

● PSF: Subject File

Vincent Astor  
1941-44 and Undated

VINCENT ASTOR  
NO 23 WEST 26<sup>TH</sup> STREET

*file  
personal*

*P.P.  
Astor*

*New York*, January 31st, 19 41.

Dear Missy:

My inquiry concerning Mr. Wallace B. Phillips was not due to my having anything against him, but only in consequence of a desire for a bit of further knowledge, in case you might have it. Mr. Phillips, though apparently not officially connected with the Navy, is doing some sort of slightly mysterious work in that connection here in New York, and is also supposed to have intimated (never to me) that he is a friend of, and has the confidence of, the President, Mr. Winston Churchill, and most of the British War Cabinet; which would seem to be quite a tall order.

Thanks a lot for arranging for me to come to lunch on Sunday. I expect to be in Washington Sunday morning, and will give you a ring, in hopes of perhaps seeing you before lunch, for that is something that I have not been able to do on either of my last two trips to Washington.

Ever yours,

*Affectionately  
Vincent*

VA:SW

Miss Marguerite A. LeHand,  
The White House,  
Washington, D. C.

VINCENT ASTOR  
NO 23 WEST 26<sup>th</sup> STREET

*file  
personal*

*PSF  
Astor*

*March 3*

New York, February 3rd, 1941.

Dear Mr. President:

Attached are some snapshots that Mary took at the end of our last voyage to Bermuda. The somewhat unshipshape position of one of the boats is due to her aft davit having been carried away, and gone overboard. The interior pictures are of our so-called sitting room, and the debris shown is that portion of the furniture which remained recognizable as such. The Grace Line get out very pretty colored ads with which to illustrate the attractions of their great luxury liners. Don't you think I might send copies of these pictures to their advertising agency for their use!?

*You might be interested to know that the glamorous girl and her boy friend, whom I mentioned yesterday, have just left N.Y. by car. On departing, she left word with her apartment house that she would be gone 5 weeks & could leave no forwarding address. It will be interesting*

To see if they go to S. America  
and what they will be up to  
there.

For all the support and  
encouragement that you gave  
me yesterday, thank you so  
very much.

Respectfully and Affectionately  
Vincent

VINCENT ASTOR  
NO 23 WEST 26<sup>TH</sup> STREET

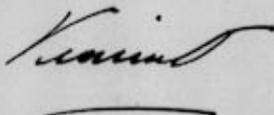
*New York*, February 3rd, 19 41.

Dear Missy:

I am so sorry not to have seen you yesterday. Before leaving the White House, I asked for you, and the usher told me that you were busy or something, so I shall have to wait for better luck next time.

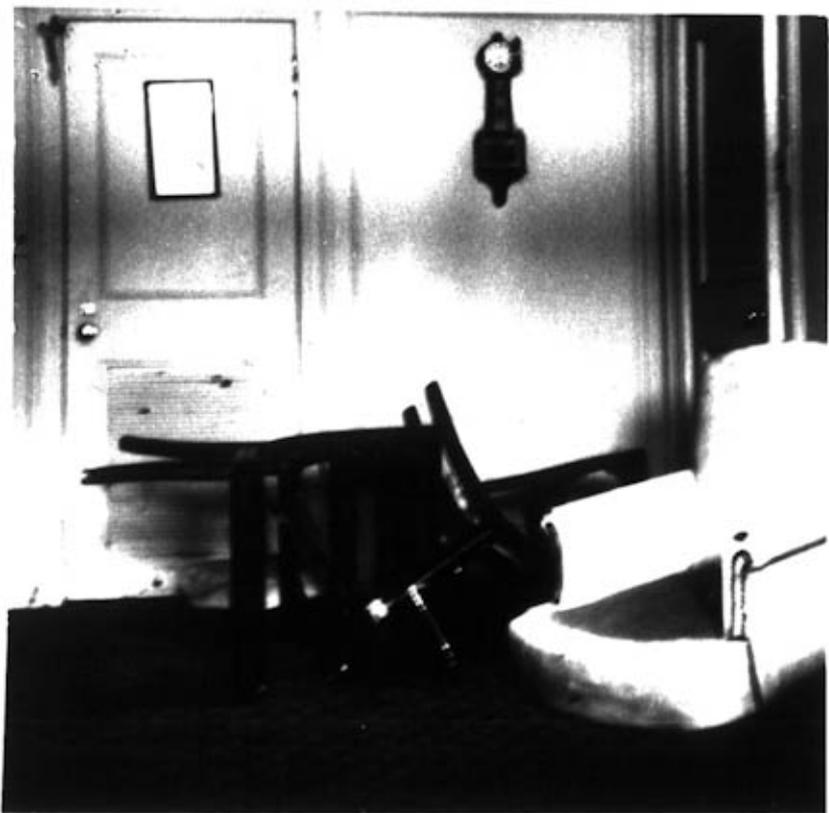
Will you give the enclosed letter and attractive pictures to the President? Isn't it a good thing that you and Grace and Kati did not have that sort of weather on the voyage when we were all together? The poor old MANHATTAN is still stuck on the bottom, off Palm Beach.

Affectionately,



VA:SW  
Encs.

Miss Marguerite A. LeHand,  
The White House,  
Washington, D. C.



VINCENT ASTOR  
NO 23 WEST 26<sup>th</sup> STREET

best  
How comes

3

FL

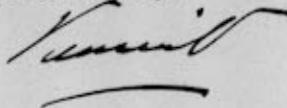
personal

New York, February 27th, 1941.

Dear Missy:

I strongly advise you not to read the enclosed. If you now disregard this warning, any embarrassment that you suffer in consequence of the bad language will be on your own head.

Affectionately,



VA:SW  
Encs.

Miss Marguerite A. Le Hand,  
The White House,  
Washington, D. C.

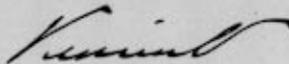
VINCENT ASTOR  
NO 23 WEST 26<sup>TH</sup> STREET

*New York*, February 27th, 19 41.

Dear Mr. President:

The enclosed somewhat forceful document might give you a small laugh. It's not a fake, but a copy of a real letter written to his Editor by a Collier's Magazine correspondent who had been stationed with the Italians in Africa.

Respectfully,



VA:SW  
Enc.

The President,  
Washington, D. C.

P.S. - I think that I like the "P.S." best of all.



C O P Y

Cairo, Egypt.

Dear Mr. Colebaugh:-

The Italians are filthy bastards.

The Italians are the filthiest bastards on earth.

The Italians are the lousiest, wormiest, crawlingest, yellowest, scurviest, God-damned sons of bitches this world has ever known.

The Italians are the most incompetent, most corrupt, most foul, most inept, most stinking, most vulgar, most putrid, most sluttish, most debased and polluted and maggetty pig-balls in the universe.

In the future I shall be willing to go for you with German, French, Russian, Portuguese (yes, even Portuguese), English, American, Maori, Norwegian, New York State Militia, or Esquimoux troops. Much as I love my work, much as I need my job, incapable as my adult relatives are of supporting themselves if I quit, I must tell you that I shall never again go within smelling distance of the Italian troops.

This is my first word upon reaching civilization. I have waited six weeks for the chance to tell you this.

Thanking you for your kind attention,

Sincerely,

W. B. Courtney

P.S. - I do not like Italians very much.

*V. Astor*  
*PSP*  
THE WHITE HOUSE  
WASHINGTON

~~CONFIDENTIAL~~

March 14, 1941.

MEMORANDUM FOR

THE PRESIDENT

The attached memorandum from Captain  
Kirk is forwarded for the President's information.

Respectfully,

*D. J. Callaghan*  
D. J. CALLAGHAN

DECLASSIFIED

~~CONFIDENTIAL~~

3/12/41.

Dan:

Herewith draft, approved  
by Mr. Berle, of ideas  
discussed last Saturday  
afternoon.

agc

~~CONFIDENTIAL~~

In order to coordinate the interested activities and to eliminate duplication of effort, it has been decided, with the concurrence of the Departments concerned, that all intelligence and investigational activities undertaken in the New York Area by the representatives of the Departments of State, War, Navy, and Justice shall be coordinated through a single agency - to be known as the Area Controller.

This Area Controller for the New York Area will act as a clearinghouse for problems and will be consulted by the designated representatives of the interested Departments. He will assign priorities and responsibility for the various problems, which, it is desired, shall be duly laid before him by the representatives of the Departments. Reports of results will invariably be made available to all four Departments.

The necessity for scrupulous care in preserving the security of information and in protecting contacts is apparent.

As Area Controller for the New York Area, Commander Vincent Astor, U.S.N.R., is designated, and appropriate orders will be issued him by Naval Intelligence.

DECLASSIFIED

Copy also to  
Adolf A. Berle

THE WHITE HOUSE  
WASHINGTON

March 20, 1941.

Dear Vincent:-

Enclosed herewith is the copy of the memorandum submitted to the President by Captain Kirk. As the President as approved it, per enclosed telegram, I assume the necessary instructions will be issued.

Ever so many thanks for your very kind invitation to go to the St. Regis. My plans are made for this trip, but if you feel too hurt, I shall take a raincheck for my next visit. I much appreciate your thought of me.

Kindest regards,

Always sincerely,

APPROVED FOR  
EXECUTIVE USE  
1-10-73

TELEGRAM

*BF  
Wlas*

The White House

Washington

43wuki 10 Gov't Collect 11:17 p.m.

FAYETTEVILLE, N.C., Mar. 19, 1941

MISS GRACE TULLY:

Tell Captain Kirk I approve memorandum about intelligence activities.

Roosevelt.

STANDARD FORM No. 14A  
APPROVED BY THE PRESIDENT  
MARCH 10, 1925

# TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

*Copy*

THE PRESIDENT:  
THE PRESIDENTIAL SPECIAL.  
ROCKYMOUNT NCAR.

FROM

The White House  
Washington

MARCH 19, 1941

\*\*\*

PLEASE LET ME KNOW AS SOON AS POSSIBLE IF YOU APPROVE CAPTAIN  
KIRK'S MEMORANDUM SENT THROUGH CAPTAIN CALLAGHAN RE: INTELLIGENCE  
ACTIVITIES AREA COORDINATOR NEW YORK DISTRICT, AFFECTIONATELY,  
GRACE.

NAVY DEPARTMENT  
OFFICE OF NAVAL INTELLIGENCE  
WASHINGTON, D. C.

March 20, 1941.

MEMORANDUM FOR Miss Tully

16-12228 GPO

Herewith is the memorandum as per our  
telephone conversation of 2:50 P. M. today.

*A. G. Kirk*  
A. G. Kirk,  
Captain, U. S. Navy,  
Director of Naval Intelligence.

~~Confidential~~

In order to coordinate the interested activities and to eliminate duplication of effort, it has been decided, with the concurrence of the Departments concerned, that all intelligence and investigational activities undertaken in the New York Area by the representatives of the Departments of State, War, Navy, and Justice shall be coordinated through a single agency - to be known as the Area Controller.

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As Area Controller for the New York Area, Commander Vincent Astor, U.S.N.R., is designated, and appropriate orders will be issued him by Naval Intelligence.

DECLASSIFIED

~~Confidential~~

PSF: Astor folder  
3-41

April 7, 1941.

Dear Vince:-

That is a grand book. Ever so  
many thanks. Do come down soon.

As ever yours,

Vincent Astor, Esq.,  
23 West 26th Street,  
New York City, N. Y.

VINCENT ASTOR  
NO 23 WEST 26<sup>TH</sup> STREET

*New York*, April 3rd, 1941.

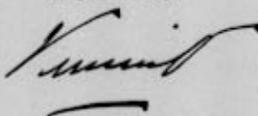
Dear Mr. President:

The position of "Controller" of certain activities in the New York area, which you authorized, is now practically established, and the covering orders will, I believe, be issued today by the various departments concerned. I have had a considerable amount of correspondence, as well as two conferences in Washington, with the General, and feel that he is perhaps reasonably happy about the plan.

From now on, it is up to me. My appreciation of your entrusting to me very considerable responsibility in a difficult field can be better demonstrated through the results obtained than by writing letters. In the job I shall do my very best.

Please sometime have a look at the enclosed little book, "The Jervis Bay Goes Down", which takes about five minutes to read. I like it enormously, and feel that it deserves a place in the library of every man who appreciates the sea and ships.

Respectfully,



VA:SW  
Enc.

The President,  
Washington, D. C.

PSF - <sup>Walter Fisher</sup>  
3-41

April 20<sup>1</sup>  
1941

Dear Mr. President:-

One might suppose that I would leave you in peace while trying to get a rest in Hyde Park. However, here is a situation which I do not feel justified in keeping from you, for if it went wrong I believe it could result in a real scandal and be just what the isolationists would like. The situation concerns a

Mr. Wallace Phillips

who has lived most of his life - at least since the last war - in England.

He claims to be very rich and to be great friends of Churchill and most of the his war cabinet. Mr. P. apparently offered his services to British Intelligence, was turned down, and came to this country last autumn.

(2)

Admiral Anderson then gave him a job in O. N. I. on a "\$1. a year" basis and without a commission.

About two months ago, the #1 man in British Intelligence came to me + F. B. I. with the following story: - Sir William Wiseman had approached him and requested that he be taken back into the British service, in which event he could supply valuable information obtained from a Mr Phillips who claimed that he

- (a) Had frequent contacts with you. (The President)
- (b) Was a great friend of Edgar Hoover who gave him the run of F. B. I. files.
- (c) Had access to M. I. D. O. N. I. and F. B. I. files in New York.

(a) and (b) I found to be untrue. (c) was largely true until ten days ago when I made some changes.

Phillips of course had made a very bad blunder in going to Wiseman, who is not now well regarded by the British, so I decided to keep aware of Phillips.

For various reasons this proved almost impossible until ten days ago when you enlarged my responsibilities.

Since then I have discovered the following from P. himself.

(a) He has entire charge of the expenditures of the Navy's "Secret" fund (about \$100,000).

(b) He alone chooses or selects agents to be sent abroad.

(c) He refuses to allow F. B. I. to check these men.

(d) In my opinion he pays his agents exorbitantly (\$4000 - \$6000 per year) plus \$10 per day plus travel expenses.

(4)

What worries me is that all this is being done by a man who has no commission but only an appointment from a former Director of S. N. I.

I doubt if any dollar a year man should have authority to pay out secret funds, no matter how able he might be, and that would be especially true if he had lived most of his life in England and boasted of his English Government friends.

Furthermore, in my opinion, for what it's worth, Mr. P. is unreliable in his statements, indiscreet, and a social climber, which is a dangerous combination for one in his position.

I have reported the whole matter to Admiral Andrews (3rd Dist) who is just as worried as am I.

We took some action last Monday which didn't work. Before we try something new, I would

like more than anything  
your advice, if only just  
5 minutes worth. So,  
would you let me drive up  
to Hyde Park tomorrow (Monday)  
morning arriving at  
absolutely any time you say?  
I promise by all that's holy  
not to stay a moment longer  
than you wish.

Respectfully  
Vincent.

If Grace could send me  
a message back by the  
car that brings this, or call  
me at home, of course I'd  
appreciate it. I shall be  
home all evening at

Regent 7-2176.

B. F. Foster Fulder  
3-41

~~CONFIDENTIAL~~

April 22nd, 41.

Dear Captain Kirk:

I am sorry to have broken our engagement for yesterday afternoon, which I was forced to do, due to the fact that my throat became infected, with the result that I not only felt poorly, but completely lost my voice. The doctor thinks that I will be well enough to go to Washington on Thursday (which then I will do in order to see you), but I am writing this letter as an insurance against the possibility that his expectations do not come true.

