

● PSF

Navy; Wilson Brown

(3435)

PSF: Navy — Adm. Brown folder

2-44

Attached is a memorandum for Admiral Brown
from Vice Admiral E. S. Land, 8/27/44, stating
various points, latter, taken
together with booklet "Privately Owned Vessels"
Under 1,000 Tons, Purchased, Chartered, and
Issued in the Reserve by the U.S. Navy and Coast

THE WHITE HOUSE

WASHINGTON

September 2, 1944.

MEMORANDUM FOR

ADMIRAL BROWN

**You might run this down.
What I want to know is:**

**What methods are they
going to use in selling all
of this small craft and do
they propose to get rid of
them at quick sale or make
the time a little longer?**

**How do they propose to
bring these sales to the
attention of the public?
The point is that after the
last war very many vessels
were sold, without any
advertising, and the prices
obtained by the Government
were altogether too small.**

F. D. R.

Memorandum for Miss Tully from Admiral Wilson
Brown, 8/31/44, reading "This is a report called
for by the President. It gives the names and a
brief history of the individuals assigned by
the Maritime Commission to handle the sale of
naval craft no longer required in service".

(over)

Attached is a memorandum for Admiral Brown (3232)
from Vice Admiral E. S. Lend, 8/23/44, attaching
various papers regarding this matter, ~~together~~
together with booklet "Privately Owned Vessels,
Under 1,000 Tons, Purchased, Chartered, and
Issued in the Reserve by the U.S. Navy and Coast
Guard. 1 June 1944".

MEMORANDUM FOR

ADMIRAL BROWN

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naval craft no longer required in service".

(over)

NSF: Navy - adm. Brown folder 2-44

THE WHITE HOUSE
WASHINGTON

file

September 18, 1944.

MEMORANDUM FOR:

MISS TULLY.

This is information the President called for about the sale of surplus naval ships.

W. Brown
WILSON BROWN.

WAR SHIPPING ADMINISTRATION
WASHINGTON

Admiral Brown

ADMINISTRATOR

September 13, 1944

MEMORANDUM FOR:

Admiral Brown

Subject: Procedure for Sale of Surplus Vessels
of the Navy and Experience of Personnel
for that service.

1. I refer to your memorandum of September 6 relating to the subject. We plan to have the majority of our personnel now engaged in the Division of Small Vessel Procurement on vessel procurement retained for handling the disposal of the same general type of vessel equipment as they have been procuring, thus obtaining the benefits of their thorough familiarity with all details of these transactions.
2. We knew of the conditions prevailing after the last war concerning the disposal of vessels which you state the President had observed, and, to avoid a possible repetition thereof, comprehensive plans have been in formulation for dealing with the whole problem. Thus far we have been confronted with the sale of only such small vessels as were acquired fortitely in accordance with Section 902 of the Merchant Marine Act of 1936, as amended. We are required by Public Law 305 of the 78th Congress, Second Session, in disposing of these units, first, to offer them for sale under the prescribed conditions to their former owners. This is a relatively simple procedure. In the event the former owner is uninterested in repossessing the craft, the disposal of it becomes routine through established procedures.
3. Our plans for the sale of unrestricted craft, as a greater number becomes available, contemplates a comprehensive cataloguing, a thorough study of markets in all areas, and the best and broadest possible dissemination of all pertinent information concerning the condition of the craft and equipment. It is planned to publish lists of surplus property, to make arrangements for inspections and surveys, indicating as well the possible uses to which the equipment may be suitable, fitted or converted. It is not believed that a quick sale of all surplus craft will in all instances produce the best result. Such a practice would tend to depress values, interfere with rate structures

Admiral Brown

-2-

and congest conversion and repair yards. The single benefit which might be obtained from a quick sale is in the fact that the cost and risk of maintaining surplus craft is eliminated to some extent. However, the markets and sales conditions now have, and will currently receive, our most careful attention in order that these sales may be conducted as expeditiously as is deemed sound and in the most systematic manner under the varying circumstances as they develop.

E. S. Land
E. S. Land
Administrator

THE WHITE HOUSE
WASHINGTON

September 2, 1944.

MEMORANDUM FOR

ADMIRAL BROWN

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MEMORANDUM FOR
THE WHITE HOUSE
WASHINGTON

August 31, 1944.

