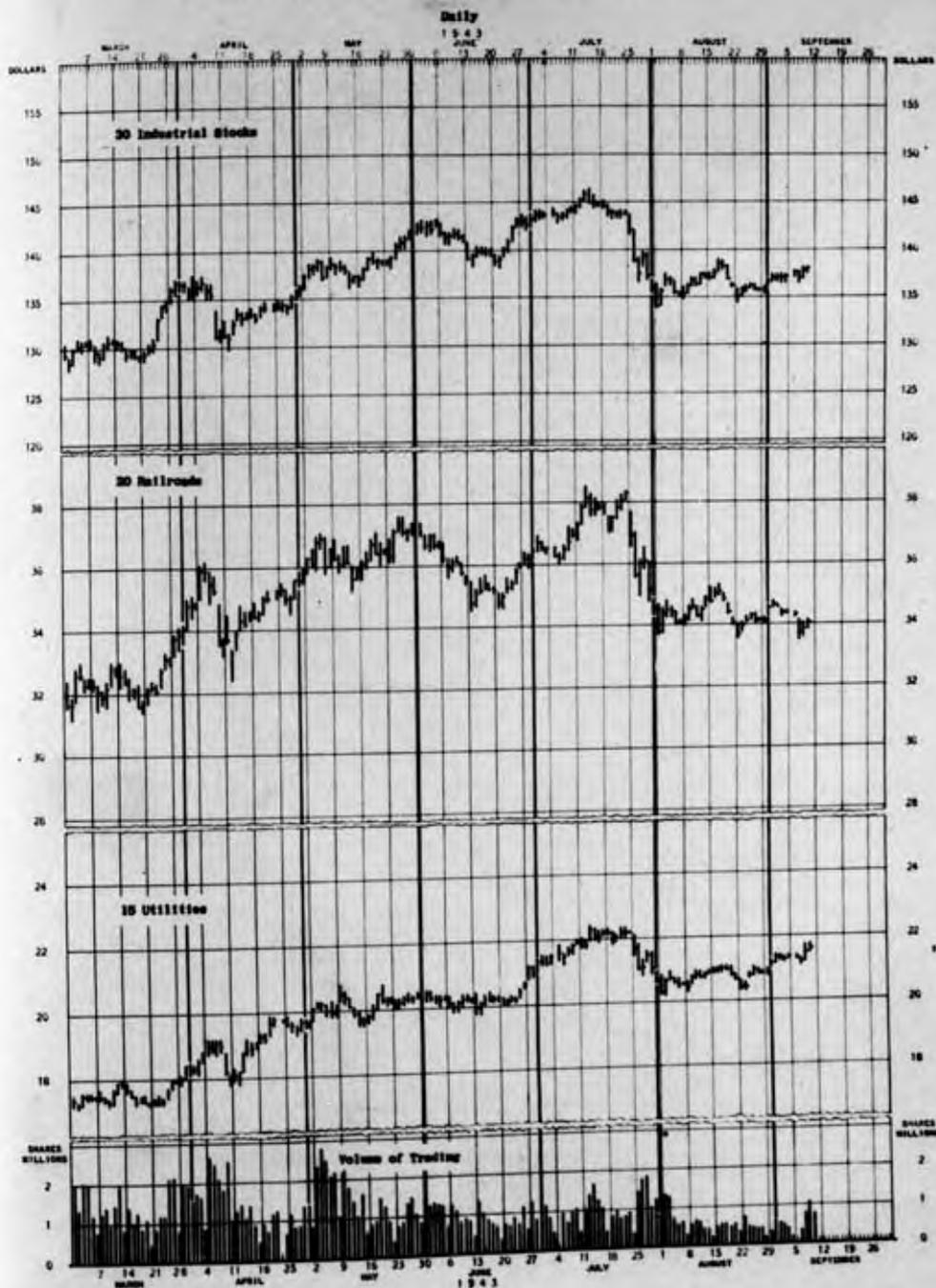
Progress in building up civilian stocks of heating oil in the East was reported by Secretary Ickes last week, but his report stated that gasoline inventories in that area remain at critical levels, and that the coal situation in the United States is serious and is going to get worse.

- 7 -

Increased shipments of fuel oil to the East Coast have raised the civilian supply of petroleum products in that section to 40.3 percent of "normal" during the first week of September. (See Chart 7.) These stocks, however, are only 68 percent of those on the comparable date last year.

The serious coal situation is due in part to the depletion of inventories during two coal strikes, and in part to increased military demands in the Italian war area. Shipments of coal are already under way to our military authorities in Italy, according to Secretary Iokes, for use in maintaining utilities, railroads, ships, and manufacturing plants necessary for the furtherance of the war.