As you doubtless know, the situation that is greatly on my mind is the same one that caused Admiral Andrews to send Captain MacCall to Washington last week. It has, I think, two angles: one that might perhaps be called a political aspect, on the other, of course, the question of the extent of the particular individual's capabilities to do what must be a difficult job. This letter I will not go into at this time, for, no matter how great those capabilities might be, I fear that they could not materially alter the basic difficulties and dangers.

I have in this situation an individual who spent most of his life, or at least most of it since the last war, in England, where his principal business and social interests would appear to have been centered. At the outset of the first conversation that I had with him, he told me of his friendship with Winston Churchill, and many of the other members of the British Cabinet; which information he probably has quite naturally imparted to others over here. Last

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~~CONFIDENTIAL~~

April 22nd, 1941.

autumn he came to the United States, and received from the then Director of Naval Intelligence, not a commission but, as I understand it, some form of special appointment which retained him in a civilian status. Concerning the nature of his intelligence activities I had no knowledge other than that he operated from two offices here, and acted entirely independently of the District Naval Intelligence Officer. Subsequent to assuming my duties as the so-called Area Controller, I asked our friend to inform me regarding his duties and general activities, whereupon he told me that he was charged with despatching to foreign countries agents that he selected for intelligence duties; that he had control of disbursements from the Navy's secret fund, and that he would make payments to these agents from his personal account, into which from time to time he would make the necessary deposits from the Navy's account. In answer to a further question, he told me that he did not, and would not care to, call on the F.B.I. to check the background of his candidate agents, as he checked them himself through interviews, etc., and that he was proposing to pay them at the rate (including allowances, other than for travel) of from \$7,650. to \$9,650. per annum.

This story, if it ever got out, could be made into an extraordinarily unfortunate one. It would be to the effect that a man who had lived at least most of his recent life in England, and therefore could be considered to be an Anglophile, who claimed considerable personal friendship with high British government leaders, had been charged by the United States Navy, in a purely civilian status, to employ in his own discretion, agents of the Navy, and to make payments

DECLASSIFIED

~~CONFIDENTIAL~~  
April 22nd, 1941.

on his responsibility from its funds, through a personal account. I have been in the publishing business now for a good many years, and I do hope you will believe that such a story ever got into the hands of the columnists, or of certain magazines, it would be difficult, if not impossible, to suppress it, short of an officially imposed military censorship. In the case of my NEWSWEEK, I know that nothing short of the exercise of my prerogative to hire and fire would discourage the managing editor from publication of such an item.

You may feel that such a story never would get out, but here I must disagree. I happen to know from a civilian source that our friend has already - and, of course, with complete propriety - deposited \$10,000. of Government funds to an account in his name. I would be surprised if one or two receiving tellers in this bank do not know this. Tellers are human, get married, and perhaps tell their wives such few interesting facts as they may from time to time learn.

You may consider me an alarmist. In any event, I do plead guilty to alarm, for if such a story ever got into the hands of some of the isolationists in and out of Congress, and the press, the situation would not be comfortable.

If the circumstances of my confounded throat permit, I will send you a teletype tomorrow asking for an appointment at your convenience on Thursday afternoon.

Respectfully,

*Vincent Astor*

V.A.S.

Captain Ian G. Kirk, U.S.N.,  
Director of Naval Intelligence,  
Washington, D. C.

DECLASSIFIED

VINCENT ASTOR  
NO 23 WEST 26<sup>TH</sup> STREET

*file  
forward*

PSF: Astor Files  
3-41

*New York,* May 9th, 1941.

Dear Mr. President:

The enclosed article by Major George Fielding Eliot would seem to indicate that anonymity can be attained, at least for a while. We may not be very brilliant up here, but I do guarantee that, in spite of what Major Eliot may think, there is co-ordination, very little friction, and, incidentally, lots of hard work, too.

If you ever want to take an evening off to play scy-deuce with an old friend - though a thoroughly dangerous backgammon opponent - do please just let me know, and I will appear with very little money in my pocket.

Affectionately and respectfully,

*Vincent Astor*

VA:SW  
Enc.

The President,  
Washington, D. C.

# Major Eliot Urges U. S. to Fight Hitler With His Own Weapons

## Proposes 500 Million Fund to Organize Sabotage in Europe, Propagandize for Democracy, Conduct Effective Espionage, Counter-Espionage

By Major George Fielding Elliot  
Copyright, 1941 New York Tribune, Inc.

In attempting to answer the question, "How is Hitler to be defeated?" we have been giving all too little thought to the political weapons which he knows so well how to use, against us. We have, the British, for that matter, one, gathers that, the best British circles regard, such matters as sabotage, espionage, internal dislocations, of various sorts, as being not quite crickety. It is suggested that the time for too great a note in these matters is nearing its end. The stakes in this struggle are our way of life, our civilization, and while we ought not for our own sakes, to do, discreditable and dishonorable things, there is a wide difference between such a standard, and that which prevailed in the good old days, when there was such a thing as international law and the comity of nations, and when wars were waged with the thought in mind, that when they were over, the belligerents would have to get along together again and might even become allies.

We know quite well what sort of standards our enemies possess. We know that their leader has set forth as one of his basic principles, the use of the lie. We know that his agents are busy everywhere in the world, undermining our interests, cajoling, bribing, and promising, winning over key men here and there, terrifying others into inaction. We know that he has a splendidly organized propaganda service which makes use of every possible medium for disseminating what he wants the world to believe; all too often he succeeds in using our own news channels for this purpose. We know that he exploits every internal discontent, every dissident element within the states which are, or may become, opposed to him. We try, as far as we can, to protect ourselves against all this; but do we go and do likewise? We do not.

**Stresses Value of Initiative**  
We have learned the tremendous value of the initiative, of offensive action, in modern warfare; but do we apply this lesson to the political field of battle, which is just as important as the military? If not, why not?

Why should we remain always on the receiving end of this sort of thing? Why not use some of Hitler's own weapons against him?

What is needed is a \$500,000,000 appropriation for propaganda, counter-espionage and sabotage—yes, sabotage. This money could be spent in any number of useful ways. Some of these might be roughly as follows:

- (1) Organize, support and keep going, group of Nazi-haters in the conquered parts of Europe. Don't allow sabotage of arms, plants, railways, communications, shipyards, oil refineries and the like, to be left to local bands and bandits. Write and publish up their good work. Keep newspapers, with rumors, rumors, explosives, and above all, with hope.
- (2) Start a vigorous propaganda for freedom and democracy. Don't just repeat old slogans. Give hope to those who are, in a way, and courage to those who are still free. Answer the Nazi lie when appropriate, reply to their tales of a new order with promises of a better order.
- (3) Organize a vast, efficient counter-espionage service, with the same spirit and courage which the British has shown in its regular force. This is a job which is being done by the Naval Intelligence and

### Triplicate Good News Seeks Captive Briton

The United Press relayed to its Berlin office yesterday a request of the British United Press in London asking if it was possible to inform F. J. Keast, British squadron leader, now a German prisoner of war, that he had become the father of triplets, two boys and a girl.

No reply yet.

which is available to inflict an injury upon the enemy. Only unity of purpose, unity of action, in every field, will bring victory. We dare not neglect any means to that end. Moreover, this is a field in which we can begin to act at once. Our Army is not yet ready; our land-based air force likewise is in the throes of expansive growth. But our Navy is ready, and our political weapons can be gotten ready very quickly. Add these to our industrial contribution, and we shall begin to weigh; the scale of war to real purpose.

### More Parrot Fever in Ontario

TORONTO, May 19 (CP)—The Ontario Department of Health reported today another case of parrot fever in the province. There has been one death,

Marine Ship Plan and Wash Maritime Division Manager Committee legislative of prior The port file Marine Chairman Democracy of the space in fence matter cause of The would be trusted, too strain nages to under The stand domestic and live would other and

to those who have endeavored  
courage to these who are still in  
Answer the National when we  
prate empty to their tales of a  
order with the order of a  
order in which it shall be

Counter Espionage Service  
O. I. O. Organize a really  
counter-espionage service  
with enemy agents and fifth  
columnists. This has not been done  
largely for lack of funds. There  
is little real co-ordination between  
the P. B. I., Naval Intelligence and  
Military Intelligence. What is needed  
is first of all a special intelligence  
service to act as co-ordinator, re-  
sponsible directly to the President,  
acting with this authority, and pro-  
vided with personnel to conduct in-  
vestigations of its own when neces-  
sary. Next, the expansion of the  
special branch of the P. B. I. by  
the addition of personnel trained in  
particular branches of counter-  
espionage or possessing particular  
qualifications therefor. Present P.  
B. I. personnel is largely trained in  
the collection of evidence admissible  
in a court of law regarding par-  
ticular offenses. This training is not  
very specific for counter-espionage  
work. Next, give the Naval and  
Military Intelligence Services more  
money and more personnel for work  
within their respective branches;  
and see to it that the spheres of  
activity of all intelligence services  
are sharply defined, that co-opera-  
tion is insured, and that suitable  
direction is provided for combined  
efforts where these are necessary.

O. I. O. Organize a competent intel-  
ligent, well-trained espionage ser-  
vice, well distinct from sabotage, for  
work in enemy countries. There is  
no limit to what can be done if  
money is available. This might well  
come under some section of the  
special intelligence service referred  
to above. We can do nothing with-  
out accurate information; we can-  
not hope to anticipate the enemy's  
moves unless we have some hint of  
what they are going to do. Much  
of Hitler's success has come because  
he strikes suddenly and without  
warning. The record of American  
intelligence services in the last war  
suggests very strongly that our  
people possess the qualities of  
imagination and ingenuity which  
will bring them success in this field  
again.

#### Would Better Nazi Methods

In fact, as a matter of course, we are  
so well adapted in every way for  
work of this kind that we ought to  
undertake all these efforts without  
delay. We have a population of  
wide racial background, with varied  
linguistic abilities and possessing a  
high general standard of education.  
All sorts of detective work fascinate  
the American youth. We are re-  
sourceful, ingenious, quick-thinking.  
If we cannot beat the Germans at  
their own game, it will be surprising.

Of that game, we should of course  
make the most thorough study. One  
of the first things to be done is to  
examine German methods in order  
not only to combat them, but to  
profit by them and improve upon  
them. The information for this pur-  
pose is available; and more can be  
obtained. The result at which we  
should aim is that nowhere in the  
world should there be a German  
agent at work trying to destroy our  
civilization without an American

114  
Dey St  
ch



VINCENT ASTOR  
NO 23 WEST 26<sup>1</sup>/<sub>2</sub> STREET

*file  
Confidential*

*BF*

*Robert F. Kennedy  
3-41*

*New York, May 15th, 1941.*

Dear Mr. President:

You might find the enclosed reports of sufficient interest to be worth looking over. I have asked my foreign friend to send over for a full and unexpurgated report on whatever Mr. Hess may have to say, which I shall forward to you at once, if and when received.

Admiral Andrews has done an absolutely grand job of entertaining the Central and South American Naval Missions. He even succeeded in bullying me into taking them off on a cruise around New York Harbor yesterday aboard NOURLAHAL. Minnie did a good job, too, in collecting quite a number of girls; some of them being chosen for their good looks, or being well known, such as Brenda Frazier and Katherine Hepburn. The South Americans were noticeably pleased. Admiral Andrews deserves the greatest credit for the whole successful three-day show here in New York. Among other thoughtful arrangements (and one which the visitors did not know about) was sending out word to the ferries and harbor tugs to salute us as we passed, and this they certainly proceeded to do, although in not quite the enthusiastic volume that they did for you when you last were aboard NOURLAHAL in New York Harbor.

I do hope that you are feeling better now.

Affectionately and respectfully,

*Vincent*

VA:EW  
Encs.

The President,  
Washington, D. C.

~~CONFIDENTIAL~~

From:-

British Sources.

GERMANY, SPAIN and PORTUGAL

The following items, dated the first half of April, have reached us through channels that have not yet been thoroughly tested. We have, however, no reason to doubt them, and consider that the items should be brought to notice:

Rudolf Hess on a Peninsular War

2. A Portuguese of standing who accompanied the recent Portuguese Military Mission to Germany has been telling his friends in Lisbon that Rudolf Hess had remarked in the course of conversation that the Germans knew that Spain and Portugal would be made use of as in the Peninsular War to serve as a base of operations. It would, therefore, be essential for Germany to safeguard their ports. Hess said he was sorry, but facts must be faced.

The Portuguese Military Attache in Madrid

3. A report to Lisbon from the Portuguese Military Attache in Madrid, dated the second week of April, was to the following effect:

(i) Suner was pressing for adhesion to the Three Power Pact. The idea was that it should have followed the Yugoslav signature, but events in Yugoslavia had caused a postponement.

(ii) The press campaign against Portugal continued. No mention was made regarding the help given during the Civil War. Supposed offences against Spain in the Portuguese Press were being invented.

(iii) Propaganda was being made in the schools against Portugal, to give young people the idea of the absorption of Portugal. In fact, everything was being done to incite the Spanish people against Portugal. There were grounds to fear some violent Spanish action in the near future, especially in view of the probable inability of Spain to obtain territorial compensation in French Morocco.

Remarks by a senior Spanish officer

4. The following remarks were made by a senior Spanish officer in Barcelona in an unguarded moment on the 8th April:

(i) The Spanish military were replying to German pressure by pointing out that the military preparations proceeding in the Campo of Gibraltar would not be ready until the middle of June. The Germans, however, were impatient of so much delay and wanted action.

(ii) The Spanish General Staff reckoned with the possibility that in the event of hostilities against Gibraltar their communications with Morocco might for a time be cut. Accordingly troops and provisions were being sent to Morocco, to enable the latter to carry on for a certain space of time independently of the Peninsula. The Government had requisitioned ships to transport large quantities of cement to Morocco. 100,000 tons were to be sent from Catalonia alone.

(iii) In addition, the Rationing Headquarters in the Province of Barcelona was studying means for supplying the entire crop of beans, after drying, to the Army Supply Corps, for transportation to Morocco. It was also rumored that the rice and chick pea rations were to be suppressed for the civilian population, in order to increase the stocks for the Army in Morocco.

(iv) In spite of all the attention focussed on Southern Spain, and Gibraltar, there was always the possibility of German troops being rushed through Spain to carry out a surprise attack on Portugal.

(v) German activity might be classified as of two kinds, one official and the other unofficial. As regards the official side, great pressure had been exerted during recent months to persuade Spain finally and definitely to adhere to the Tripartite Pact. The last meeting of the Council of Ministers had been very stormy. Suner had presented the question of adherence as something which was inevitable.

(vi) The unofficial side of German activity was partly concerned with purchasing. A special Commission came specially from Germany and was plundering all the stocks of the textile factories at Terrasa and Sabadell. They paid in banknotes printed in Germany, and required a discount of 10% on the standard price. Spanish manufacturers were alarmed and if purchases continued on such a large scale, they foresaw that not a thread of wool would remain in Spain for next winter.

(vii) The advent of this Commission had surprised and annoyed the Committee of the German Chamber of Commerce in Barcelona, who maintained that the work could well have been done by the German Chamber of Commerce.