MEMORANDUM FOR:

Miss Tully.

This is a report called for by the President. It gives the names and a brief history of the individuals assigned by the Maritime Commission to handle the sale of naval craft no longer required in service.

W. T. Brown
WILSON BROWN.

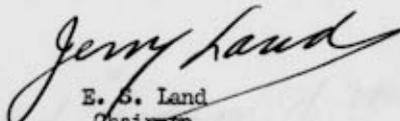
UNITED STATES MARITIME COMMISSION
WASHINGTON 25, D. C.

OFFICE OF THE CHAIRMAN

August 23, 1944

MEMORANDUM FOR ADMIRAL BROWN,
NAVAL AIDE TO THE PRESIDENT:

Pursuant to your telephone request, there are attached hereto sheets which show the outline of experience and qualifications for each of the staff we have engaged upon the work of our Small Vessel Procurement. This staff is assigned to the phases of the activities for which they are best qualified by experience, training and adaptability such as appraisals, valuations, small vessel operations, negotiations, and administrative. These summaries of experience are rather brief and can not, of course, thoroughly reflect the personal equation, but I trust they will give you the information you desire.


E. S. Land
Chairman
and
Administrator

Enclosures

Division of Small Vessel Procurement
Assistant Deputy Administrator for Small Vessels

Edmond J. Moran, Captain, U.S.N.R.
Born - 1896

Captain Moran was employed by the Moran Towing and Transportation Co., Inc. of New York, New York in June 1915. In May 1917 he was enrolled in the United States Naval Reserve and was discharged in Jan. 1919. He returned to the Moran Towing and Transportation Co., Inc. and was elected President of the Company in January 1939. In May 1941 he was appointed as Consultant to the United States Maritime Commission. He was appointed as Special Assistant to the United States Maritime Commission. In April 1942 was appointed Director of the Division of Small Vessel Procurement for the War Shipping Administration. In May 1942 he was enrolled in the United States Naval Reserve as Lieut. Comdr. and was ordered to duty as Rescue Officer with the Eastern Sea Frontier. He was appointed Manager of the Tug and Barge Services for the War Shipping Administration in August 1942. In September 1942 he was promoted to Commander, U. S. N. R. He was appointed Assistant Deputy Administrator for Small Vessels in October 1943 and was promoted to Captain, U. S. N. R. in December 1943. Capt. Moran was assigned to Commander of the United States Naval Forces in Europe for additional temporary duty in April 1944. In August 1944 his temporary duty was completed.

Recently awarded "Legion of Merit"
and nominated for Commodore
by the Navy Dept
E.M.

Division of Small Vessel Procurement
Director

Erskine B. Wood
Born - 1911

Mr. Wood graduated from Harvard Law School in 1936 and practiced Admiralty Law with the firm Wood, Mathieson and Wood from August 1936 to June 1942. He became a member of the firm on January 1, 1940. He was appointed Assistant Director of the Division of Small Vessel Procurement in June 1942. He was transferred to the Pacific Coast in August 1943 and his services were terminated under prior contractual arrangements. His services were re-engaged upon transfer to the Pacific Coast in August 1943. He was appointed Director of the Division of Small Vessel Procurement in March 1944. In June 1944 he resigned to enter the United States Naval Reserve. He was assigned to the Naval Transportation Service in June 1944. His ability and experience has won for him well deserved and favorable comment in dealing with small and large vessel owners in the settlement of claims for Just Compensation. He is Chairman of the Committee on Just Compensation.