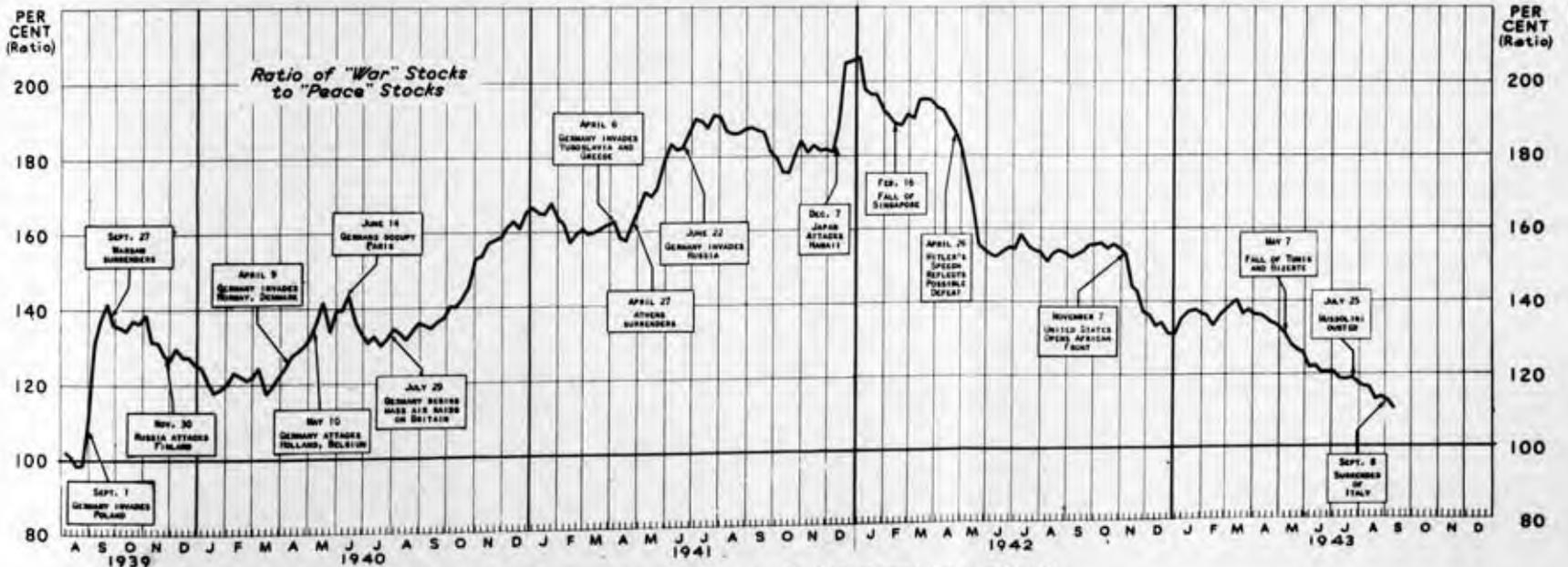
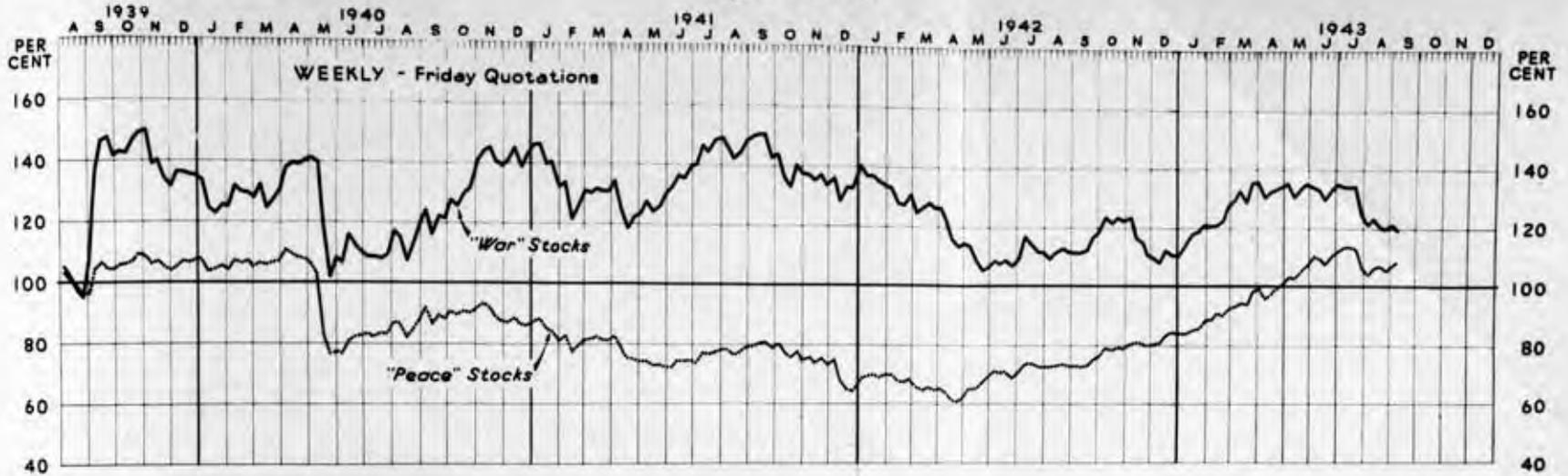
STOCK PRICES, DOW-JONES AVERAGES