(viii) Neither the Spanish Army nor the Spanish people wanted war. This was clear throughout the Peninsula. Recently the Secretary to the Ministry for Press and Propaganda in Madrid, Senor Tobar, had made a speech in Barcelona in which he said that Spain had the Falange to thank for her present position which kept her farther from the threat of war and invasion than any other country in Europe. This raised the paradox that no one in the Iberian Peninsula wanted war, much less at the side of Germany, that Spain's exhaustion after the Civil War would not permit her to harbor warlike intentions, but nevertheless that military preparations favorable to the Germans were being carried out, particularly in the south of Spain.

(ix) This paradox was further complicated by the fact that the above preparations were hampered by manifest technical incapacity, by the lack of material and armament, by the primitive transport system and by the total lack of enthusiasm on the part of the troops and labor battalions.

Aerodromes in Southern Spain

5. French Intelligence in Morocco has been much impressed by evidence of recent work on aerodromes in Southern Spain, presumably a prelude to German air action.

The Diplomatic Bag

6. About the 8th April German officials at Hendaye held up and opened a Spanish diplomatic bag from Paris. Protests produced the reply that as the Spanish Embassy was in Vichy, the Paris bag could not be regarded as sacrosanct.

SPAIN: a Detente

It was ascertained through a reliable channel that three prominent Spaniards (respectively a general, a high official of the Ministry of Foreign Affairs, and a high Falangist; whose identities are known) remarked, on separate occasions on the 24th April that up till noon on the 23rd the situation was very grave and the adherence of Spain to the Tripartite Pact was a "practical certainty". However, Franco succeeded in obtaining a respite at the last moment.

2. The Falangist mentioned above added that the Germans had been persuaded that Spain should be left alone until after the harvest and until the arrival of substantial quantities of Argentine wheat: this meant there was a prospect of reasonable stability until August.

3. It is reported in connection with para. 1 above, that on the 22nd April a Government order was issued to stop all Spanish shipping destined for North or South America from leaving port. At noon on the 23rd this order was cancelled and shipping allowed to proceed normally.

4. It has been reliably reported that a Spanish aristocrat, on personal terms with Franco, remarked on the 24th that he was still of the opinion that the result of the Suez campaign was the deciding factor for the future of Spain. However, the German demands on Spain were now undergoing a modification and would only consist of a request for the passage of troops or for a corridor to Portugal. The Germans considered it would take them eight days to reach and occupy Portugal. Gibraltar would then be held in a "state of pacific siege" and the straits blockaded by German aircraft and warships based on Portugal.

(Note: The speaker did not say on what he based these remarks.)

A well placed and independent source reported on the evening of April 22nd that Franco was telling the German Ambassador that Spain would consider the Pact when the Germans reached the Suez Canal.

TURKEY: Waiting for 1942

A source in Turkey reported as follows on the 18th April on the basis of a number of conversations with his Turkish friends in Angora:

1. Confidence in ultimate victory of Britain supported by U.S.A. may still exist, but it is not as strong or as widespread as previously, and the Turks are playing for time.
2. Repeated British and American official statements that the full effect of their war effort will not be felt until 1942 have made the Turks unwilling to enter the war now and so use up their resources at what they consider the wrong moment.
3. They are faced, therefore, with the problem of how to keep out of the war till 1942. By excuses such as their unpreparedness, the impossibility to leave their fortified lines in Thrace, the insufficiency of British assistance, etc., they have so far managed to keep out without breaking their alliance with Great Britain.
4. They realize that the time has now come when German pressure will become stronger, and they are preparing to face proposals which they know the Germans will shortly make to them; although there is a tendency to attribute to Germany plans which would leave Turkey alone.
5. The Turks hope to be able to postpone taking any definite step until the issue of the war appears decided. To this end they will go to any lengths short of openly and immediately repudiating their alliance with Britain.
6. In order to moderate the German demands they are pushing ahead with their preparations and are proclaiming their intention to fight. They would probably do so if faced with any "brutal" German demands, but it seems improbable that the Germans will at present employ brutal methods with Turkey.

7. \* Previously the Turks have been talking much about "freedom of the nations", "Balkan solidarity", "loyalty to alliances", etc. Now they have discarded all this pretence and state that Turkey's interests must come before all else.

Re: FRENCH NORTH AFRICA

Embargo on French Reinforcements

Previous reports indicate that the Armistice Commission at Marseilles has been preventing the French from sending reinforcements to North Africa, and that the French military authorities at Vichy have been trying to invent excuses for getting round the embargo. One report, dated the 26th of March, indicated that the Germans wanted to reduce the French North African forces by one third of their Armistice strength of 120,000.

The following, obtained from a reliable source who has recently been in Algiers, tends to confirm the above:

(1) The Armistice Commission at Marseilles had refused to give permission for the embarkation of young volunteers for service in North Africa.

(2) The French military authorities were therefore obliged to use all kinds of subterfuges in order to get round this interdiction.

Two independent and well placed sources, in Casablanca and in Tangier, have had information substantially confirming the foregoing and another source, who was recently in Algiers, has had information also tending to confirm the above, but has observed that the German embargo does not appear to extend to the repatriation of Moorish troops.

German Infiltration in French North Africa

We have received the following information (dated the 8th April) -  
French source in Vichy:

1. As a result of protests by General Weygand and General Nogues against the increasing German infiltration, the German Armistice Commission has agreed to a temporary suspension of this infiltration.
2. Weygand, however, is known in Vichy to be still very worried about the German infiltration.

Notes: (a) The above quoted source made the personal suggestion that Mr. Churchill, General de Gaulle and Mr. Roosevelt should endeavor to keep in touch with General Weygand, whilst preparing for a "surgical operation".

(b) We are making further enquiries regarding the above mentioned "temporary suspension". We have also been informed that the 150 additional Germans for whose entry into French Morocco, to reinforce the Armistice Commission, the Germans had been pressing, would, in spite of opposition in Rabat and Algiers, be shortly entering French Morocco. There appears to be no question - and other indications bear this out - of the "temporary suspension" applying to these 150 Germans.

Re: German Preparedness in Argentine.

We have been informed that there was some indiscreet boasting as to German preparedness in Argentine, particularly, and other South American countries in general, at a celebration held in a German club in Buenos Aires recently.

The Germans boasted that in Argentine they were organized to the minutest detail for sudden action both in the city and outside it and that neither army, navy nor air force would have a chance to forestall them. They said that a Putsch of this nature would take place on May 20th and when the United States declared war on Germany.

Re: THE JAPANESE AND RUBBER FROM INDO-CHINA.

The following is an account of remarks made by K. Matsuniya, the chief Japanese delegate, in the course of the conversations in Tokyo.

The U. S. A.

(1) Japan has special interests in supplies of rubber, for these are identical with military necessities. Japan cannot admit that rubber may be exported to countries hostile to Japan. If Indo-China sells to the U.S.A., she will aid the U.S.A. and Great Britain to increase their resistance against the Axis. It is for this reason that the Japanese delegation desires to know whether, in proposing to sell to the U.S.A., the French delegation had that point in their mind.

(2) The relations between Japan and the United States are characterized by hostile acts by the United States. America has placed embargoes on important products, such as iron, steel and machinery. Moreover, the U.S.A. is striving to persuade Latin American countries to join an anti-Japanese policy. It is therefore natural that Japan should oppose the supply to the United States by French Indo-China of essential products.

A Matter of Policy.

(3) Japan is obliged to do her utmost to establish her own economic bloc in Greater East Asia. The question of rubber is not a purely economic one. It is a matter of policy. Japan attaches the greatest importance to imports of rubber from French Indo-China, and intends to purchase all that can be exported therefrom.

Germany.

(4) A portion of these purchases will be reserved for Germany, since that country cannot obtain rubber except through the good offices of Japan. However, the quantity to be forwarded to Germany will not be fixed without taking into account Japan's

own requirements. Germany has approved the creation of an economic bloc in East Asia under the direction of Japan.

The Position of Indo-China.

(5) France has recognized Japan's privileged position in the area which includes French Indo-China. By virtue of this, the economic relations between Indo-China and Japan are necessarily different from those of Japan with the rest of the French Empire. It is fully recognized that Indo-China is a French colony and it is not Japan's intention to break the ties between Indo-China and the French Government. Nevertheless, the fact must not be lost sight of that Indo-China is in East Asia, where Japan's interests preponderate.

The Matter of Currency.

(6) It is difficult to understand why gold dollars should be considered in matters of currency between Japan and Indo-China. If the latter country has need of foreign exchange, she can obtain it by sales to foreign countries. There exist other currency systems. Japan is anxious that the Yen order should reign in the Far East and is not in favor of the rule of a currency based on gold.

GERMANY AND THE U.S.S.R.

Observations by a German Diplomat in Stockholm

While it may not contain anything very conclusive, interest may attach to the following account, the reliability of which we have no reason to doubt, of what a responsible member of the staff of the German Legation in Stockholm said in private conversation with an intimate friend at the end of March.

Soviet complaints and fears  
Finland and the South

1. According to information received by the Germans from the U.S.S.R., the Russians felt themselves to have been deceived and threatened by the German action in the Balkans.
2. The Russians contended that, by virtue of the "agreement" with Germany (see para. 11 below) they should, in exchange for giving way over the Balkan question, have received a free hand in Finland. The Russians had emphasized on many occasions that the incorporation of Finland was a life necessity for them, and therefore they had refused to accept any suggestions for German strategic bases in Finland; but in return they had been prepared to yield over the German penetration to the Black Sea.
3. The Russians complained, however, that the Germans were doing everything possible to prevent them from carrying out their plans in Finland. They accused the Germans of supplying Finland with arms and of building and arming the new Finnish defense line.
4. The Russians contended that the Germans viewed with favor the arming of the Swedes, the increase of the Swedish Army and the fact that Sweden had so considerably assisted Finland financially. They maintained that the new Finnish defense line had been built almost entirely with Swedish money, an indication of German-Swedish

co-operation in the Finnish question.

5. The Russians were convinced that Germany intended to encourage Finland to resist any Russian aggression, by supplying Sweden and Finland with war material, etc.

6. The Russians were known to hold that all these factors had made action by the U.S.S.R. against Finland practically impossible, and they had had to abandon the idea for the present. They had, in fact, transferred a considerable number of troops from the Finnish frontier to the German frontier.

7. Furthermore, the Russians were known to regard their interests in the South as being now seriously menaced. A grave view was taken of the establishment of German U-boat bases on the Roumanian coast at Constanza and on the Bulgarian coast at Varna. The possibilities of the Germans later controlling the Straits were now realized to be no longer so remote.

8. The Russians, it was also known, had come to the conclusion that the question of the Ukraine was again occupying the attention of the Germans. They had grounds for believing that the Ukrainian Separatist leaders were again in favor in Germany and that the Germans were creating Ukrainian military formations in German occupied Poland.

9. The Russians maintained that the Germans were also collecting the Russian emigrants from all the occupied territories, treating them well, giving them work and, at the same time, filling them up with National Socialist and anti-Soviet propaganda.

The German Case: Germany  
under no obligation to the U.S.S.R.

10. There was a lot of truth in these Soviet contentions, but they were not altogether well-founded.

11. For instance, there never was an agreement regarding the Balkans, as the Russians had always avoided any attempts on the German side to clarify the position and had wished to pursue their obscure politics without any attempt at collaboration with Germany or understanding of the German standpoint.

12. For this reason, Germany was under no obligation to the U.S.S.R. in any sphere.

13. The seizure of the Baltic countries made a great impression on Germany, particularly when it was discovered how the inhabitants of these countries had been treated. Throughout Germany people began to say, "We have had enough of giving in to Russia and every time we do this it means handing over hundreds of thousands of people to all the horrors of Communism". Public opinion in Germany was strongly against the handing over of Finland to Russia, and Germany would never permit this, unless through other circumstances she had her hands too full elsewhere. At present this was not the case.

Question of an attack on Russia.

14. The German military authorities did not rate the Russian military machine at all high; they said that the U.S.S.R. was not in a position to undertake anything in the nature of a military campaign against Germany and many senior German officers were of the opinion that a conflict between Germany and the U.S.S.R. at the present time would be most favorable for Germany. The 80 divisions that Germany had stationed on the Soviet frontier could easily smash the 130 divisions that the U.S.S.R. had at her disposal.

15. The German reporting service in the U.S.S.R. maintained that there was very great discontent among the Russian people, and that this would be an important factor in the event of a conflict.

16. In that event Russian deliveries to Germany would only be suspended for a short time, and Russian agriculture could, after victory, be organized in such a way as to give Germany a great deal more than at present. By conquering Southern Russia only, Germany's agricultural problems could be solved.

17. This opinion was increasing daily in the German Army. The political leaders were, however, against it, and preferred to wait and see whether they could persuade the U.S.S.R. to show an interest in the Tripartite pact, and thus avoid war.

18. In the latter connection great hopes were placed on Matsuoka's visit. If, however, the U.S.S.R. began to show definite signs of anti-German activities, the German Army would be given a free hand to deal with the U.S.S.R. The occupation of Hungary would serve as a preparatory step in this direction.

Independent Information.

That it is, as is suggested above, the politicians who are holding the army back, perhaps requires confirmation. We have learned by reliable means that a former Baltic State Military Attache, who is still in Berlin and in touch with German Staff Officers, imparted the following to a friend early in April. (His information about the General Staff's attitude tallies with certain other indications which we have recently reported. We have also reported good independent evidence that it is hoped to invade Britain before dealing with Russia.)

1. The German General Staff, and in particular its chief, General Halder, was still strongly opposed to war with Russia.
2. It had, however, been impossible to come to any agreement with Russia over respective spheres of interests.

3. The Russians had made it quite clear that they would not adhere to the Tripartite Pact.
4. Since February Russian deliveries to Germany had been steadily decreasing.
5. The Russians had been constantly reinforcing their troops on the German frontier. This was particularly the case in the Kiev and Odessa Military Districts.

PSF: Netm Felder  
3-41

November 5, 1941.

Dear Vince:

Ever so many thanks to you and Minnie for that nice letter. It still does not tell me much about you. I feel that I am in the dark about what you really had removed! I shall await a letter from you with the low-down.

I hope very much that you are recovering from your operation and that all is going well.

With affectionate regards,

As ever,

Mr. Vincent Astor,  
Private Patients Pavilion,  
525 East 68th Street,  
New York City, N.Y.



PRIVATE PATIENTS PAVILION  
525 EAST 68 STREET  
NEW YORK CITY

Thursday, October 30

Dear Mr. President

I am writing for Vincent  
to thank you for the beautiful  
flowers which pleased him so  
very much.

He had a very serious  
abdominal operation, and has  
since been in a great deal  
of pain, but is getting on as  
well as can be expected.

He was awfully worried  
about his job during the two  
weeks he was in the hospital  
under observation, but throughout  
that time he says he was able  
to keep in touch with every-  
thing, how he will soon be  
able to see people again,  
and only hopes that every-  
thing is satisfactory from  
your standpoint.

Much love from us  
to the -

Minnie Astor



PRIVATE PATIENTS PAVILION  
525 EAST 68 STREET  
NEW YORK CITY

2

W

Dear Grace -

Vincent was very anxious  
to have the President hear  
from him - but can't write  
yet, so will you get this  
to him please -

He's getting on well  
and sends you his best

love

Minnie

TELEGRAM

24WUC DH 5:21PM

The White House  
Washington

*PSF: V. Astor Folder  
file  
plus mail*

v NEW YORK, N. Y., DECEMBER 5, 1941

MISS GRACE TULLY.

WILL BE ON TRAIN DUE WASHINGTON FOUR TWENTY-FIVE  
TOMORROW AFTERNOON. NOT BRINGING MINNIE AS YOUR PARKING  
RATES TOO HIGH AND ANYWAY WILL NEED HER ABOARD THROUGH  
TRAIN FROM NEW YORK TO GUARD ALL MY BAGS, MEDICAL EQUIPMENT  
AND DOG.