Division of Small Vessel Procurement
Appraiser

Commander John W. Chapman
Born October 1893

In the spring of 1915 Commander Chapman entered into the business of boat building and repair with his father at Mamroneck, New York. At the outbreak of World War I he enlisted in the Naval Reserve (April 1917) and was called to active duty in June of the same year, serving in the Navy until September 1919 when he was relieved from active duty. Shortly thereafter Commander Chapman entered the organization of Cox and Stevens, Naval Architects and Brokers, and remained with them for about one year, leaving to join a similar organization under Rodger Haddock, Naval Architect. In 1927 he rejoined the firm of Cox and Stevens and remained with them until 1934. From 1934 until 1940 Commander Chapman was associated with Consolidated Shipbuilding Company, the Wheeler Ship Yard, Burgess and Donaldson. In November 1940 Commander Chapman was called to active duty in the Navy Department, assisting in the acquisition of privately owned vessels prior to the declaration of war. This work continued upon the transfer of acquisitions to the War Shipping Administration shortly after December 7, 1941. He has been a member of the War Shipping Administration's Appraisal Committee since it was established. His present duties in the Navy Department consist of processing all Navy small boats, including special boats such as aircraft rescue boats, bomb target boats, etc. It also includes the assigning of these various craft to Naval activities and acting liaison officer between various Navy departments and the War Shipping Administration. In addition to his duties as a member of the War Shipping Administration Appraisal Committee, he is a member of the Joint Merchant Vessel Board and of the Joint Logistics Plans Committee.

Division of Small Vessel Procurement
Appraiser

Mr. Gustave Hansen
Born October 4, 1894

Mr. Gustave Hansen was associated with Todd Shipyard Corporation as apprentice to Estimator and Supervisor of Ship Repairs from 1915 to 1927. From 1927 to the present time he has been employed by the Insurance Company of North America as a Marine Surveyor. On July 28, 1942, Mr. Hansen accepted employment with the War Shipping Administration on a part time basis. This employment was terminated upon Mr. Hansen's return to private business for full time on August 23, 1943, with the Insurance Company of North America. On March 17, 1944, Mr. Hansen again accepted employment with the War Shipping Administration on a part time basis. Mr. Hansen terminated his services with War Shipping Administration in May, 1944. He was particularly useful in evaluating the costs of repairs especially as those items related to the market or intrinsic worth of vessels of 1000 gross tons.

Division of Small Vessel Procurement
Assistant to Director

Alfred E. Notarianni, Lt.
Born May 28, 1905

Lt. Notarianni was employed by the Commerce Department as Examiners Aide in the Patent Office from December 12, 1927 to September, 1930 at which time he resigned to practice law with E.E. Patrillo of Erie, Pennsylvania. In June 1932 became associated with J. L. Trombley of Johnsonburg, Pennsylvania, in general law practice. In August, 1934, Mr. Notarianni accepted the position of Attorney with the Mexican Claim Commission of the State Department. Mr. Notarianni duties with this Commission were terminated when the Mexican Claim Division was abolished by law, on April 3, 1937. On July 16, 1937 Mr. Notarianni was appointed as Attorney, for the Legal Division, U. S. Maritime Commission. On May 7, 1942, Mr. Notarianni was transferred from the Legal Division, U. S. Maritime Commission to the Legal Division, War Shipping Administration. On July 16, 1942, Mr. Notarianni was ordered to active duty with the U. S. Naval Reserve as Lieutenant assigned to the Legal Division. On July 15, 1943 Lt. Notarianni was ordered to the Division of Small Vessel Procurement in an Administrative capacity - as Assistant to the Director.

Division of Small Vessel Procurement

Division of Small Vessel Procurement

Lt. Commander Charles D. Hodges, U. S. Coast Guard

Age - 35

Lt. Commander Hodges was appointed as an Appraiser for the Division of Small Vessel Procurement in April 1942. From 1938 to 1942 he was Vice President and Treasurer for Andrew B. Sides and Company, ship brokers and ship operators. From 1936 to 1938 he was Freight Agent and Director for John G. Hall and Company. In May 1942 he was commissioned in the United States Coast Guard and later returned to the War Shipping Administration under assignment by the Commandant for duties in connection with the return of Naval and Coast Guard vessels to private owners.

Division of Small Vessel Procurement
Appraiser

Mr. James J. Dillon
Born March 29, 1916

Mr. James J. Dillon was employed by John H. Wells, Inc., Naval Architects and Ship Brokers from July, 1934 to May, 1942. In June, 1942 Mr. Dillon's services were engaged as Assistant Appraiser in the Division of Small Vessel Procurement. On January 3, 1943, he resigned in order to enroll in the Coast Guard as a Lieutenant (J.G.). He has since been promoted. His services are utilized in the appraisal of such of those yachts W. S. A. is called upon to appraise and with which he is familiar by virtue of his training and experience.