# COMPARISON OF PRICE MOVEMENTS OF 20 "WAR" STOCKS AND 20 "PEACE" STOCKS\*

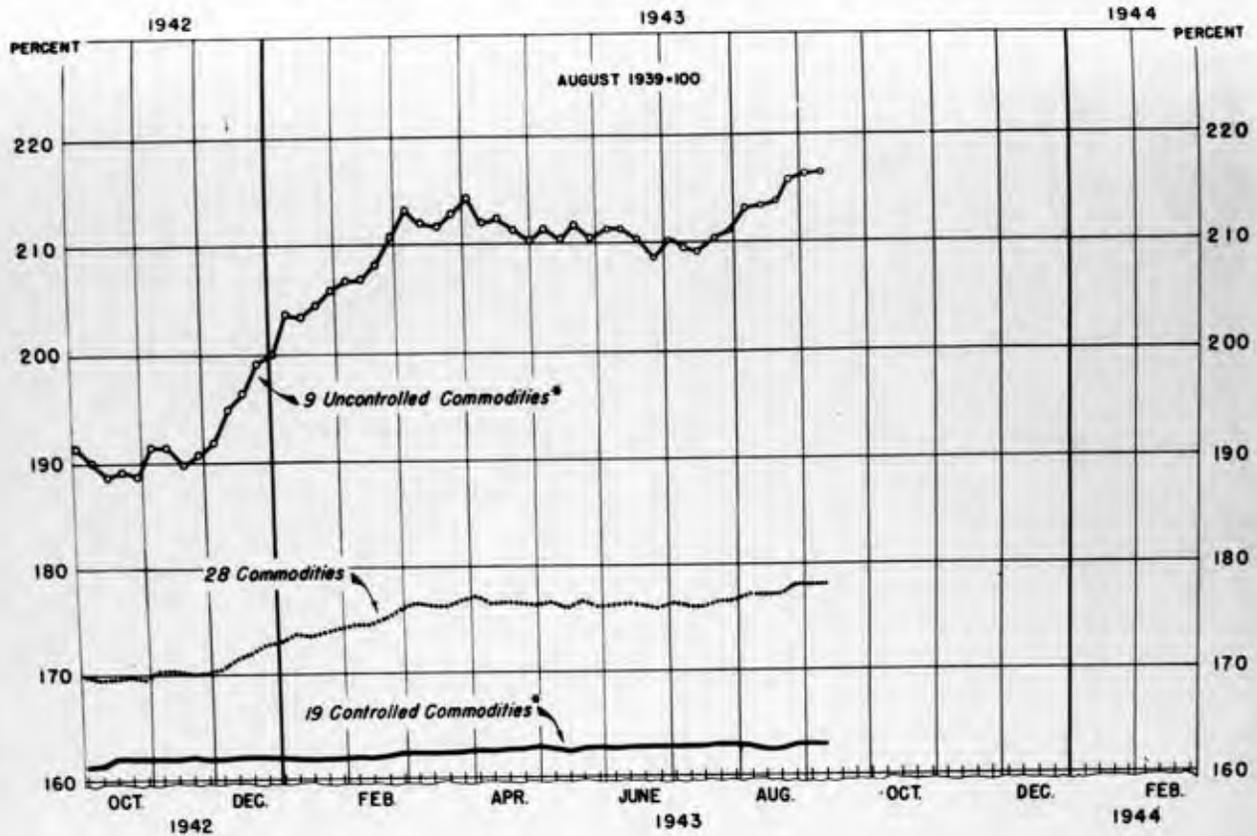
August 1939 = 100

Chart 2

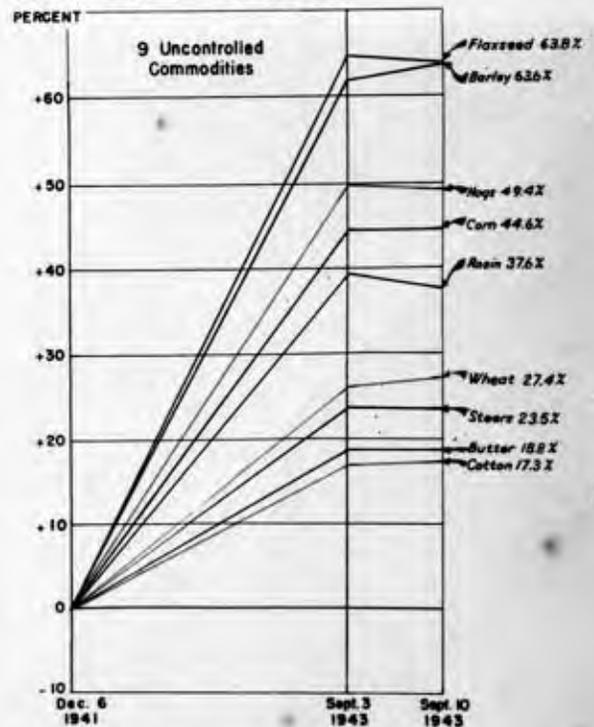
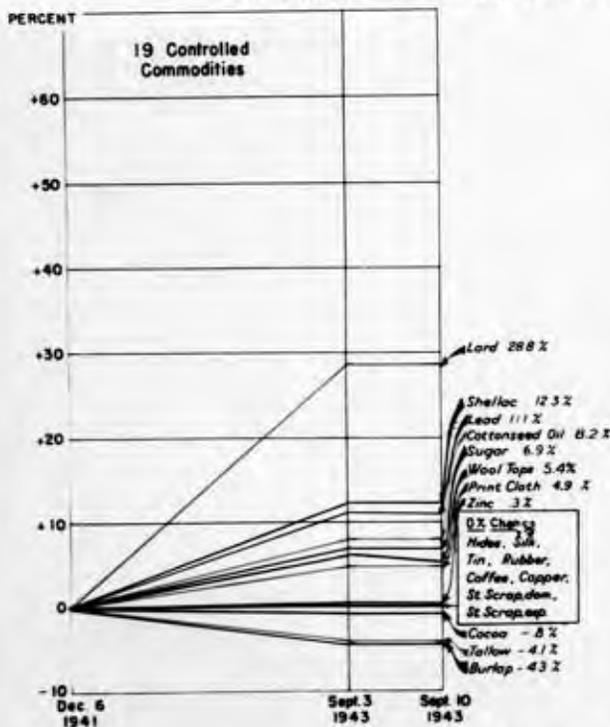