VINCENT. *Astor*

*BF Vincent Astor  
Folder*

December 11, 1941

MEMORANDUM FOR THE PRESIDENT: X

John Carter called me this morning to say that one of his men in New York reports that Vincent Astor is still very confused and suspicious about the whole problem of investigation in the New York district. According to my man's report, Vincent Astor claims he does not know what I am supposed to be doing. There seems to be some confusion about the method. The F. B. I. says there is a great deal of duplication of effort and Astor says there is not.

Mr. Carter also reports that Mr. Munson's man in Los Angeles is getting some very important information. The question now comes up about credentials for Carter and the men working for him in various parts of the country.

PSF: Astor Folder  
3-41

THE WHITE HOUSE  
WASHINGTON

December 19, 1941.

MEMORANDUM FOR THE PRESIDENT:

Vincent Astor telephoned and said he has something he feels is really vitally important to talk to you about. Can you see him, and when?

G.

Commander Vincent Astor  
Eighth Floor,  
50 Church Street,  
New York City.

STANDARD FORM NO. 14A  
APPROVED BY THE PRESIDENT  
MARCH 10, 1928

# TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

Commander Vincent Astor  
Eighth Floor  
50 Church Street  
New York, N. Y.

The President can see you at the house Monday  
morning ninethirty.

GRACE G. TULLY

FROM

*PSF: Astor Folder*  
The White House  
Washington

December 20, 1941.

...

Address Communications to the  
Commandant Third Naval District

In reply refer to No.

PSF: Astor Folder  
3-41

Telephone REctor 2-8100

Headquarters of the  
Commandant Third Naval District  
Federal Office Building, 90 Church Street  
New York, N. Y.

*File  
personal*

December 31, 1941

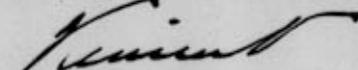
The President  
The White House  
Washington, D. C.

Dear Mr. President:

I would like you to know how greatly I appreciate your thought of me in sending the autographed volume of your addresses from July 1940 to January 1941. You may be very sure that it will take the place of greatest honor in Mary's and my small library.

It seems rather hopeless in these days to send anyone wishes in the old sense for a Happy New Year, but I do respectfully wish you the most successful and, therefore, the most satisfactory and happy ensuing year that any man ever had.

Respectfully and affectionately,



VINCENT ASTOR  
Commander, U.S.N.R.

*Lili's Confidential  
under  
Vincent's letter*

*PSF  
Astor*

[ 1941? ]

MEMORANDUM CONCERNING THE CIVIL AIR PATROL

C. A. P.

At a meeting on March 9th between Wing Commander Beckworth Havens and Commander Astor, Mr. Havens stated that the enrollment in his New York State command approximated a personnel of 2500 (of whom 80% are pilots). He is uncertain of the exact number of planes enrolled in his area, but stated that on the first call, 239 were offered. Subsequently, Mr. Havens telephoned to Regional Commander Wilson in Atlantic City, who informed him that he believes approximately 14,000 personnel, of whom 80% are pilots, and 4000 planes are now enrolled in the territory east of the Mississippi. Wilson also expressed the belief that 500 planes, together with the necessary personnel could be brought to the East for operations along the coast and that this is a conservative estimate and that the pilots and owners would be only too glad to cooperate to this extent, as they are most enthusiastic about being of service.

If such a patrol were to be established, it might well be called the "scarecrow", for its operations will necessarily be defensive and purely passive. The planes could only be equipped with two-way radios and possibly smoke bombs, for all informed opinion seems to agree that these planes should not be equipped with bomb racks, due to their unsuitability, the lack of training of the pilots, shortage of equipment, and the time involved for installation. It has also been stated to the writer, that "radar" has not yet been perfected

to a point where it will operate successfully from a small airplane, for the purpose of submarine detection. Their utility, therefore, would be to operate solely as an observational patrol and in limited sectors, to obviate interference with the Army's Interceptor Commands. If it were to be assumed that 500 planes are available and that 20% could be on station at any one given time during daylight hours, a 1000 mile coastline would be covered by a plane every ten miles. It could probably be assumed there will never be an occasion when submarine activities would cover so long a stretch of coast with any intensity. It is suggested that a small percentage of regular combat planes should operate in conjunction with these unarmed planes, with the result that an enemy submarine could never feel assured that a plane within her view might not be capable of effective attack. It is hardly likely that a submarine would remain long on the surface for the purpose of determining the nature of an approaching plane, but actually would submerge with all haste. An experienced U. S. Navy submarine commander, when asked concerning this by the writer, thoroughly agreed.

There are at present ten C.A.P. planes operating on coastal patrol and based on Atlantic City. These operations are apparently being carried on with complete success and without interference with Army or Navy operations. In the event that this patrol be organized on a large scale, the personnel must be given the protection of an official status, and uniforms. Otherwise, a plane forced down on the water

might be captured by the enemy and the crew executed for piracy. Some provisions must also be made for their pay. At present these men are being given an adequate subsistence allowance and fuel and repairs to their planes are taken care of. This, however, does not compensate a man for the loss of his pay, in consequence of giving up his civilian employment.

In the event that this patrol were to be established and proved satisfactory, it would largely change the type of patrol boat now being sought for operations along the coast. In the place of medium sized semi-seagoing yachts (all that are now available), small high speed sport fishing boats would be desirable, which could be based in various suitably located inlets and at Coast Guard stations, where access to the sea is possible. These boats would be employed as crash and rescue boats.

VINCENT ASTOR,  
Commander, U.S.N.R.

*Robert H. Harris*  
*San Diego City 5295*

# CIVIL AIR PATROL



***Organization***  
***Purpose***  
***Program***  
***Enlistment***

***United States***  
**OFFICE OF CIVILIAN DEFENSE**  
***Washington, D. C.***

# CONTENTS

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<i>Order establishing Civil Air Patrol . . . . .</i>	<i>3</i>
<i>Organization chart of Civil Air Patrol . . . . .</i>	<i>4</i>
<i>Civil Aviation must organize . . . . .</i>	<i>5</i>
<i>Application for enlistment in Civil Air Patrol . . . . .</i>	<i>7</i>
<small>(Remove from booklet for use)</small>	
<i>Questions on Civil Air Patrol . . . . .</i>	<i>11</i>
<i>Letters from General Arnold, Admiral Towers, and General Connolly . . . . .</i>	<i>14</i>
<i>Civil Air Patrol Regional Commands . . . . .</i>	<i>15</i>



## OFFICE OF CIVILIAN DEFENSE

Washington, D. C.

December 1, 1941

To the end that opportunity for voluntary service by especially qualified citizens may be provided, in line with the traditions of this Nation, and pursuant to the authority conferred upon me as the United States Director of Civilian Defense, by Executive order of the President of the United States, I do hereby order established under the Office of Civilian Defense, the Civil Air Patrol. The organization will be formed and conducted as provided in the attached chart, which is hereby approved.

I have appointed Major General John F. Curry, Air Corps, as National Commander, CAP.

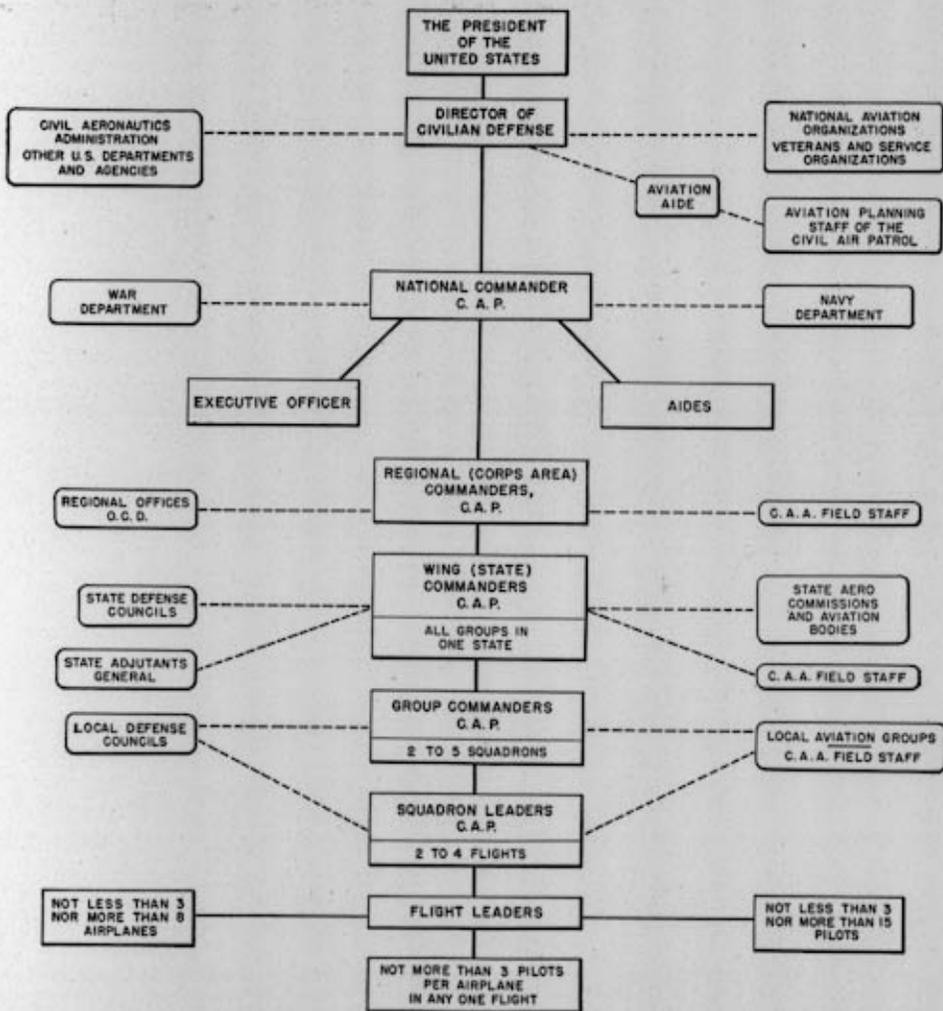
I call upon all persons in civil aviation to enroll and otherwise assist in this important contribution to our national defense.

(signed)

F. H. LaGuardia,  
U. S. Director Civilian Defense.

# ORGANIZATION CHART

## CIVIL AIR PATROL



Solid lines indicate COMMAND, dotted lines indicate COOPERATION.

# CIVIL AVIATION MUST ORGANIZE



CIVIL aviation has ever been a missionary influence for air power. The civil aviator has blazed trails, pioneered the vast majority of airports, conducted a constant campaign of education, and borne much of the brunt of progress in the frontiers of the air.

This sequence of action over the years has developed in the ranks of the civil airmen an exceptional degree of devotion to the nation. It has also created a wealth of experience, sound practice, and an accumulated knowledge of aviation utility. To waste the national asset represented by civil aviation would be unthinkable.

Grave times have now fallen upon us. Aviation has an ever broader application. The carefree skies of yesterday are overcast by international storms. Through these storms our security is being impaired. Control of the skies, rigid discipline among those who navigate them, and coordinated traffic in them has become essential to the common defense. As the commerce of peace advanced our standards of life, so the traffic of defense must preserve them. Upon the armed forces rests the main responsibility. All effort must be directed to make their task possible of fulfillment.

Civil aviation already has made and must be further prepared to make sacrifices for the common welfare. Therein lies the broad justification of past devotion to air progress and also the strength of civil aviation to survive emergency through service, and to preserve the body and spirit of air commerce for post-emergency years.

No one at this moment can foresee the complete variety of uses in which the Civil Air Patrol can be employed by the military services or other governmental agencies. No one could formerly see the ingenuity of current air power utility. What all can readily see is that no resource must be left without organization for total defense effort. The creation of the Civil Air Patrol is the result.

The Office of Civilian Defense has not moved forward with organization of the Civil Air Patrol until the advice and counsel of all conceivable interested agencies and persons had been secured. The result is soundness in structure and complete coordination. In the field, much preparation by State and local groups has already been accomplished. The national aviation associations have rendered the ultimate in cooperation. To all of these individuals, groups and associations, the Office of Civilian Defense expresses sincere appreciation.

Following organization, the next step will be establishment of a broad training directive. This will include many phases of activity, both flight and ground.

To answer the innumerable questions which have been asked, the following pages of pertinent information have been developed. Beyond doubt some have been overlooked, but it is felt a fundamental understanding of the purposes, objectives, and organization plans can be gained from a careful study of this booklet.

Time is now of the essence. To save time, the Civil Air Patrol has left to you some essential detail. For example, the application for enlistment in the CAP is made a part of this booklet. If you wish to volunteer, remove the enlistment application from the booklet. Fill it out with extreme care and as neatly as you are able. Secure an F. B. I. National Defense Program Finger Print Card from the source that gave you this booklet. Take it to your local police office. Have them put your finger prints on it. (Be sure your fingers are clean of grease and oil.) Attach it to your application. It will be checked by the F. B. I. No applicant will be enlisted until such check is made. The next step is to have three full-face photographs of yourself  $1\frac{1}{2} \times 1\frac{1}{2}$  inches made. Attach one to your application, and one to the fingerprint card.

When these things are done send your enlistment application with the finger print card and photographs direct to the Civil Air Patrol, Office of Civilian Defense, Washington, D. C. DO NOT FOLD fingerprint card or enlistment application. Then await orders.

If accepted, you will be assigned to the Flight or Squadron where you can be most available or render the greatest service. Do not volunteer unless you are prepared to devote yourself to the interests of the Civil Air Patrol. Do not be impatient if some short time elapses until you are assigned. It will take some time to check your record. If you have wide aviation experience, you may be called upon to help organize your local forces.

There is current rumor that under wartime conditions, aviation other than that engaged in some form of defense or auxiliary service will be grounded. About such a matter nothing is known. Probably no answer to such a question could be made short of invasion wartime necessity. We all do know that to have total defense, the skies must be kept free of any possible subversive activity. Certainly no one should be "upstairs" unless he or she is known as a thoroughly loyal citizen of the United States or its friend. The aviator himself is the first person to recognize the importance of maintaining strict supervision in the skies.

As to priorities on aviation equipment and material, there is but one answer. The Civil Air Patrol is a defense organization. No personal priorities should be honored ahead of it. On the other hand the requirements of CAP are secondary to those of the armed services. Nothing will be done or sought by CAP that does not enhance the needs and work of the government.

With complete confidence in the zeal and competence of the civil aviators and ground personnel of aviation in the United States, the Office of Civilian Defense offers you the opportunity for service through the Civil Air Patrol.

Mail this application direct to—  
CIVIL AIR PATROL, OFFICE OF CIVILIAN DEFENSE,  
Washington, D. C.