Division of Small Vessel Procurement
Appraiser

Mr. Wade H. Rutland
Born November 3, 1896

Mr. Rutland was employed by the Brunswick Marine Construction Company of Brunswick, Georgia, as Superintendent in general charge of shipbuilding and ship repair operations, from 1918 to 1920, at which time he accepted a position as Transportation Manager for the Compania Internacional S. A. in Buenos Aires, Argentina. Mr. Rutland was with this Company from 1920 to 1922. In 1922 he became associated with Turner - Rutland Co., London, England, as Managing Director. This position involved ship selling, chartering, ship management, surveying and valuing. In 1925 he returned to New York to Rutland's Maritime Exchange engaging in Marine Transportation. In 1939 Mr. Rutland worked as Maritime Consultant, with respect to marine, railway and motor truck transportation. In 1942 Mr. Rutland was employed by the War Shipping Administration as Senior Traffic Assistant for the Office of Atlantic Coast Director. In March, 1943 Mr. Rutland terminated his services with the Office of Atlantic Coast Director, WSA and accepted the position of Vessel Appraiser, Division of Small Vessel Procurement.

Division of Small Vessel Procurement
Appraiser

Mr. William L. Howard
Born 1887

Mr. Howard was employed by B. B. Crowninshield, Marine Engineers, Yacht and Ship Brokers and Naval Architects from 1907 to 1909. From 1911 to 1918 he worked with Marine Insurance Brokers. He handled all the Marine Insurance for the firm of John S. Emery Co., Steamship Agents and Ship Brokers of Boston, Mass. who were agents for the United States Shipping Board. He was employed by them from 1918 to 1924. From 1924 to 1927 he was with the firm Crowninshield, Burbank and Howard, Naval Architects and Brokers. Mr. Howard was in business for himself from 1927 to 1929 as Naval Architect, Yacht and Vessel Broker. From 1929 to 1932 he was again in business for himself as a Marine Engineer and Naval Architect, and Marine Insurance Adjustor. From 1932 to 1940 he was employed with the firm Eldredge, McInnis, Inc., Naval Architects, Marine Engineers and Brokers. While associated with this firm he made surveys of vessels for their values and conditions for the Boston Insurance Co. also for the Aetna Marine through their Boston Agents, Wm. Wallace and Company. From 1940 to 1942 he was with the War Department, Office of the Chief of the Transportation Corps. as vessel Appraiser in charge of procurement of used vessels for the War Department. In 1942 became Senior Marine Surveyor. His present job is Senior Field Inspection Specialist in charge of inspecting new boat construction for the War Department.

Division of Small Vessel Procurement
Appraiser

Commander Edward D. Payne, USNR

Commander Edward D. Payne, USNR, has been associated with yacht construction and sales since 1921. He was a member of Ford and Payne and employed by Sparkman and Stevens until 1941 when he enrolled in the United States Naval Reserve and was placed in active duty in the Bureau of Ships. Commander Payne is considered by yachtsmen as an expert in construction and design of yachts and an authority on valuations. His reputation in the Navy in respect to his knowledge of small vessels is excellent.

Division of Small Vessel Procurement
Administrative Assistant to Director

(Miss) Mary E. Barrett

Education: High School, augmented by private tutoring, English courses, and Lecture courses.

Miss Barrett entered government service in 1919 with the Shipping Board, Emergency Fleet Corporation, and subsequently with the exception of approximately four years, has been connected with the Ships Sales Division of that organization and its successor agencies, Shipping Board Bureau, Merchant Fleet Corporation, Maritime Commission and War Shipping Administration. The assignment required a working knowledge of pertinent statutes and a familiarity with ships, the various types, construction, et cetera.

Two years of the four year period in which Miss Barrett was not connected with sales was spent on a special assignment and the past two years she has been associated with Division of Small Vessel Procurement (War Shipping Administration) as Assistant to the Director. This assignment requires a knowledge of the statutes governing both the requisitioning of ships and the disposal of them when they become surplus to government requirements.