\* Stocks selected on basis of relative benefits from prolonged war vs. early peace indexes are weighted average of price relatives

# MOVEMENT OF BASIC COMMODITY PRICES



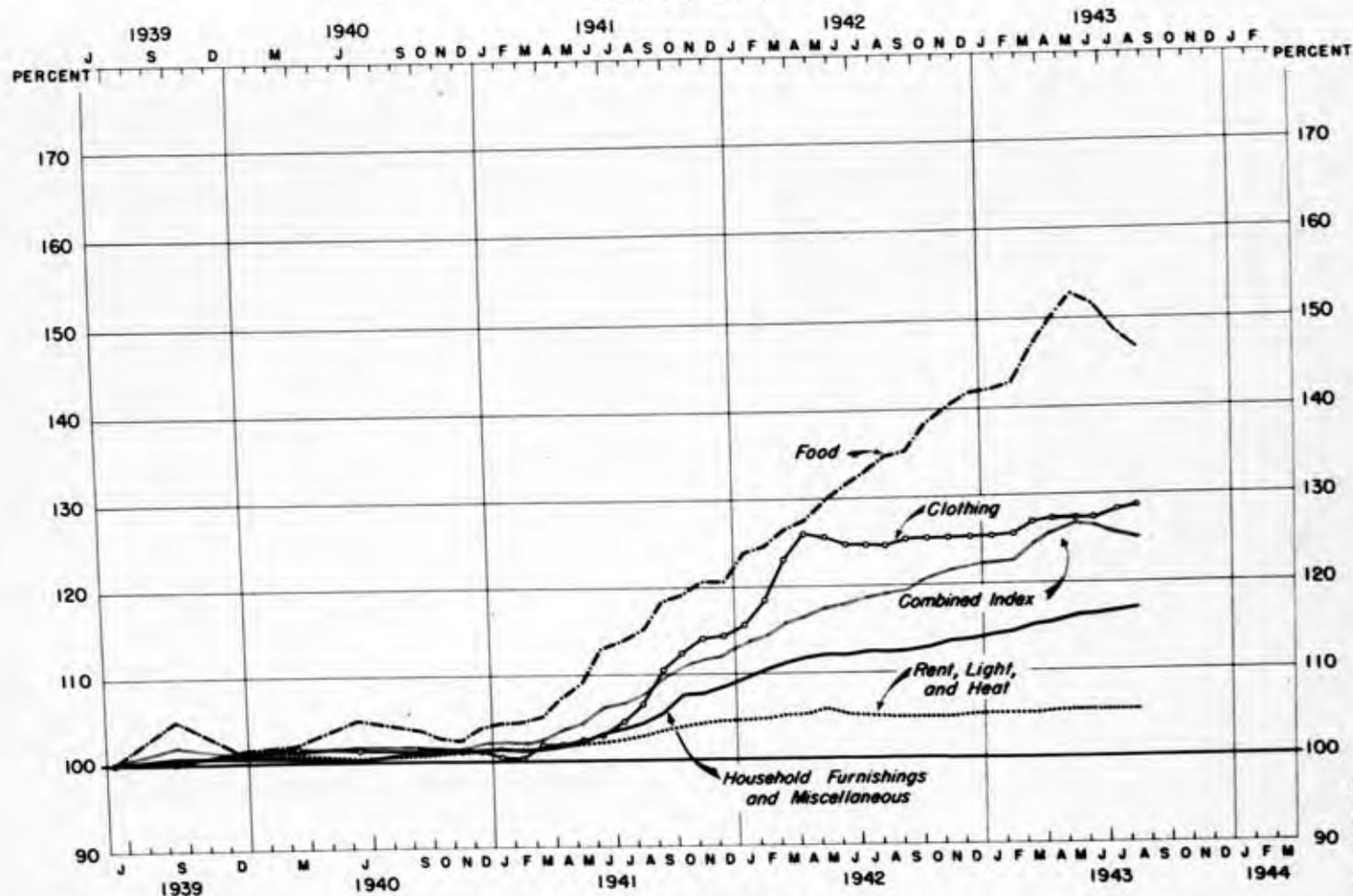
PERCENTAGE CHANGE DEC. 6, 1941 TO SEPT. 3 AND SEPT. 10, 1943



\*20 Controlled & Uncontrolled previous to June 26, 1942

# COST OF LIVING AND SELECTED ITEMS

June 1939 = 100



Office of the Secretary of the Treasury  
Division of Research and Statistics

Source: B. L. S.