DO NOT FOLD Application or Finger-print Card

## APPLICATION FOR ENLISTMENT CIVIL AIR PATROL

United States Office of Civilian Defense

(The form of this questionnaire has been designed to conform to the coding procedure of the National Roster)  
(Type or print in ink)

1. Name \_\_\_\_\_  
(Last) (First) (Middle)  
Home address \_\_\_\_\_  
(Number) (Street) (City) (State)  
Business address \_\_\_\_\_  
(Street) (City) (State)  
Telephones \_\_\_\_\_  
(Home) (Business) (Other)  
Next of kin \_\_\_\_\_  
(Name) (Address) (City) (State)

2. Date of birth: \_\_\_\_\_  
(Month) (Day) (Year)

3. Place of birth: \_\_\_\_\_  
(State or foreign country only) (If foreign born, give the name of the country, as of the date of your birth)

4. Citizenship (check one):
- 1  Native-born citizen of the United States, including foreign-born of United States citizen parentage.
  - 2  Naturalized citizen: Cert. No. \_\_\_\_\_  
Date \_\_\_\_\_ Court \_\_\_\_\_
  - 3  First papers obtained: Date \_\_\_\_\_  
Number of Declaration of Intention \_\_\_\_\_ Court \_\_\_\_\_  
Country of which you are a citizen \_\_\_\_\_
  - 4  Final papers applied for but not yet obtained.
  - 5  If first papers not yet obtained, specify foreign country of which you are a citizen \_\_\_\_\_
  - 6  Other (describe on separate sheet).

5. Marital status, dependents:
- 1  Single.
  - 2  Married.
  - 3  Divorced.
  - 4  Widowed or separated.
- Dependents (Number completely dependent on you, other than husband or wife.)
- Marital status  
(Check one)

6. List residences for past 5 years:

\_\_\_\_\_  
(Street) (City) (State) (Date)  
\_\_\_\_\_  
(Street) (City) (State) (Date)  
\_\_\_\_\_  
(Street) (City) (State) (Date)

7. Male  Female

8. Military service:  
Have you ever served in the regular armed forces of the United States? \_\_\_\_\_  
(Yes or no)

Period of service: From \_\_\_\_\_ to \_\_\_\_\_  
Service \_\_\_\_\_  
Branch \_\_\_\_\_  
Highest rank held \_\_\_\_\_  
Nature of duties \_\_\_\_\_

9. Reserve membership:  
Are you now or have you ever been a member of the National Guard, or a member of the Reserves of the Navy, Army, Marine Corps, Coast Guard, or Public Health Service? \_\_\_\_\_  
(Yes or no)

Period of service: From \_\_\_\_\_ to \_\_\_\_\_  
Service \_\_\_\_\_  
Branch \_\_\_\_\_  
Highest rank held \_\_\_\_\_

10. Personal description \_\_\_\_\_  
(Color hair) (Color eyes) (Height) (Weight)  
 \_\_\_\_\_  
(Complexion) (Scars or marks)

11. Name at least three individuals who have intimate knowledge of your work or training and who are competent to judge your ability. Give names and addresses.  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

12. Give, in the blanks below, a statement of your education:  
 Elementary school (circle maximum number years) 1 2 3 4 5 6 7 8  
 High school (circle maximum number years) 1 2 3 4  
 Higher education:

Name and Location of School	When Attended (Month and Year)		Major Department of Study	Degree Conferred		Honors (Specify, if any)
	From—	To—		Title	Date	
College _____						
Graduate school _____						
Other (include trade, aeronautical, etc.) _____						

13. In addition to your aviation ability, specify other skills you have acquired through study, hobbies, construction of instruments, etc. (for example, photography, public speaking, cryptanalysis, etc.):

OCCUPATION OR SKILL	DESCRIBE WORK OR STUDY
_____	_____
_____	_____
_____	_____
_____	_____

14. AVIATION DATA

- (a) Have you a pilot's certificate?  Yes  No No. \_\_\_\_\_  
 (b) Grade \_\_\_\_\_ Ratings \_\_\_\_\_  
 (c) Are you Primary Instructor?  Yes  No Time \_\_\_\_\_  
 (d) Are you Secondary Instructor?  Yes  No Time \_\_\_\_\_  
 (e) Instrument rating  Yes  No Time on instruments \_\_\_\_\_  
 (f) Airline rating  Yes  No Time as airline pilot \_\_\_\_\_  
 What company? \_\_\_\_\_  
 (g) Have you been a pilot in United States armed forces?  Yes  No  
 Explain \_\_\_\_\_

AVIATION DATA—Continued.

- (h) Have you radio telephone license?  Yes  No Certificate No. \_\_\_\_\_  
 (i) Are you a certified ground instructor?  Yes  No Ratings \_\_\_\_\_  
 (j) Have you night flying experience?  Yes  No Time \_\_\_\_\_  
 (k) C. P. T. P. graduate?  Yes  No Where? \_\_\_\_\_

Check training: Primary Refreshed  
 Secondary Instructor  
 Cross-country

- (l) Are you an A. & E. mechanic?  Yes  No Certificate No. \_\_\_\_\_  
 (m) Are you a parachute rigger?  Yes  No Certificate No. \_\_\_\_\_  
 (n) Can you send Morse?  Yes  No Speed \_\_\_\_\_  
 Can you receive Morse?  Yes  No Speed \_\_\_\_\_  
 (o) Are you a capable cross-country pilot?  Yes  No Time on cross country \_\_\_\_\_  
 (p) Are you a capable celestial navigator?  Yes  No School of instruction \_\_\_\_\_  
 (q) Do you own an aircraft?  Yes  No License No. NC \_\_\_\_\_  
 (r) Make of aircraft \_\_\_\_\_ Model \_\_\_\_\_  
 (s) Engine and H. P. \_\_\_\_\_ Year of mfg. \_\_\_\_\_  
 Seats \_\_\_\_\_ Total engine time \_\_\_\_\_  
 Total ship time \_\_\_\_\_ Starter  Yes  No  
 Heater  Yes  No Flight instruments  Yes  No  
 (t) Radio transmitter  Yes  No Type \_\_\_\_\_  
 Radio receiver  Yes  No Type \_\_\_\_\_  
 Color of ship \_\_\_\_\_ Markings \_\_\_\_\_  
 (u) Do you own a parachute?  Yes  No Type \_\_\_\_\_

(v) Within how many miles of an airport do you live? Circle correct number.

Less than 5 7 10 15 25 more than 25. Name of airport \_\_\_\_\_  
 Where did you solo? \_\_\_\_\_  
 With what terrain are you most familiar? \_\_\_\_\_  
 List types or makes of aircraft flown \_\_\_\_\_

Have you been employed in aviation? Explain by whom and duties \_\_\_\_\_

To what aviation associations do you belong? \_\_\_\_\_

What is your total flying time to date? \_\_\_\_\_

Where is your ship based? \_\_\_\_\_

Is the field lighted?  Yes  No Does ship have navigating lights?  Yes  No

Landing lights?  Yes  No Flares?  Yes  No

What is its cruising range? \_\_\_\_\_ Fuel capacity? \_\_\_\_\_ Pay load? \_\_\_\_\_

Do you own a car?  Yes  No Make \_\_\_\_\_ Model \_\_\_\_\_ Seat capacity \_\_\_\_\_

Radio  Yes  No Tow line  Yes  No

Have you a driver's license?  Yes  No What State? \_\_\_\_\_ Year \_\_\_\_\_

Have you a radio transmitter at home?  Yes  No Station identification \_\_\_\_\_

Receiver for weather and beam signals at home?  Yes  No

Use typewriter?  Yes  No Own one?  Yes  No Know shorthand?  Yes  No

Qualified in First Aid?  Yes  No Can you use a pulmotor?  Yes  No

Have you any special equipment other than aforementioned which might be used in National Defense? \_\_\_\_\_

I hereby make application for enlistment in the Civil Air Patrol and do solemnly swear (or affirm) that I will bear true faith and allegiance to the United States of America, that I will serve them honestly and faithfully against all their enemies whomsoever, and that I will obey the orders of the President of the United States and the orders of the officers appointed over me.

Signed .....

Approved .....

.....  
Wing Commander.

State of .....

**INVESTIGATIONS CHECK**

F. B. I.

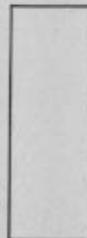
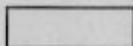
C. A. A.

C. A. P.

References

Do not write in this space. If you have additional information to include with this application, enter it on a separate paper and attach to application.

PHOTOGRAPH



*What Is the Civil Air Patrol?*

The Civil Air Patrol (CAP) is the organization of the civilian aviation resources of the United States for national defense service.

*By What Authority Is the CAP Created?*

By order of the Director, Office of Civilian Defense.

*Under What Agency of Government Is the CAP Established?*

The Office of Civilian Defense (OCD).

*Will the CAP Replace Aviation Units Formed by States as a Part of the Uniformed State Guards or Home Defense Troops?*

No.

*What Will Be the Relationship Between Existing or "In Process" State Aviation Civil Defense Units and the CAP?*

In each such case, mutually satisfactory plans are in process to enroll the individuals and equipment in the CAP.

*How Is the CAP Set Up?*

The organization chart is on page 3.

*Will a Nation-wide Training Program Be Announced?*

Yes. A training directive for CAP, covering both flight and ground service, is in preparation. It is compiled from material furnished by the Army, Navy, Civil Aeronautics Administration, and other experienced sources.

*Will Personnel and Equipment of the CAP Be Available for Requested Use by the Armed Forces or Other Governmental Agencies?*

Yes, if individuals are willing to accept service upon such request. In such cases, orders and remuneration will be provided by the agency utilizing the individual and his or her equipment, where and as authorized by law.

*Will Personnel of the CAP Be Used for Combat Duty?*

Not as CAP members. Personnel are at liberty to volunteer if they desire.

*Will Service in the CAP Exempt Eligible Persons from Military Duty?*

No. The CAP is definitely a national defense aid to supplement military effort.

*Will Service in the CAP Insure Priority in Securing Aviation Equipment or Replacements?*

No such guarantee can be made. First must come the requirements of the armed services. Following them will be those of the auxiliary services, such as CAP.

*Will the Civil Air Patrol Be Uniformed?*

Yes. Insignia is being patented and uniforms designed. They will be available for purchase by you at reasonable prices, through your Squadron.

*May Aircraft or Automobiles, Voluntarily Used by Owners for CAP, Carry Distinguishing Insignia?*

Yes. The patented insignia of CAP may be painted or decaled on equipment utilized for CAP upon written authorization of the Wing (State) Commander.

*Will There Be Awards for Outstanding Merit and Devotion to Duty?*

Yes. Such awards are being developed by the Aviation Planning Staff of CAP.

*What Is the Basis of Service in the CAP?*

Altogether voluntary.

*Will Service in the CAP Interfere With My Work?*

No. The purpose of CAP is to utilize the time you now spend in casual flying or other aviation activity. CAP will furnish an objective, enabling you to take a more worthwhile part in both aviation and the national defense.

***Must I Belong to the CAP to Keep Flying?***

The future must carry its own answer.

***Who Will Pay for My Flying Time?***

You will, insofar as training is concerned. When and if your service or equipment is utilized by any government agency, you will be paid by that agency, if authorized by law.

***Who Is Eligible for Service in the CAP?***

- (1) Any citizen pilot of good character, certificated by the CAA in the grade of Private pilot or higher grade.
- (2) Any citizen of good character, holding a government certificate for any skill or experience related to aviation, such as A. and E. mechanic, control tower operator, radio telephone operator, etc.
- (3) For auxiliary duty: Any citizen of good character who will volunteer for clerical work, driving of cars or ambulances, watchman, first-aid instruction or kindred service.
- (4) For apprentice duty: Any citizen of good character who will undertake mechanic, airport supervision, control tower or other instruction under the training program of the CAP.

***What Is the Minimum Age Requirement?***

No one under 16 years of age may enroll in the CAP. No one under 18 years of age will be accepted for flight duty. All applicants under 21 years of age must present with their application a signed letter of permission from their parents or guardians.

***May Women Enroll in the CAP?***

Yes. All volunteers will be assigned to duty on the basis of their ability.

***Where Can I Get an Application for Enlistment in the CAP?***

The middle pages of this book are an enlistment blank. Remove: Fill out and mail them direct to the Civil Air Patrol, Office of Civilian Defense, Washington, D. C. DO NOT FOLD.

***How Can I Get My Fingerprints Taken To Accompany My Application?***

Secure an FBI National Defense Program Fingerprint Card from the source that gave you this booklet. Take the card to your local police department. Ask them to put your fingerprints on the card. Turn it in with your application blank. (Be sure there is no grease on your fingers.) DO NOT FOLD.

***What About the Photographs?***

Attach three 1½ by 1½-inch full-face photographs to your application and fingerprint card. Do not use a snapshot.

***May I at Any Time Be Relieved of Duty in the CAP?***

Yes. You may resign at any time with the approval of your Wing (State) Commander.

***For How Long Do I Enlist in the CAP?***

The duration.

***How Long Will CAP Endure?***

Until demobilized by the Director of Civilian Defense.

***Can I Be Discharged From CAP?***

Yes. For cause, by a Board of CAP appointed by the National Commander.

***What Would Be Such Causes?***

Insubordination, consistent violation of air traffic regulations, intoxication on duty, cowardice, etc.

***If a Person Now Having a Student Pilot Certificate Subsequently Attains a Private Pilot Certificate, Can He Then Enlist in CAP?***

Yes. The CAP will encourage and assist all airmen to improve their ratings, both flight and ground.

*Can I Get Some Idea of What the Training Directive Will Call For?*

Yes. You will study familiarization with military and naval tactics, discipline, military courtesy and rank, technical flight operations, navigation and meteorology, air raid warning service, first aid, cooperation with other defense organizations, and kindred subjects.

*Will We Engage in Supervised Flight Operations?*

At all times there will be problems established calling for the highest pilot and observer skill.

*Although a Pilot, I Have No Airplane. How Will I Get To Fly Other Than Rental Ships as I Now Do?*

Each pilot-owner will be assigned a co-pilot, and navigator and observer assistants. Piloting is only one of the skills of the modern airman. It is the purpose of CAP to weld civil airmen into a force capable of national defense service by increasing the knowledge and skill of everyone in every type of aviation activity.

*Is it Important for Me To Enlist Immediately?*

Yes. Organization takes time. By getting your application in at once you will be of great assistance.

*How Soon Can CAP Units Be Ready To Start Training?*

Just as soon as organization is completed.

*How Long Is That?*

Just as soon as the applications are filed and checked.

*Must I Take Any Examination To Enroll in CAP?*

No.

*What Specific Services Could a Well Organized and Trained CAP Render to the National Defense?*

- (1) All airports would have to be guarded day and night by experienced personnel.

There are over 2,000 such airports in the United States upon which no military activity is located.

- (2) The demand for courier service under war conditions may utilize every pilot and aircraft capable of cross-country navigation.
- (3) The observation patrol of back-country area or long reaches of uninhabited coastal area may be desired by the military establishment.
- (4) The towing of aerial gunnery targets might be done by experienced civil airmen, thereby releasing military equipment for more important duty.
- (5) Ferry service for training and observation types of aircraft might be done by the more experienced pilots.
- (6) Under war conditions many military ships will land in emergency at each average civil airport. Mechanic personnel to assist at such times will be at a premium.
- (7) CAP personnel, familiar with all types of aircraft, can assist the air raid watchers in learning to identify aircraft as friendly or enemy.
- (8) State and local defense councils will have much executive travel and courier service to request.
- (9) The intimate familiarity of a CAP Squadron with its home terrain may furnish valuable information to the military establishment.
- (10) Patrolling for highway traffic under possible evacuation conditions may be a necessary service to State and military police forces.
- (11) Searching for military aircraft forced down or crashed in out-of-the-way areas may relieve military personnel and ships of this responsibility.

This list of services is merely suggestive. The extent of the emergency will determine the variety of uses requested by the Armed Services. Neither they nor anyone else at this point can visualize what may be necessary, any more than British civil aviation could visualize the value of small ships to evacuate rear guard personnel from the beach at Dunkirk.