Division of Small Vessel Procurement
Division of Small Vessel Operations
Special Assistant

Mr. Alfred W. Young
Born 1894

From 1919 to 1921 Mr. Young was employed by the U. S. Shipping Board. In 1921 Mr. Young became associated with the Fireman's Fund Insurance Company of San Francisco, California as a Marine Surveyor. As Marine Surveyor he was in charge of hull and cargo surveys and in charge of construction of wood and steel vessels, repairs thereto, dry-docking, etc. In 1942 Mr. Young terminated his services with the Fireman's Fund Insurance Company to accept employment with the War Shipping Administration as an Appraiser in the Division of Small Vessel Procurement. In October 1942 Mr. Young transferred to the Inter-American Navigation Corporation. In April 1943 Mr. Young returned to the Division of Small Vessel Procurement as Special Assistant to the Director. He has a license as Chief Engineer of steam vessels.

Division of Small Vessel Procurement
Yacht Appraiser

Mr. J. Linton Rigg
Born September 13, 1894

Mr. Rigg was employed from 1914, to 1918, by the Bell Telephone Company, Philadelphia, Pennsylvania, as an Electrolysis Engineer. He left this position in 1918, to open his own business as yacht ship broker, and spent the year 1918 to 1919, doing research work. From 1919 to 1925, acted as President of Linton Rigg & Company. From 1925 to 1928, he was associated with Burgess, Rigg & Morgan, Ltd., as Vice President & Treasurer. This corporation was dissolved in 1928. From 1928 to 1931, Mr. Rigg was President of Linton Rigg & Co., and from 1931 to 1941, President of Linton Rigg & Co., Inc. From 1918 to 1941, Mr. Rigg was engaged without interruption in the business of yacht and ship brokerage, having during that time bought, sold and chartered ships, yachts and vessels of all kinds. Mr. Rigg was employed by the Maritime Commission on January 8, 1942, for appraisal work in the Division of Maintenance and Repair. On November 9, 1942, Mr. Rigg contract was terminated with the Maritime Commission and he was engaged by the War Shipping Administration, as an appraiser in the Division of Small Vessel Procurement. Mr. Rigg, resigned his position with the War Shipping Administration on July 18, 1944, to return to private business. He is regarded by leading yachting authorities as an expert in respect of yacht construction and design as well as market values and costs. He is a seaman and navigator of considerable experience.

Division of Small Vessel Operations
Director

Mr. Samuel C. Loveland, Jr.
Born July 22, 1910

Mr. Loveland was employed as President of the S. C. Loveland Company, Inc. of Philadelphia, Pennsylvania from 1933 until March 1942 at which time he accepted employment with the War Shipping Administration in the Division of Small Vessel Procurement as Assistant to the Director of Small Vessel Procurement. On August 4, 1942 Mr. Loveland was appointed Assistant Manager, Barge and Towboat Services. In March, 1944 Mr. Loveland was appointed Director of the Division of Small Vessel Operations. Mr. Loveland has a very broad knowledge of inland and coastwise towing and transportations. The operations of S. C. Loveland Company, Inc. extended from Maine to Florida both coastwise and intracoastal. Mr. Loveland has had considerable experience as regards the purchase of sale of such equipment as the Division of Small Vessels is called upon to acquire and operate. He is a member of the Cruising Club of America and is also the holder of a license as pilot for inland waters issued by the Bureau of Marine Inspection and Navigation.

Division of Small Vessel Operations
Assistant to the Director

Lt. Russell E. Esler, U.S.N.R.
Born August 28, 1912

In 1930 Lt. Esler was employed by Johnson & Higgins, Marine Insurance Brokers of Philadelphia, Pa. His work with this Company was terminated when he accepted the position of Assistant to the Director in the Division of Small Vessel Procurement, War Shipping Administration, in 1942. He was ordered to active duty with the Navy Department on March 30, 1944 when he received a commission as Lieutenant (J. G.). Lt. (J.G.) Esler by virtue of his insurance brokerage experience is conversant with small vessel values and to a substantial degree their operation.

Division of Small Vessel Operations

Mr. Eliot Codman
Born 1904

From 1925 to 1930 Mr. Codman was employed as Trustee and Partner in Amory Eliot Offices, Boston, Mass. In March, 1930 he became associated with Jackson & Curtis Co. of Boston, Mass. selling securities. From March, 1931 to March 1932 he was employed by Temple Tours, Boston, Mass. as a salesman. From March 1932 to January 1942 Mr. Codman was employed by Raymond-Whitcomb, Inc. of Boston, Mass. and engaged in chartering ships and running cruisers. In February 1942 Mr. Codman was appointed Deputy Assistant Manager of the Decentralization Service. This work was terminated when he accepted the position of Assistant to Director in the Division of Small Vessel Procurement. His duties are administrative.