C-413-B

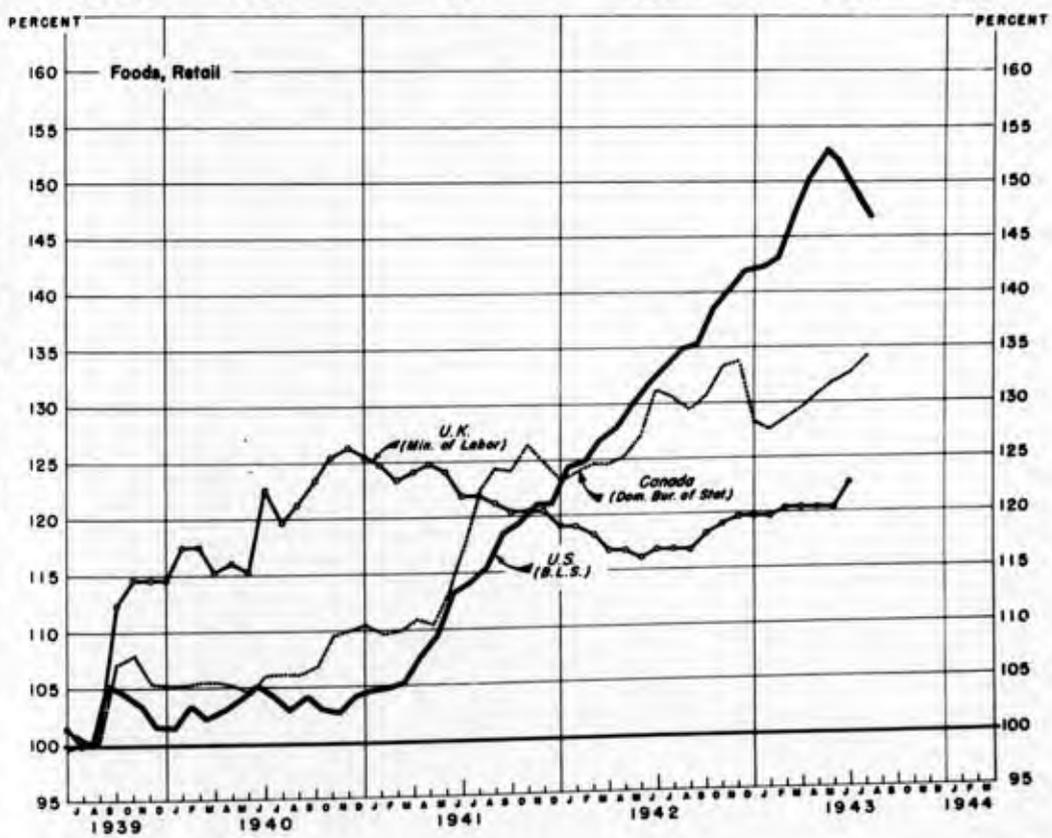
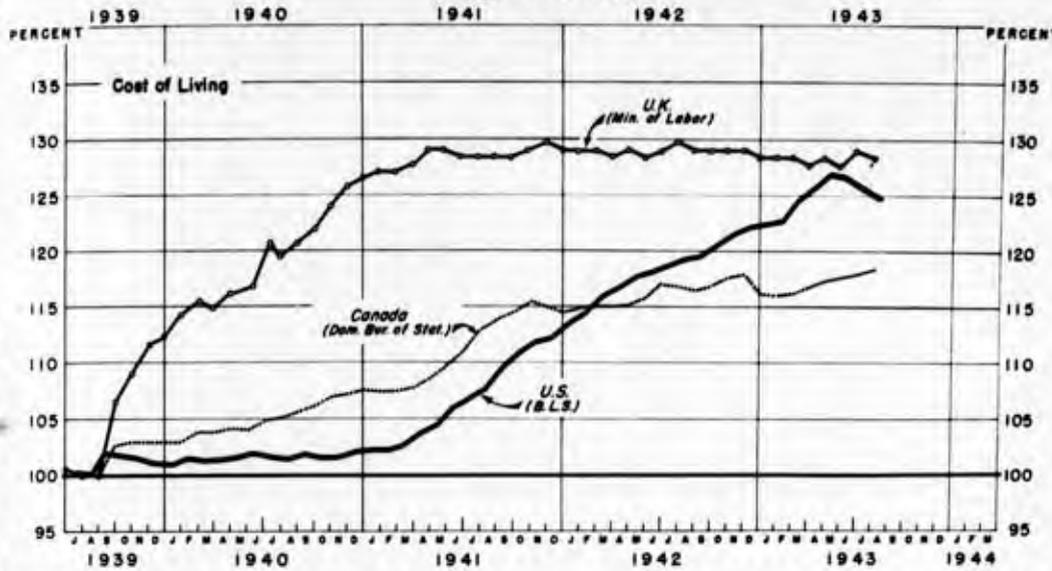
28