WAR DEPARTMENT  
OFFICE OF THE CHIEF OF THE ARMY AIR FORCE  
WASHINGTON  
November 10, 1941

Honorable F. W. Lacharida,  
U. S. Director of Civilian Defense,  
Dupont Circle Apartments,  
Washington, D. C.

Dear Mr. Lacharida:

The creation of a Civil Air Patrol organized and trained to supplement the activities of the military forces is properly in line with the necessity for integrated and total defense.

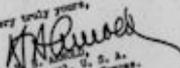
As I previously stated in a letter addressed to your office:

"The organization of the existing private flying resources is highly desirable from a national defense standpoint."

I assume, of course, that the Civil Air Patrol would not divert personnel or material from the purely military effort, but would, on the other hand, be dedicated to the premise of standing on its own feet ready and able to cooperate with any possible effort of the armed forces.

I am confident the civil aviation personnel of the nation is conscious of the need for rigid flying discipline, strict routine and selfless service. These characteristics must mark our united effort under the exacting conditions presented by the critical times.

Very truly yours,

  
W. H. Tunner,  
Major General, U. S. A.,  
Chief of the Army Air Force.

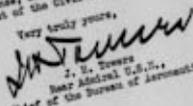
NAVY DEPARTMENT  
BUREAU OF AERONAUTICS  
WASHINGTON

October 24, 1941

Sirs:

The Bureau of Aeronautics, recognizing the potential strength of civil aviation, is pleased to note the organization of its resources under the Office of Civilian Defense, and will watch with deep interest the development of the Civil Air Patrol.

Very truly yours,

  
J. H. Towers,  
Rear Admiral, U.S.N.,  
Chief of the Bureau of Aeronautics

Honorable F. W. Lacharida,  
Director of Civilian Defense,  
Washington, D. C.

DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
WASHINGTON

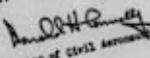
December 5, 1941

Honorable F. W. Lacharida,  
Director  
Office of Civilian Defense  
Washington, D. C.

My dear Mayor Lacharida:

I have been very glad to hear of the Civil Air Patrol now being established in the Office of Civilian Defense and the proposed coordination of its activities with those of military and naval aviation. Civil aviation has been an important factor in keeping us prepared in the air, and I am confident that its representatives will be ready at all times to cooperate with each other and with other government agencies to the best interests of our defense effort. We know from experience the enthusiastic spirit and flying ability available in civil aviation which needs only to be organized and directed to a common end to be of great value to national defense. Please be assured once again that the Civil Aeronautics Administration stands ready to work with you and to assist you in any possible way in carrying out the purposes mentioned in the establishment of the Civil Air Patrol.

Sincerely,

  
Administrator of Civil Aeronautics



**CIVIL AIR PATROL REGIONAL COMMANDS** (Based upon War Department Corps Areas)

**1st** 101 Milk St., Tenth Floor, Boston, Mass.  
Maine.  
Vermont.  
New Hampshire.  
Massachusetts.  
Connecticut.  
Rhode Island.

**2d** Port Authority Bldg., 111 Eighth Ave., New York, N. Y.  
New York.  
New Jersey.  
Delaware.

**3d** Enoch Pratt Library, 400 Cathedral St., Baltimore, Md.  
Pennsylvania.  
Philadelphia Metropolitan Area.  
Pittsburgh Metropolitan Area.  
Maryland.  
Virginia.  
District of Columbia.

**4th** Hurt Bldg., First Floor, Atlanta, Ga.  
North Carolina.  
South Carolina.  
Tennessee.  
Georgia.  
Florida.  
Alabama.  
Mississippi.  
Louisiana.

**5th** 427 Cleveland Ave., Columbus, Ohio.  
Indiana.  
Ohio.  
Kentucky.  
West Virginia.

**6th** 120 South LaSalle St., Chicago, Ill.  
Wisconsin.  
Michigan.  
Illinois.  
Chicago Metropolitan Area.

**7th** 620 World Herald Bldg., Omaha, Neb.  
North Dakota.  
South Dakota.  
Minnesota.  
Iowa.  
Missouri.  
Kansas.  
Arkansas.  
Nebraska.  
Wyoming.

**8th** Room 1014, Majestic Bldg., San Antonio, Tex.  
Texas.  
Oklahoma.  
New Mexico.  
Colorado.  
Arizona.

**9th** 233 Sansome St., San Francisco, Calif.  
California.  
Nevada.  
Utah.  
Idaho.  
Montana.  
Washington.  
Oregon.

Address communications to Regional Commander, Civil Air Patrol, at the addresses shown. Please take up all possible matters "through channels," so all involved will be informed.

Nat Commanders = Maj Gen. John F. Curry  
A.C.  
Reg. Com. Me-Del = Gill Rob. Wilson.

*file  
personal*

*BP*

*Astor Fisher*

THE WHITE HOUSE  
WASHINGTON

February 19, 1942.

MEMORANDUM FOR

THE PRESIDENT

Vincent Astor telephoned me yesterday to say that the Journal-American carried a story about his duties, etc. He has no idea where they got their information but he said it had enough truth in it to be dangerous or harmful. He got hold of someone and had the story killed in the next editions. However, he thought you might see it and wonder -- and he wished to explain and report.

G. G. T.

*Post  
folder*

Headquarters of the Commandant  
Third Naval District

*file  
personal*

-----, 19-----

Memorandum for -----

Dear Grace :-  
Would  
you give the  
attached to  
The President ?  
Poor old Mummy  
seems to be  
doing all right  
with her offender  
out

*Affectionately  
Mummy*

PSF: Astor

Address Communications to the  
Commandant Third Naval District

Telephone REctor 2-6100

In reply refer to No.

Headquarters of the  
Commandant Third Naval District  
Federal Office Building, 90 Church Street  
New York, N. Y.

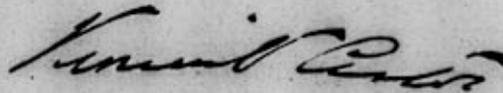
March 12, 1942

Dear Mr. President:

I am informed today that a survey of the point of Cape Hatteras, which has just been completed, now indicates that there would be a considerable delay in the construction there of an air field, due to the nature of the soil. It further appears, however, that the Civil Aeronautics Authority are building a field at Manteo, Roanoke Island, which would be most suitable for the use of patrol planes if authority for this use were granted. Manteo lies about thirty miles north of Hatteras.

Admiral Andrews is writing two letters to the Commander in Chief of the U. S. Fleet; copies of which he will forward to you, in accordance with your instructions.

Very respectfully,



VINCENT ASTOR  
Commander USNR

The President  
The White House  
Washington, D. C.

P.S. Mary lost her appendix  
early this morning, according  
to plan. All went well.  
(over)

but I almost had a fit  
myself in consequence of  
waiting a good 1/4 hours  
for her to reappear from  
the operating room!

Thank you again for a  
very pleasant afternoon.

I definitely think it should  
be recorded in history that  
The President drove a Commander  
to the O. O. station.

Affectionately  
and Respectfully  
Yours.

PSF: V. Astor

THE WHITE HOUSE  
WASHINGTON

March 26, 1942.

MEMORANDUM FOR THE PRESIDENT:

Vincent Astor called up and said he finds there are available in the First Naval District about 30 good steel trawlers which could carry depth charges and Y-guns. He said he would like very much to have about a half dozen of these for patrol work. He understands the Navy has recognized the ban put on using them because of the fact that they are fishing boats. V.A. thinks it is much better to do less fishing and more sinking of submarines.

What shall I tell him?

G.

V.A. telephone number - Regent 72176

-----

Answer: The President directed me to telephone V.A. and suggest that he take this matter up with Admiral King and that he heartily approves if V.A. would only take 6 trawlers out of the 30.

G.

PSF  
V. 20th  
file  
B.W.

HEADQUARTERS EASTERN SEA FRONTIER  
90 CHURCH STREET  
NEW YORK

~~SECRET~~

July 16, 1942.

Dear *Mr President*

During our conversation last week several questions came up concerning the convoying of merchant vessels in the Eastern Sea Frontier. At the time, I was not sure enough of my facts to feel that I could answer these accurately. Now I believe that I can.

CONVOYS

KEY WEST TO CHESAPEAKE BAY  
(KNOWN AS KM, NORTHBOUND; KS, SOUTHBOUND)

Every three days an escorted convoy sails from Key West for the Chesapeake and from the Chesapeake to Key West. Two out of each three of these are scheduled to make 10 knots, and the third 8 knots. As far as frequency, this is the best that the Eastern Sea Frontier can do with the present available number of escort vessels. In addition to the surface ships, escorting planes are dispatched whenever weather conditions permit. Ships with a speed of 15 or more knots proceed singly on zig-zag courses and to date have been relatively free from attack. Ships of less than 8 knots are taken from the Chesapeake under escort to Cape Lookout and then go along the coast keeping as close to the shore as their draught permits, making for some secure anchorage whenever possible prior to darkness. Between Key West and Jacksonville these ships occasionally proceed unescorted but have been held in port at such times as the situation in the Florida straits appeared to be acute until an escort became available.

CHESAPEAKE BAY TO MOUTH OF DELAWARE RIVER

Between Chesapeake Bay and the Delaware River ships other than those of great draught and/or length proceed via these waterways and the Chesapeake and Delaware Canal. Those proceeding via the inland waterway route obviously require no escort. Those proceeding outside are in an escorted organized convoy except for fast vessels.

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HEADQUARTERS EASTERN SEA FRONTIER  
90 CHURCH STREET  
NEW YORK

July 16, 1942.

CAPE MAY TO SANDY HOOK

Between these points there is a daily convoy averaging somewhere between 12 and 20 merchant vessels with such escort as is available. This convoy receives air support which generally (weather permitting) includes a blimp from Lakehurst.

NEW YORK TO BUZZARDS BAY

Ships proceed through Long Island Sound singly and without escort. On passing out of the Race they receive protection from as many Inshore Patrol vessels as are available, which are reinforced by plane support from the Quonset Air Base.

BUZZARDS BAY TO SIDNEY (OR HALIFAX)

This Eastbound convoy (known as BX), consists of as many as 60 ships and operates once a week escorted by Canadian naval forces consisting of destroyers and corvettes as well as some U. S. plane protection, which includes, when possible, a blimp. To the westward of the International Boundary Line this convoy is under the control of the Eastern Sea Frontier, and to the eastward it is directed by Canadian forces. Upon arrival in Halifax these merchant vessels join the trans-Atlantic convoy.

Recent operating results of these convoys have been as follows:

KS CONVOYS

First sailing May 14, 1942. To date 20 sailings.

Total number tankers	249
Total number cargoes	<u>132</u>
Grand Total	381

Distress:

1 tanker - BRITISH FREEDOM, torpedoed, returned to port.

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UNCL. S. B. R. 3

HEADQUARTERS EASTERN SEA FRONTIER  
90 CHURCH STREET  
NEW YORK

July 16, 1942.

- 1 cargo - SANTORE, sunk by mine.  
1 cargo - BLUEFIELDS, torpedoed and sunk.  
1 cargo - CHILONE, torpedoed, and later  
mined (July 15).  
1 tanker - J. A. MOWINKEL, torpedoed, and  
later mined (July 15).

KH CONVOYS

First sailing May 15, 1942. To date 20 sailings.

Total number tankers	192
Total number cargoes	<u>120</u>
Grand Total	312

Distress:

- 2 tankers - ESSO AUGUSTA and ROBERT TUTTLE,  
struck mines, both taken into port.

DELAWARE BAY TO CHESAPEAKE (OUTSIDE)  
(SOUTHBOUND)

Number of ships convoyed 114  
No Distress

CHESAPEAKE BAY TO DELAWARE (OUTSIDE)  
(NORTHBOUND)

Number of ships convoyed 171  
No Distress

NEW YORK TO DELAWARE BAY (SOUTHBOUND)

Number of ships convoyed 846  
No Distress

DELAWARE BAY TO NEW YORK (NORTHBOUND)

Number of ships convoyed 622

Distress:

- 1 tanker - PERSEPHONE, a straggler, torpedoed  
and lost.  
Losses between Sandy Hook and Cape Cod 0

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HEADQUARTERS EASTERN SEA FRONTIER  
90 CHURCH STREET  
NEW YORK

REGRADED  
UNCLASSIFIED

July 16, 1942.

BX CONVOYS

First sailing May 21, 1942. To date 10 sailings.

Total number tankers	000
Total number cargoes	<del>412</del>
Grand Total	412

Distress:

2 cargoes - KRON PRINSEN, a straggler, torpedoed and taken into port.  
ALEXANDER MACOMB, a straggler, torpedoed and lost.

Grand Total to date:	KS - 381
	KN - 312
	BX - <del>412</del>
	<u>1,105</u>

Grand Total Distress 10

Total Losses 4

Percentage Losses .0036

There are also the following convoy movements into the Eastern Sea Frontier from other points; XB convoys from Halifax to Boston and ON convoys from the United Kingdom to North American ports. There have been no losses in ON convoys within the Eastern Sea Frontier. Two cargo ships, CHERRONE and FORT NICHOLSON, were torpedoed and sunk in an XB convoy within the Eastern Sea Frontier.

In the local movements under escort between Cape Lookout and the Chesapeake two cargo ships, NORDAL and MANUELA, have been torpedoed and sunk.

Summarizing the above it appears that 14 ships have been subject to attack or hit enemy mines while in convoy within the Eastern Sea Frontier and 8 of these have been lost.

HEADQUARTERS EASTERN SEA FRONTIER  
90 CHURCH STREET  
NEW YORK

July 16, 1942.

In addition to these losses, ten ships (not including two small fishing boats which were shelled) have been sunk in the Eastern Sea Frontier since May 1st as a result of attack or enemy mine. All of these ships were proceeding singly, two, *W.M. ROCKEFELLER* and *CITY OF BIRMINGHAM*, had single escort ships. Seven were outbound, one being an Argentine ship independently routed. Three were inbound and their routing was not subject to control of the Eastern Sea Frontier.

As mentioned previously, two ships, the *CHILONE* and the *MOWINKLE*, were torpedoed on July 4, *particular report* and subsequently ran into our own Cape Hatteras mine field.

These comparatively light losses will at this point probably lead you to ask the cause and locality of the very heavy recent destruction of shipping "in the Atlantic". It certainly did me. I am not trying to concoct alibis for the Eastern Sea Frontier, but the fact does remain that the overwhelming majority of recent sinkings have been of ships over which Admiral Andrews and this staff have no control whatever. Many of them have been ships, far offshore, steaming singly, and, in some cases, routed by the British. This is something that is beyond my field and is a subject which for obvious reasons I have not looked into.

YOUR SUGGESTION CONCERNING THE SINKING OF CONCRETE LADE BARGES OR SCHOONERS ON GEORGE'S BANK.  
Admiral Andrews is taking up your suggestion with Commander Sullivan, who is a particularly competent former wreck master, and also with the Coast and Geodetic Survey. I have had a preliminary talk with one of their officers who knows this area well and shall let you know whatever transpires that seems practicable in this regard.

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UNCLASSIFIED

HEADQUARTERS EASTERN SEA FRONTIER  
90 CHURCH STREET  
NEW YORK

July 16, 1942

DESTRUCTION OF ENEMY SUBMARINES. Here perhaps the Eastern Sea Frontier and the Army Air Force, which is working in conjunction, are doing better than is generally realized, due, possibly, to their being over-conservative in making claims. Only three enemy submarines are now being claimed as sure "kills" by this Command. ESF could hardly claim less since in these particular cases dead bodies and live prisoners were fished up. I am enclosing, in hopes that you will find it interesting and pleasant reading, partial copies of Enemy Action Diaries for July 13th and 14th. The paragraphs which I have marked would, I should think, indicate to even the most pessimistic that some of these subs are unlikely ever to return to home and Hitler. There have been a number of similar ~~un~~provable cases in the past.