THE WHITE HOUSE
WASHINGTON

Lieut. Heckscher (62506) in Captain Herring's
Office in Navy Department

Mr. W. H. Rutland, Maritime Commission
(Maritime Commission 545)

8-18-44

Admiral Land was requested this date
to give us a memorandum of the names of
the authorities responsible for the
sale of these vessels and a brief history
of their experience.

DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
WASHINGTON

July 13, 1944

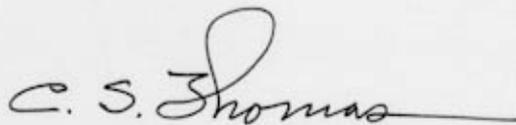
MEMORANDUM for Mr. Forrestal

I have noted the President's 11 July 1944 memorandum to you requesting that the proposed sale of all vessels by the Navy be referred to him. As I understand it, this is also to include converted privately-owned vessels under 1,000 tons.

I question if the President appreciates the magnitude of this as there are 1,669 vessels involved, the majority of them small boats, and some having a purchase price of as little as \$1,000.

It would be my suggestion that you show the President the list of these vessels which has just been compiled by this office. After looking at this he might prefer to have only the sale of those vessels referred to him which cost the government over a certain specified sum, say \$50,000 to \$100,000.

We will, however, upon further advice, be glad to handle the matter in whatever way the President indicates.



C. S. Thomas

*Admiral Brown
to speak to me about*

UNITED STATES NAVY DEPARTMENT
MEMORANDUM OF CALL

PSF Brown 7-13, 1944

750 { a.m.
p.m.

For Admiral Brown

You were ~~called~~ visited by Mr. Thomas

No message }
Please call } (Exchange) (Extension)
Will call again }
Wishes appointment } (Time) { a.m. } (Date)
p.m. }

62251

Message: _____

(Received by) _____

**THE WHITE HOUSE
WASHINGTON**

July 11, 1944.

MEMORANDUM FOR
SECRETARY FORRESTAL:

I think it is still better to refer all proposed sales of vessels to me. Incidentally, by better advertising we ought to get a proportionately better series of bids for small craft acquired either just prior to the war or during its early phases. And I would like to have the memorandum state what the vessel cost us originally.

F.D.R.

4346 PS F: Navy - Adm. Brown folder 2-45

file

THE WHITE HOUSE
WASHINGTON

~~CONFIDENTIAL~~ March 31, 1945.

MEMORANDUM FOR:

MISS TULLY.

When the President left for Hyde Park last week he took with him George Elsey's summary of White House dispatches dealing with French policy. These notes were assembled in accordance with instructions from the President to be given to a Mr. Langer who is compiling a secret State Department record.

Today Secretary Hull enquired through Mr. Langer about progress.

Will you ask the President if he has had time to look through the papers and whether he approves turning them over to Langer?

W. B.
WILSON BROWN.

Summary returned to Adm. Brown, 4/7/45.

DECLASSIFIED

By Deputy Archivist of the U.S.

By *KAB*

Date

DEC 4 1974

THE WHITE HOUSE
WASHINGTON

C O P Y

March 26, 1945.

~~SECRET~~

MEMORANDUM FOR:

DOROTHY BRADY.

You will recall that Dr. W. L. Langer has written at the request of Secretary Hull a history of our relations with France from 1940 through 1942. His work is "Secret" and will not be published at present. Dr. Langer requested permission to use White House files to supplement the material he found in the State Department. When this request was brought to the President's attention he directed me to have all available information suitable for Dr. Langer put into a summary, which he would "censor". The President said he might add some comments to the summary, and we could then send it along.

The summary has been prepared by George Elsey and Grace Tully thinks the President might like to do over it while he is at Hyde Park.

W. BROWN
WILSON BROWN.

"OK

F.D.R.

April 6, 1945"

Summary returned to Adm. Brown, 4/7/45.