CONFIDENTIAL

Regraded Unclassified

**COST OF LIVING, U.S., U.K. AND CANADA**  
August 1939 = 100

282



# FACTORY EMPLOYMENT, PAYROLLS AND WAGES

## 1939 = 100, Unadjusted

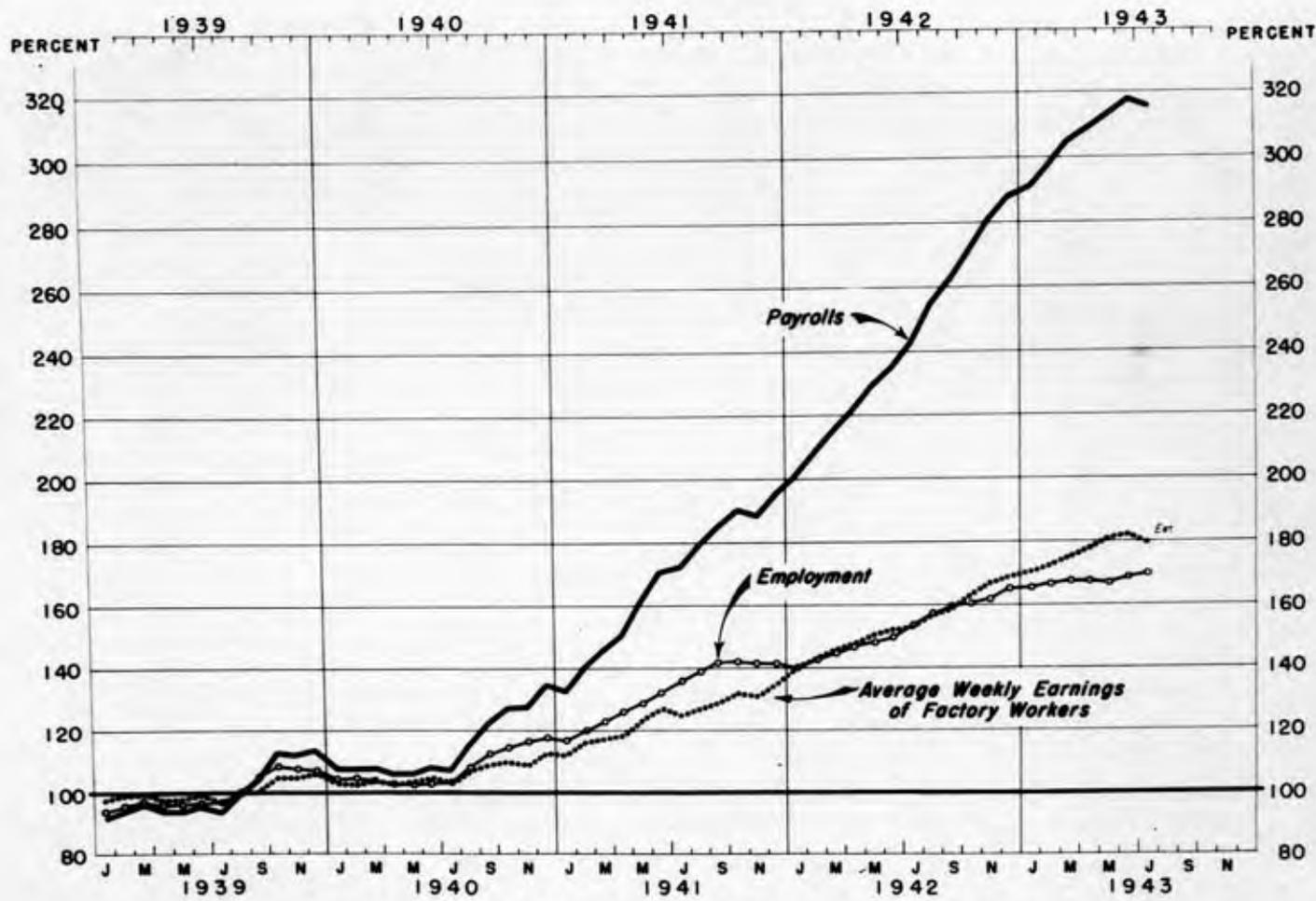
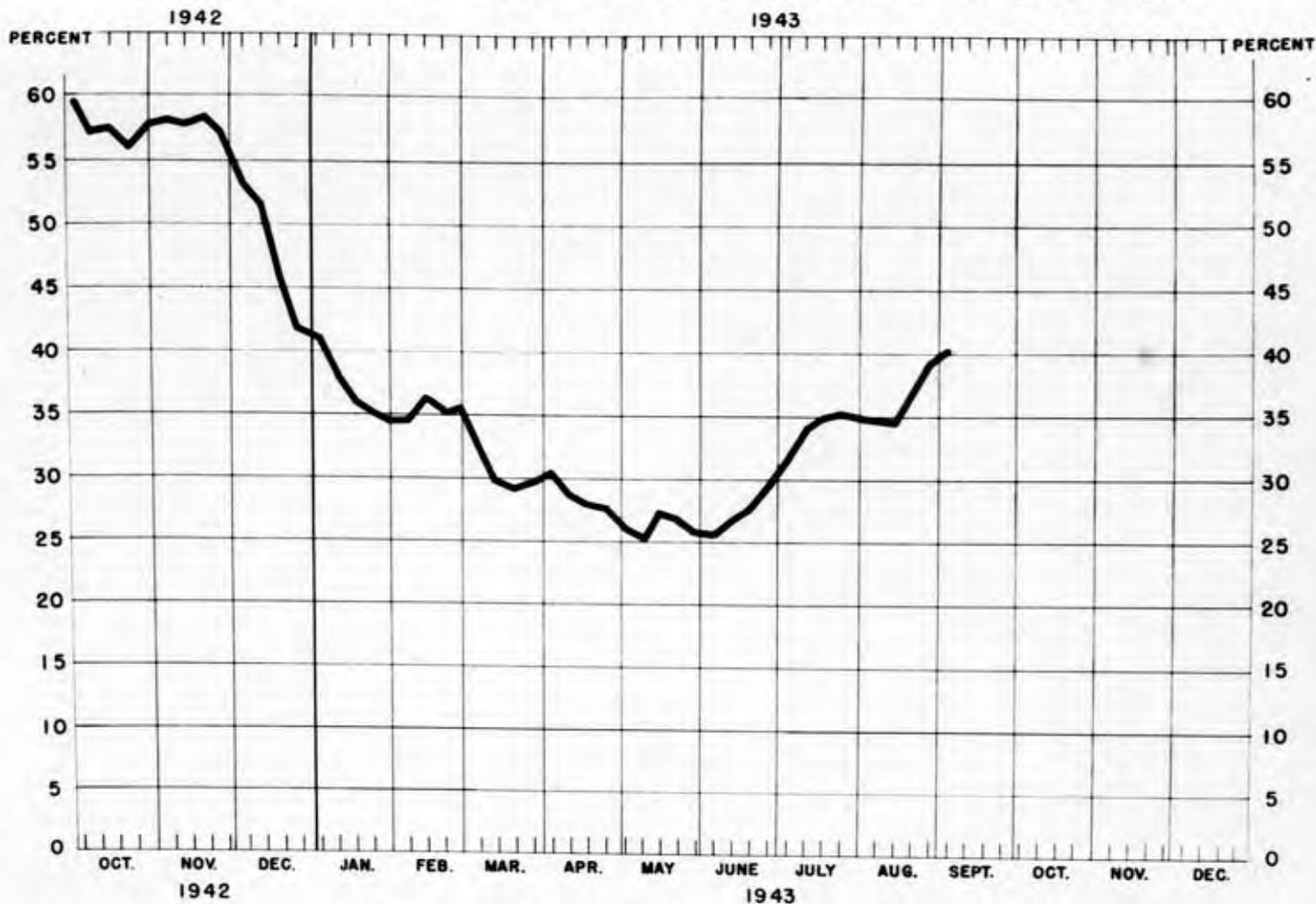