In connection with this sort of thing and other matters, whether going well or otherwise, I wonder if it would not be of interest to you to ask Admiral Andrews to send you every so often a direct and unofficial report on how things are going. Perhaps this suggestion is too contrary to protocol to be practicable, although protocol does seem unimportant as compared to winning this war. He certainly never would do this unless you instructed him to.

My fishermen observer fleet is now slowly building up and going more or less all right. I certainly appreciate your stopping further acquisition of the fishing boats, for at the end of last week it did look as though further inroads would not only deprive us all of Friday fish but sink my great command! On several recent occasions, through radio reports, it has proved its usefulness.

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HEADQUARTERS EASTERN SEA FRONTIER  
90 CHURCH STREET  
NEW YORK

July 16, 1942

PROCUREMENT AND CONVERSION OF YACHTS. As you know, I called Grace Tully yesterday concerning the difficulty of procuring small, but nevertheless suitable, motorboats for patrol purposes. Here are the facts about this. Having located several boats capable of operating under average weather conditions, I asked this Command (which they did immediately) to request the procurement of one which, due to her excellent condition, could be of immediate use in connection with the fishing fleet and then be useful for patrol purposes. The Port Director's report describes this boat as being 65 feet long; built in 1936 at one of the best yards; re-powered last year with brand new twin-screw Diesel engines giving a cruising speed of 12 knots and a maximum of 14.5; and further describing her as being sturdily constructed, well fastened, and fully equipped. There cannot be the slightest question of this little boat being capable of carrying depth charges and, in view of her speed, dropping them in safety to herself. However, her procurement was turned down by the joint merchant vessel board in Washington. If this is to be the regular procedure, I cannot help but feel that we shall be deprived of a certain number of boats that are capable of useful service under average conditions at many points along this coast.

Admiral Andrews is certainly doing his best to procure boats, and several hundred privately owned yachts have been enlisted as volunteer patrols in the Coast Guard Reserve, but incidents like the above, where actual procurement for the Navy was involved, slow down and make the job more difficult.

*Respectfully*  
*Kimball*

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UNCLASSIFIED

EASTERN SEA FRONTIER

~~CONFIDENTIAL~~  
Serial #171

ENEMY ACTION AND DISTRESS DIARY

July 14, 1942

ALL TIMES E.W.T.

- 0810: Cominch reported sub sighted in 11-25 N, 79-52 W.  
(60 miles north of Colon).
- 0815: Fisherman reported sighting sub in 43-57 N, 69-01 W. (2½ miles E x S of Two Bush Island, Penobscot Bay). Sub was 3 feet out of water; then submerged to periscope depth. Army plane sent out to investigate. At 1515 CGC-655 reported sighting sub in 43-54 N; 69-02 W. (1 mile south of Little Green Island, Penobscot Bay). Report delayed until after 1800 because of difficulty with radio. Planes sent out from Lewiston.
- 1110: American Export Airlines plane reported 4 lifeboats observed in 42-56 N, 65-45 W. (30 miles SSW of Seal Island, N.S.).
- 1127: E.D.C. reported Radio Intercept of SSS from S.S. WESTERN QUEEN (unlisted) in 18-57N; 74-58W. (35 miles north of Navassa Island).
- 1145: Cominch reported sub sighted in 46-06N; 69-40W. (in St. Lawrence River, at mouth of Saguenay River).
- 1245: Cominch reported sub attack in 19-16N; 75(long. incomplete). (Possibly same attack as 1127 report)
- 1334: CGC ALABASTER sighted sub on surface in 37-52N; 75-09W. (10 miles east of Assateague Light). No attack made. Sub dived and no sound contact obtained.
- 1442: Two OS2U-3 planes from Cherry Point attacked sub in 34-52N; 75-38W. (25 miles SxW of Cape Hatteras). First plane attacked from starboard beam with deck just under water, dropping 2 DC's which straddled conning tower and appeared to lift sub bodily. Second plane attacked 30 seconds later from astern and hit 100 feet forward of conning tower. Sub sank without apparent headway and her outline was reported as visible on bottom directly below before oil started to appear (charted depth of water is 23 fathoms). Recurrent spurts of oil continued for an hour after attack. Surface craft sent to scene, and other planes later reported 8 DC's dropped by 3 PC's in area. Oil slick but no debris reported. Grappling observed.
- 1500: Blimp reported observing CG-472 (escorting tanker JAVA ARROW under tow) drop 3 DC's in 35-56 N, 75-24 W. (10 miles NE of Oregon Inlet). No results.

EASTERN SEA FRONTIER  
ENEMY ACTION AND DISTRESS DIARY

July 13, 1942

~~XXXXXXXXXX~~  
Serial #170

ALL TIMES E.W.T.

- 0920 Windward Passage sighting of sub in 19-50N; 73-45W reported by Cominch. At 1107 Eastern Air Line pilot saw a sub on the surface 30 miles NW of above position in 20-10N; 74-20W. EDC reported that on July 12 at 0855 Pan Am plane saw a sub in same area in 20N; 73-50W.
- 1030 CG escort of JAVA ARROW, bound north under tow, saw periscope 18 miles SE of Lookout in 34-19N; 76-24W.
- 1045 Alc-266 saw a periscope 2 miles S of Savannah Lightship in 31-50N; 80-38W.
- 1223 B-25 from Mitchell Field thinks saw conning tower at limit of visibility in 39-22N; 73-10W, 65 miles E of Atlantic City.
- 1310 A Pensacola PEY sighted a surfaced sub and saw it crash dive in 27-34N; 90-22W, 150 miles S of South Pass, Miss. River.

-----  
Three attacks by First BomCom planes in ESF were made July 13 as follows:

- 1455 A Langley B17E in 35-15N; 73-42W, 95 miles E of Hatteras, dropped 6 DC on a motionless surfaced sub. The sub started to dive when the train was dropped; the DC's went off 20 feet apart, uniformly spaced across the center of the conning tower. The sub was observed to list and go down. The plane expended its DC on the first run but noticed when it had circled and returned - about 1 minute of time - that sub was still in process of submerging, settling, not crash-diving. Large amounts of oil and debris appeared on surface. Pilot, Lieut. Tuttle, believes sub destroyed. He described it as small, 1 periscope, 1 gun and net cutter forward.
- 1511 In 35-56N; 72-23W, 170 miles NE of Hatteras, a B-17 from Langley dropped 6 DC on a dark brown diving sub whose conning tower was still fully visible at time of attack. Charges set for 25 feet, spaced 75 feet apart, all detonated. 4th charge 10 feet behind conning tower. Large air bubbles seen 30 seconds after attack.

EASTERN SEA FRONTIER  
ENEMY ACTION AND DISTRESS DIARY

July 13, 1942

~~Secret~~  
Serial #170

ALL TIMES E.W.T.

1735 B-25 from Mitchell attacked a sub with 3 DC in 38-24N; 74-05W. Saw dark conning tower from distance. Attacked from point of swirl after U-Boat down 10 seconds, detonations 15, 35, and 55 feet ahead of point of submerision and in line with bubbles. Small oil and air bubbles appeared, with oil over large area. Twenty minutes after attack saw a large U-shaped fresh oil slick in same vicinity.

-----

1430 EDC reports from Southern Sector a sub sighted in 28-52N; 89-52W.

1500 EDC reports 112th Obs. Sq. saw a life raft with body outside it and 2 parachutes in 34-15N; 77-12W. At 1640 79th Bom. Sq. reported 2 chutes floating, 1 in 36-07N, 75-33W; 1 in 36-11N; 75-33W. A Norfolk Navy OS2U3 has been missing since 1000.

1520 Cominch reports sub sighted in 08-52N; 85-55W.

1548 Sub sighted in 26-16N; 83-20W by BomCom student pilot making his graduation flight. Saw going N at 15 knots. 2 DC produced only brown coloration in water.

1655 San Juan Radio reports enemy sub in 11-08N; 61-22W.

1957 SSS intercepted on 500 KC - Sub sighted in 26-47N; 82-39W. No call letters given.

JULY 14

0120 A Langley bomber reports sighting a tanker in 35-11N; 73-20W listing to starboard. Side lights on in the ship. Vessel not moving and there was no sign of life around the vessel. Position is 105 miles E. of Hatteras. Nothing further heard up to 0840.

0200 Navy Radar indicates an object, possibly sub, in about 39-50N; 72-50W.

*PSF: V. Astor Files*

THE WHITE HOUSE  
WASHINGTON

July 24, 1942.

MEMORANDUM FOR

CAPTAIN McCREA

Will you speak to me  
about this?

F. D. R.

Letter to the President from  
Vincent Astor dated July 21st,  
suggesting that smaller depth charges  
be designed to be used on small  
patrol boats.



PSF: *Astor*  
*Will*  
*you mind*

THE WHITE HOUSE  
WASHINGTON

October 1, 1942.

MEMORANDUM FOR THE PRESIDENT:

Vincent Astor telephoned to ask your approval of taking over fishing boats whose owners are disloyal -- Italians, Portuguese, Germans, etc. They are very anxious to acquire as many as they can, but they don't know your policy in this regard. However, Vincent feels that you will agree with him that boats owned by such people should be taken over. What can I tell him?

G.G.T.

STANDARD FORM NO. 14A  
APPROVED BY THE PRESIDENT  
MARCH 10, 1925

# TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

Mrs. Vincent Astor  
120 E. End Avenue  
New York City, N. Y.

PSF:  
FROM

The White House  
Washington .

June 17, 1943.  
...

Sorry not a chance for a visit Saturday or Sunday.

GRACE

*Aster foran 3-44*

~~NBB-1001~~—J Aug 41—100M.

Headquarters  
EASTERN SEA FRONTIER  
New York 7, N. Y.

*ASF*

....., 19---

Memorandum for.....

*1944*

*Psi!*

*One of these  
days I'm  
liable to come  
down with  
Psycho-Neurosis  
Extreme and  
commit murder  
too!*

*Yummit.*

ing to their mother.

"They heard about the motor-

part of it to," she said.

If a campaign trip leads to Sher-

Garnerville. His body was recov-  
ered by a playmate.

# Cops Shield Astor 3d in Accident

By Theodore Prager and James Desmond

The courtesy of the Police Department—last extended gratuitously to Frankie Costello—was dusted off last night for John Jacob Astor 3d. But good.

Seized for questioning after he ran down a 17-year-old youth in his Rolls Royce, Astor was shielded

from the vulgar press by solicitors detectives of the Motor Vehicle Homicide Squad. Their courtesies included:

1. Bar ring reporters from seeing Astor.
  2. Ditto photographers.
  3. Acceptance of Astor's version of the accident.
  4. A high-powered car to whisk him away after questioning.
- Aiding and abetting the motor



John Jacob Astor 3d

vehicle detectives in shielding Astor was a private detective from "one of the big agencies." He obtruded himself every time reporters tried to get the facts and stalled them off while his client fled.

The motor homicide detectives dusted off the welcome mat for Astor shortly after 5:55 P. M., when, according to an aided card filed by Patrolman John Fernous at the W. 152d St. station, Astor's car bowled over Louis Santino, of 1471 Rosedale Ave., Bronx.

Fernous' card, based on the story of eyewitnesses, said Santino was crossing from the west to the east side of Amsterdam Ave. at 138th St. when Astor's southbound car cut to the left of a standing trolley car and hit the youth. The boy was taken to Knickerbocker Hospital with a fractured left leg, concussion of the brain and multiple cuts and bruises of the left side of the body.

But that "ain't the way" Detectives Joseph F. Canavan and Raymond Garrack of the Motor Vehicle

Homicide Squad heard it. Astor told them, they said, that the trolley car was in motion and that he was traveling at about 20 miles an hour. Trolley cars run next to the curb in upper Amsterdam Ave., with autos in the center of the roadway.

When the discrepancy was pointed out, Canavan explained the witnesses "weren't there when we got there."

Astor, who gave his age as 31 and his address as 998 Fifth Ave., thereupon was released—no charges were made against him. A car was provided by police for his departure via a side door, while reporters cooled their heels in an anteroom of the W. 152d St. police station.

Precinct cops had nothing to do with the hush-up. As in the Costello case, it was all handled by specialists—Costello getting the cover-up from the Property Clerk, Col. Maurice Simmons.

The cover-up didn't help Costello much. The U. S. Government heard about the \$27,200 he left in a cab a few weeks ago and promptly attached it for taxes.

Santino's condition was listed as serious, but not critical last night.

Captain Vincent Astor, USNR



FREE

CHURCH STREET  
ANNEX

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

HEADQUARTERS EASTERN SEA FRONTIER  
90 CHURCH STREET  
NEW YORK

STANDARD FORM No. 14A  
APPROVED BY THE PRESIDENT  
MARCH 10, 1925

**TELEGRAM**

OFFICIAL BUSINESS—GOVERNMENT RATES

Captain Vincent Astor (U.S.N.)  
120 East End Avenue  
New York City, N. Y.

*PSF: Astor folder 3-44*

FROM **The White House**  
Washington

August 17, 1944.

Delighted to hear there is a chance<sup>of</sup> your being shifted  
from Intelligence to new duties. It sounds most interesting and  
I fully approve. Regards.

FRANKLIN D. ROOSEVELT

THE WHITE HOUSE  
WASHINGTON

August 15, 1944

MEMORANDUM FOR GRACE TULLY:

Captain Astor called again today in regard to the attached letter which has just been received. He asked me to give it to you the first thing, since time is of the essence in this matter.

Audrey Turner

HEADQUARTERS EASTERN SEA FRONTIER  
90 CHURCH STREET  
NEW YORK

14 August 1944

Dear Grace:

My immediate navy future seems to be headed in what for me would be a most satisfactory direction. At this moment there is but one "if" attached to it.

I have an opportunity to sail almost at once as an observer with a Convoy Commodore, Captain Thomas Blau, a former shipmate of mine and who is, I believe, an old friend of the President's. I have just spent the morning with him and in addition to the fact that he seems pleased with the prospect of having me accompany him, I know of no one who could supply me with more specialized knowledge in a shorter time than Captain Blau. If, after one cruise as an observer, I demonstrate sufficient ability along those lines I might then be nominated for such a job in my own right although at first undoubtedly in a smaller way and on a less important route.

The one string attached to it is the fact that my original orders as Area Controller of Intelligence in this district emanated more or less from the White House. Even though, as you will remember, the President a couple of months ago gave his approval to my discontinuing this activity, (an Area Controller in New York honestly isn't needed any more), Vice Admiral Leary in command of this Frontier is naturally hesitant to issue me orders for new duties without having something a little more tangible or recent, indicating the President's approval of my giving up the old job. Within the next day or two, therefore, I shall once more become a bore and call you up with a view to getting a final clearance from the President. Even though I know he must be tired from his long trip, maybe he would give me a couple of minutes or if it were easier for him, you could send me a line or a wire which I could show to Admiral Leary as evidence of the fact that the President is willing to let me now cease my Intelligence activities.

Honestly, I wouldn't bother you with all this at this particular time immediately after your return if it were not for the fact that the time for me is very short.

For obvious reasons I cannot, in this letter, specify dates, but the fact is that orders will have to be issued this week if I am to accompany Captain Blau. That being so, I shall probably be a bore once more and call you on the phone tomorrow.