C O P Y

OFFICE OF STRATEGIC SERVICES
WASHINGTON, D. C.

~~SECRET~~

TO: General Donovan

DATE: 15 November 1944

FROM: William L. Langer

DECLASSIFIED

E. O. 11652, Sec. 3(E) and 5(D) or (E)

CIA ITT 11/27/74

By DBJ

Date DEC 4 1974

As you know, I have prepared at the special request of Secretary Hull, a history of the United States policy toward France, and the French problem from the time of the collapse of France to the assassination of Darlan in December 1942. It was Secretary Hull's idea, and one with which I concurred enthusiastically, that the story of this policy should be written while memories are still fresh and while those who were involved in it could still be freely consulted. In order to make the history as complete as possible, the State Department made available to me all of its materials without exception. Admiral Leahy permitted me to consult and use the diary which he kept during his embassy to Vichy. The War Department made available a great deal of material dealing with the political aspects of the invasion of North Africa. You, yourself, permitted me the freest use of the records of the OSS, which were rich in materials bearing on the North African situation. In addition, I have been able to discuss the whole problem at length with men like Robert Murphy, Wallace Murray, Freeman Mathews and Ray Atherton. As a result, I think I have been able to write a full and accurate account of this interesting chapter in the history of our policy during the war. The first draft of this study has been very enthusiastically received in the Department of State, and I have been given every possible assistance to make it complete.

The one category of material which has remained inaccessible to me and which is probably of crucial importance, is the material which is in the White House archives. Since the President took a very active interest in this whole problem and apparently made a number of important decisions in consultation with Prime Minister Churchill or other non-State Department officials, it is of the utmost importance that the records of the White House be consulted in order to achieve completeness and accuracy.

DECLASSIFIED

~~SECRET~~

~~SECRET~~

DECLASSIFIED

- 2 -

I should be deeply indebted if, on some occasion, you could mention this to the President and point out to him that it would be in his own interests to contribute to the success of this enterprise. To my knowledge, this is the first time that the attempt has been made to set down the development and conduct of an important policy while the information is still fresh in the minds of those who participated. It is also the first time, I believe, that a professional historian, not connected with the Department of State and therefore completely disinterested excepting as an American citizen, has been called upon to do a study of this character. It would be a pity if some of the most crucial data were not included in this history, and it could hardly serve the President's interests to have the study exist in this incomplete form. I need hardly state that the history is classified as secret and that it is not intended for present publication unless it should be in a highly expurgated form.

William L. Langer
Chief, Research and
Analysis Branch

DECLASSIFIED
~~SECRET~~

OFFICE OF STRATEGIC SERVICES
WASHINGTON, D. C.

SECRET
DECLASSIFIED

17 November 1944

Miss Grace Tully
The White House
Washington, D. C.

Dear Grace:

Will you please see that the attached memorandum for the President with inclosure is placed on his desk.

Thank you.

Sincerely,

William J. Donovan
Director

DECLASSIFIED
SECRET

OFFICE

OFFICE OF STRATEGIC SERVICES
WASHINGTON, D. C.

SECRET

17 November 1944

DECLASSIFIED

MEMORANDUM FOR THE PRESIDENT

I attach a memorandum to me from Dr. Langer asking for access to certain documents pertaining to the French problem.

If you feel that you can grant him permission, you can be assured of his discretion.

William J. Donovan
Director

DECLASSIFIED
SECRET

4343

PSF: Navy - Adm. Brown *freder* 2-43-

THE WHITE HOUSE
WASHINGTON

C O P Y

April 4, 1945.

MEMORANDUM FOR THE PRESIDENT:

Subject: Roads to Shangri La.

Although the road from the Marine gate to the camp was put in good condition last spring, the winter rains have again washed away a great deal of the surfacing. Captain Kevers therefore recommends that when repaired this spring the road be oiled, both as a binder and to keep down the very unpleasant dust suffered by the following cars last summer. I, accordingly, asked Secretary Ickes to have this done but he informs me that he understood it was your personal wish that the road should not be oiled.

In view of last winter's experience, will you now authorize us to have the surface oiled?

Very respectfully,

W. B.
WILSON BROWN.

"OK
F.D.R."