Chart 6

**PETROLEUM PRODUCTS SUPPLY**  
 Civilian Supply on East Coast as Percentage of "Normal":\* July 1942 to Date



\*"Normal" Supply for corresponding month in year beginning July 1940.

Office of the Secretary of the Treasury  
 Division of Research and Statistics

C-474-A

28

Chart 7



OFFICE OF THE DIRECTOR

TREASURY DEPARTMENT

PROCUREMENT DIVISION

WASHINGTON

September 13, 1943

MEMORANDUM TO THE SECRETARY:

Supplementing report to you of September 6, 1943, the purchases against the African Program from Sept. 6, 1943, to Sept. 12, 1943, totaled \$3,392,380.76, or a total of purchases for the program thus far of \$59,958,981.46.

Attached is report giving status of shipping against these purchases.

*Clinton E. Mack*  
Clinton E. Mack  
Director of Procurement



## SHIPPING REPORT AS OF SEPT. 11, 1943

<u>Commodity</u>	<u>Tonnage Shipped to Date From U. S. A.</u>	<u>Tonnage Under Load At Port</u>	<u>Tonnage On Hand At Port Waiting Vessels</u>	<u>Tonnage En Route To Port</u>
Agric. Mach. & Implements	1770.55	170.63	303.61	225.58
Automotive Eqpt. & Parts	801.17		120.03	55.3
Batteries	120.77	.25	18.5	7.46
Bearings	2.19	.25	.63	.24
Brass & Bronze	288.4	2.5	87.6	
Brushes & Brooms	.8	.15		
Bldg. Hdw. & Material	310.07	48.95	296.38	22.94
Chemicals	17,777.04	1518.37	6763.13	4231.2
Clothing, Notions, & Textiles	16,602.5		2847.68	4630.13
Construction Machinery				.44
Copper in Various Forms	307.92	3.93	122.63	10.57
Elec. Eqpt. & Supplies	74.44	22.76	6.94	37.48
Explosives	14.15			
Ferro-Alloys	73.88	11.32		
Food & Food Products	5032.			
Furniture & Office Eqpt.	.11	.49	.01	1.71
Glass	194.82	95.12	7.66	690.44
Graphite Products	92.66	.32	13.23	
Hand & Cutting Tools	988.56	43.99	374.09	387.87
Industrial Machinery	49.85	73.2	68.13	159.38
Iron	145.	810.	25.6	1225.4
Jute Bags	857.47		535.	
Lead & Lead Alloys	73.18		102.5	
Medical Supplies	56.12	1.	4.7	.3
Non-Ferrous Metals, Other	410.	.98	43.88	.33
Paper & Paper Products	4574.05	1581.88	1644.21	2274.69
Rope & Twine	247.7	34.75	14.	12.
Rubber	761.28	22.75	308.22	401.52

<u>Commodity</u>	<u>Tonnage Shipped to Date From U. S. A.</u>	<u>Tonnage Under Load At Port</u>	<u>Tonnage On Hand At Port Waiting Vessels</u>	<u>Tonnage En Route To Port</u>
Shoes & Boots	315.68	5.34	491.31	1499.15
Steel, Alloy & Carbon	7634.26	139.	6883.25	6508.96
Steel, Pipe & Tubing	251.47		52.91	390.35
Tin Plate	845.	357.55	204.95	2431.05
Zinc		27.96	27.29	
Totals	61,673.09	4,973.44	21,368.07	25,204.49

Treasury Department  
Division of Monetary Research

288 ✓

Date Sept. 13, 1943 19  
To: Secretary Morgenthau  
From: Mr. White

The Generalissimo, in an address to the Central Executive Committee of the Kuomintang, has revealed the intention of China to use \$200 million of the \$500 million financial aid for the purchase of gold to be sold in China as an anti-inflationary measure.

## CHINA'S PROGRAM IS BEING DRAFTED

Kuomintang Committee Shaping Policy That Will Be Guide for Five or Six Years

### WAR'S END HELD CLOSER

Chiang Sees Victory Possibly in 6 Months, Certainly Not Much Longer Than a Year

By BROOKS ATKINSON

By Wireless to THE NEW YORK TIMES.

CHUNGKING, China, Sept. 11—

Between lines of gravely saluting soldiers, automobiles of the members of the central executive committee of the Kuomintang, the government party, have been rolling imposingly all week to the hall where the committee's eleventh plenary session is being held. By Monday or Tuesday it is expected a new President of the National Government will be chosen to succeed the late Lin Sen.

Although deliberations of the Kuomintang's most exalted body are secret, formal bulletins of the committee's decisions are solemnly handed down out of the night. What it decides at the current session will affect the policy of China's government for the next five or six years.

In the opening speech, which predicted Japan would be defeated in possibly six months and certainly not much longer than one year, Generalissimo Chiang Kai-shek laid emphasis on post-war reconstruction. The committee decided to call a national party congress within half a year after the end of the war and it is expected it will call the National People's Congress for adoption of the Constitution within six months afterward.

### Kuomintang to Guide Way

General Chiang made a special point of declaring that when a constitutional government is established all political parties are to have equal rights and freedoms, the Kuomintang retaining no special privileges before the law. While putting constitutional government into practice it is expected the Kuomintang will take responsibility for perfecting the machinery but will face correcting by other parties which are recognized in fact without having practical influence in the conduct of national affairs.

Although the Chinese communists have been discussed in the plenary session no resolution has been adopted stating the Kuomintang's position respecting the gravest internal problem. There is no reason to suppose the Central executive committee will alter its policy of not recognizing the Communists unless they give up their separate arms and separate government in border regions.

Members of the committee are said to have taken in good part the Generalissimo's emphatic declaration that Kuomintang members will have no special privileges after the constitution is adopted.

To reassure foreign investors the committee is expected to adopt a resolution repealing the old law that required foreign enterprises to put 51 per cent of their stocks in the hands of Chinese and to employ a Chinese general manager. This law was adopted many years ago, before the abolition of extraterritoriality rights because at that time foreign enterprises were not subject to Chinese law.

Foreign enterprises formerly could be operated and managed with almost complete freedom. It is felt the 51 per cent law is no longer necessary, that it works unequal hardships on foreign capital, which is greatly desired for China after the war.

### Paper Currency To Be Out

Although the United States agreed some time ago to earmark \$200,000,000 of the United States \$500,000,000 loan to combat inflation and uphold currency it was not generally known until his opening speech. The purpose of earmarking the \$200,000,000 is to pull in a large amount of Chinese paper currency, thus reducing the amount in circulation and making it unnecessary to issue Chinese currency on such a large scale.

Since this is a complicated financial transaction the actual technique will be left to study by specialists qualified to get the maximum use of the \$200,000,000 in gold. It is thought this project may have the effect of helping restore gold as a basis for currency in a world that generally has gone off the gold standard.

Although the Central Executive Committee listened to a detailed report of military operations, it is not primarily engaged in discussing the conduct of China's war and contemplated no radical change in the present war policy of the military administration.

Resolutions of the committee must be referred to the People's Political Council, which will convene later this month. But since the Council has only authority to discuss questions and recommend, the decisions arrived at by the committee are expected to have a vital influence on the immediate future of China's national life.

BRITISH MOST SECRET  
U.S. SECRET

OPTEL No. 302

Information received up to 10 A.M., 13th September, 1943.

1. NAVAL

Outward bound convoy was attacked yesterday evening by Focke Wulf aircraft northwest of CAPE FINNISTERE. No damage except to one of H.M. Destroyers by a near miss.

MEDITERRANEAN. On 5th one of H.M. Submarines torpedoed a 7,000 ton tanker off BRINDISI. The Italian Battleship GUILIO CESARE, 24,000 tons, built 1913, and reconstructed 1937, and the 5,000 ton aviation transport MIRAGLIA arrived at TARANTO on the 11th. One of U.S. Cruisers was damaged by air attack on the 11th and is proceeding to port. A Dutch gun-boat was also damaged by near miss. Yesterday afternoon off CORSICA one of H.M. Submarines picked up 44 survivors from two Italian Destroyers sunk off SARDINIA on 9th. Port parties have arrived at BRINDISI and BARI. The port party at SALERNO reports the Harbour heavily obstructed by mines and booby traps. A British Hospital Ship was bombed early this morning off SALERNO.

2. MILITARY

ITALY. To 4 p.m., 11th. 46 U.S. Division has advanced into the high ground 4 miles north of SALERNO. MONTECORVIZINO landing ground was serviceable for fuelling and arming in the afternoon. Landing of reinforcements and supplies continuing satisfactorily. In CALABRIA U.S. and Canadian troops although delayed by mines and demolitions have continued their advance and captured NICASTRO and CAPANZANO. The whole of the heel of ITALY is free from Germans. TARANTO and BRINDISI harbours are in excellent condition and a number of airfields are reported to be ready for use.

NEW GUINEA. Allied troops have captured airfield at SALEMAUA.

3. AIR OPERATIONS

ITALY. 10th/11th. Heavy, medium and light bombers attacked enemy communications in the NAPLES, BENEVENTO, SAPRI and POTENZA areas dropping total of 200 tons. 11th. Fortresses dropped 104 tons on BENEVENTO railway centre. Medium and light bombers dropped 220 tons on road junctions and other objectives near NAPLES, GAETA, SAPRI and COLOBRARO 50 miles west-southwest of TARANTO. 741 fighter sorties were flown over the SALERNO beaches where 120 enemy fighters and fighter bombers were met during the day. 8 enemy aircraft were destroyed for the loss of 6 fighters.

RHODES. 11th. 5 Beaufighters attacked MARITSA airfield and on 11th/12th 3 Wellingtons bombed CALATO airfield.