As ever,



PERSONAL

December 28, 1944.

Dear Vincent:-

I have not had a chance to answer your nice letter before this or to see you.

The trouble with Robey is, of course, that he believe what Henry J. Taylor, whom he calls "the distinguished war correspondent, etc.," says. I happen to know that Taylor is guilty of the most disgraceful falsehoods of almost any of our commentators. Robey's article is merely another reason why the public pays so little attention to commentators, etc.

I hope you had a grand trip and I want to hear all about it very soon.

Ever so many thanks for the wonderful liquid refreshment which you sent to me for Christmas. I shall greatly enjoy it and am very appreciative of your thought of me.

Much love to you and Mary and all good wishes for the New Year.

As ever yours,

Commander Vincent Astor,  
120 East End Avenue,  
New York City,  
New York.

December 27<sup>th</sup>

120 East End Avenue

Dear Mr. President:-

The usual  
pleasure at getting  
home from my last  
cruise was largely  
spoiled for me by  
reading in the Nov. 20<sup>th</sup>  
issue of "Newsweek"  
an article by Ralph Raby  
concerning "land-lease".

This miserable piece,  
in addition to being

inaccurate as to substance,  
represented all that is worst in  
gossip columnist writing.

All that I can tell you, and  
I hope and ask that you believe  
me, is that the appearance of this  
type of material in Newsweek  
is contrary to the desires and  
frequently expressed wishes of  
Arnold Hariman and myself.

The fact is, that with Arnold  
in Moscow most of the time,  
and with me away a great  
deal, effective control by us  
obviously broke down.

However, I now am back for  
a while, and have taken such  
action as seemed suitable  
to obviate any recurrences of  
the Robey sort. If they should  
occur, the next steps will  
be taken.

Helen tells me that  
she saw you in  
Hyde Park, and that  
you were well  
and very cheerful.

I think you are  
the strongest man  
alive.

May I send you  
in affectionate regards  
and best wishes, and  
of course we both  
send you our  
congratulations on your  
re-election.

Affectionately & Respectfully  
Yours.

**THE WHITE HOUSE  
WASHINGTON**

December 9, 1964

MEMORANDUM FOR THE PRESIDENT:

Steve Dietrich the attached memorandum to you this morning had told me to report it to Orin Cox so that he could be notified. I called Orin this afternoon and he told me that immediately after the article by Haber appeared in the November twentieth issue, he immediately got in touch with Ernest Lindley with the result that Lindley wrote the attached column on page 48 of the December fourth issue.

I am sending this on to you for the President's information.

TAM

THE WHITE HOUSE  
WASHINGTON

December 9, 1944

MEMORANDUM FOR MR. HASETT:

Dear Bill:

Please give this to the President. As you will see, he asked for it.

At the same time, you may tell him that the article had been called to the attention of the Lend-Lease people and that Oscar Cox has gone into action.

S.T.E.

## WASHINGTON TIDES

## Lend-Lease and a Healthy Britain

by ERNEST K. LINDLEY

In his report last week on reverse Lend-Lease from the British Commonwealth, President Roosevelt said: "Lend-Lease and reverse Lend-Lease are a system of combined war supply. They should end with the war."

In 1941, the British Government issued a White Paper stating, in substance, that it would not reexport, without the permission of the United States Government, goods received on Lend-Lease or items of similar character. Reports were published recently that at the second Quebec conference Prime Minister Churchill asked that some three billion dollars' worth of nonmilitary items be Lend-Leased to Britain for resale. This correspondent is informed that, to the contrary, Churchill volunteered the stipulation that the White Paper should apply to Lend-Lease received after V-E Day and that the memorandum initiated by him and the President so states. The canvasses of future requirements which British and American military, naval, and civilian officials have been making in Washington in recent weeks have proceeded on the assumption that Lend-Lease—and reverse Lend-Lease—is, as the President said, "a system of combined war supply."

According to present estimates, Lend-Lease goods and services for the British Commonwealth during the coming year will total between five and six billion dollars, or about half the sum for the present year. These include raw materials and food as well as finished munitions. The latter come from appropriations for the armed services. Food, raw materials, petroleum products, and machine tools come out of the so-called "nonmilitary" Lend-Lease funds made available to the President. For these, a new appropriation will be needed beginning July 1, 1945.

Britain, like the United States, plans a partial reconversion after V-E Day. At Quebec, Churchill proposed that British industry should reconvert in about the same proportion as American industry. This was not reduced to a definite understanding. But reliable informants say it now looks as if the combined-supply program for the war against Japan after V-E Day would not materially alter the present ratio of British to American war production.

With their partial reconversion, the British will step up their production

for commercial export. With these exports they will be able to pay for imports. It may be asked why, then, should we continue to grant them Lend-Lease? The brief answer is that if the British were compelled to use all their increased exports to pay for munitions and raw materials to fight Japan, they could not pay for more imports for civilian use and reconstruction. At the same time, we would be using from one-third to two-fifths of our present war production capacity to manufacture civilian goods.

As is well known, the needs of British civilians are urgent. They have been at war longer than we. On the average they have worked longer hours. They have got along with much less. Hundreds of thousands of British homes have been destroyed or made uninhabitable (see page 83). Many schools, hospitals, and other essential public facilities have been destroyed or damaged.

The British will need all the exchange they can get from exports—and more—to buy what they require for reconstruction and for what we regard as civilian necessities. They have liquidated or lost, at least temporarily, part of their investments abroad. And, by war purchases they have incurred adverse sterling balances throughout the world of more than ten billion dollars. As a result, they estimate that they will have to export 50 per cent more after the war than before it if they are to restore their prewar level of imports.

Although they have not yet requested it, the British may need financial aid during the next two or three years to expedite their reconstruction and reconversion. The present trend of thought in the Administration is toward setting up a line of credits through the export bank.

The present Lend-Lease discussions are designed to implement Churchill's pledge that Britain will continue to fight as a full partner of the United States, devoting proportionate resources to the defeat of Japan. Later consideration of Britain's needs for reconstruction and rehabilitation doubtless will take account of two facts: (1) that while Britain is a trade rival, she was also, before the war, our best customer; (2) that, as this war has proved, a healthy Britain is advantageous to us.

one, he said. But with all its streamlining plans, the 78th Congress, sitting in lame-duck session, could do little in the days it has to live to accomplish its aims. Carrying them out would be up to the 79th.

Timorous Congressmen, who for a long time have quietly advocated a pay raise for themselves, last week got the open support of House Majority Leader John W. McCormack of Massachusetts. He would vote for an increase in the present \$10,000 salary to offset increased living costs, he said, and besides would favor making expenses of members' Washington living quarters tax-deductible.

## Special Missionary

Those who expected Donald M. Nelson to go back to his desk at Sears, Roebuck & Co. were premature. His removal as head of the War Production Board did not forecast his return to business; President Roosevelt had other plans for him. Last week, the President nominated Nelson as his "personal representative" with Cabinet rank. There would be an office for him in the State Department, but the job also would entail "specific missions." When the nomination went to the Senate, Nelson was already at work on just such a mission—his second trip to China.

The new role of Nelson could be fairly well defined: postwar export expediter. He will lay the groundwork for agreements with other nations on export of American machinery and other capital equipment. On his toughest task, China, he will work with a new American Ambassador, Maj. Gen. Patrick J. Hurley.

## Northwest Passage

Beona, a brunette, was the first. He married her in Minneapolis in 1932; they had a son three years later and now expect another child.

Gwynn, Beona's friend—also a brunette—was the second. He met her in 1940. Without benefit of law they had a son, now 3, and a daughter, now 2.

Brown-haired Wanda Joy, a nurse, was the third. They met in 1942 while she was caring for Beona in a hospital in Great Falls, Mont. Out of wedlock they had a child, now 5 months old.

La Nell, a blonde, was the fourth. He met her in Seattle last year. La Nell, too, is enceinte.

All four women were unusually pretty; all four aroused in 34-year-old Lester Logan Martin a love so abiding he could bear to part with none of them. Of the rest, Beona knew naught; each of the others knew Beona as their lover's soon-to-be-divorced wife; but that there were rivals, none of the extramarital three was aware. Only a mischance cut short Martin's unique design for living and thrust the young man back behind the bars of the Great Northwest, where he was

W. MORRIS

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Yes. Patapar is produced in a variety of types to cover a wide range of applications. Actually 179 different types of Patapar have been perfected to fill all manner of needs.

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## BUSINESS TIDES

### What Goes On Behind Our Backs

by RALPH ROBEY

Henry J. Taylor, the distinguished war correspondent, author, and radio commentator, revealed a story of international horse-trading in his broadcast election eve that truly is hair-raising in its implications. It is the story, on the one hand, of how Great Britain has financially benefited as a result of Lend-Lease and, on the other hand, of the demands made by the British at the Quebec Conference between President Roosevelt and Prime Minister Churchill for the continuation of Lend-Lease after Germany is defeated. That something of this kind has been going on behind the scenes has been known for some weeks (NEWSWEEK, Nov. 13), but none of the news dispatches has done more than give a broad outline. Taylor, in his broadcast, spelled out the story in detail. And since his account was largely swallowed up in the excitement of the election, the main points that he made need to be reviewed in order to get the subject back into open discussion.

Here, then, is a résumé of the first part of his account—the part dealing with the extent to which Britain has financially benefited from Lend-Lease.

According to Taylor, in January 1941 Great Britain had assets in the United States to the amount of approximately \$2,100,000,000. At that time, of course, Lend-Lease had not been started, and during the next five months this amount was largely exhausted by the British in the payment for materials they bought from us.

Then Lend-Lease was started and England began to rebuild her balances. In other words, not only did we provide Britain with what she currently needed, but in addition we gave her enough more to enable her to rebuild her financial position in this country. This process has now been carried on to the extent where Britain's balances today actually are above what they were in January 1941.

That is, through Lend-Lease we have restored Britain's prewar financial position in this country. And that has been done in the face of a specific pledge by Secretary of the Treasury Morgenthau in January 1941, in his testimony in support of Lend-Lease before the Senate Committee, that, "In order to raise the money to pay for these orders they have already placed, the British are going to sell every dol-

lar of these assets in America." And it also has been done in the face of the fact, as reported by Senator Truman on Nov. 5, 1943, that: "Before authorizing Lend-Lease, the Congress expressly requested and received assurance that Lend-Lease assistance would be extended only where the recipient was fully utilizing all his own resources."

The second part of the story is even more shocking. According to Taylor, Prime Minister Churchill at Quebec made four specific demands:

1—That in the first twelve months after the defeat of Germany, Great Britain shall receive from us \$3,500,000,000 of so-called military Lend-Lease material. This would include such things as rolling stock and many other materials which, although necessary to war, also would be useful for postwar purposes.

2—That in addition Great Britain shall also receive during this period \$3,000,000,000 of non-war supplies, such as raw materials, tools, and so forth, needed by the British for postwar reconversion.

3—That Great Britain shall have the right to resell Lend-Lease goods abroad, although such resale shall not be at a profit. By the exercise of this right Great Britain would be enabled to use the Lend-Lease goods received from us to help liquidate her foreign obligations, such as to India.

4—That reconversion of American industry to peacetime production shall be held back until provision is made for assuring that Britain will receive the \$6,500,000,000 of Lend-Lease goods mentioned in 1 and 2 above.

What happened when these demands were made of President Roosevelt by Prime Minister Churchill? According to Taylor, the President, after going over them, gave the British to understand that he agreed with the demands. Some days ago, however, when Mr. Roosevelt was asked at his press conference about a news item relating to this presumed agreement, the President replied that he knew nothing about the story.

So there the matter stands. It is unthinkable that such things could go on behind our backs. Small wonder that the British were so interested in the reelection of Mr. Roosevelt.

PSF  
Aster

130 EAST EIGHTIETH STREET

Dear Mr. President:-

I woke up  
early this morning  
in the train, & had  
the following thoughts  
about those islands.

1. If the general  
idea is practicable,  
don't you think that  
the U.S.N. radio  
stations at Samoa  
& Hawaii should (over)

be included?

Bad static, or interference might greatly delay or prevent my getting through to California or the Canal.

2. A plain language word like "Fenucliff" (9 letters) might prove confusing, since Naval Station personnel are probably used to code groups (10 letters)

(2)

130 EAST EIGHTIETH STREET

Why not, therefore,  
give me the suitable  
code address, <sup>and</sup> make  
up any old pre-  
determined letter  
group. The ensuing  
Lat - 5 Lon -  
would be such  
obvious plain language  
that it should not  
confuse any operator.  
Would not this save  
giving a lot of

instructions to  
enlisted personnel?

3. Admiral Holmes  
(O.V.I) told me he  
believed the Japs  
had a lot of Radio  
stations in the  
islands. I should  
think that it would  
be interesting to  
know their exact  
location. Noumea  
has a Radio Direction  
Finder. Being  
designed for

(3)

130 EAST EIGHTIETH STREET

Navigational  
purposes, it probably  
has a very limited  
wave band spread.

Maybe "Communication"  
in the Canal Zone  
could adapt it to  
cover additional  
frequencies. I don't  
know, but I  
wouldn't mind  
what they did, or tried.  
Any equipment

That they might  
supply, I could  
give back when  
passing through  
homeward bound.

That is, provided  
the poor old ship ever  
does come home!

I don't want to  
make you jealous,  
but aren't you a  
bit envious of my  
trip?

Perfectly &  
Affectionately  
Yours.

Merry:-

Will you  
give this to the  
President almost  
as soon as ever  
you can?

I enjoyed  
myself last night,  
& did n't dream of  
that wicked queen  
& her apple.

V.

130 EAST EIGHTIETH STREET

J. S. Please forgive  
The long hand writing.  
I did n't want to  
dictate this.

Re. The Marshall  
I. S. charts, if you  
get stuck for them,  
please have Missy  
let me know the  
amount of one.

V. G.  
—

10/11/18

Nourmahal

RSF  
Astar

Dear Franklin:-

Kermit has  
been with me on this  
whole cruise and  
is leaving tomorrow at  
Honolulu to go back  
to work. He has had  
hardly anything to  
drink - and then only  
beer and sherry - and  
is in the best shape in  
years. When you see  
him, I think you will

agree.

The information  
gathering side of our  
cruise has proved  
interesting, <sup>instructive,</sup>  
and, I hope, <sup>will be</sup> helpful.

On my return, I shall  
of course make a ~~for~~  
proper report to O. N. I.  
However, in the remote  
possibility of trouble  
between now and then,  
you might consider the  
following conclusions  
of mine concerning the  
Marshall Islands worth  
forwarding to Naval  
Operations & O. N. I.

(2)

Nourmabal

First. I did not  
visit any Japanese Island.  
(Sounds fairly cowardly  
after the arrangements  
you made!)

A letter received at  
Suva from the Jap  
Consulate General in N.Y.  
led me to believe that an  
application to visit their  
Territory would be  
favourably considered.  
(This was probably a  
successful leg pull on  
me) So I made my  
application through the

N. Y. Consulate to the  
Minister of Overseas  
Affairs - Tokyo -  
to enter at Jaluit.

Permission was ~~withheld~~  
withheld not only for  
this, but to go anywhere  
else in the Marshalls.

(The radio correspondence  
is quite instructive)

I happen<sup>ed</sup> to have  
learned what happened  
to the two latest British  
Intelligence efforts, and  
it seemed evident that  
any attempt to get in  
would produce zero

(3)

Nourmahal

in useful results, and  
about a 100% probability  
of making serious  
trouble for you, & the  
State & Navy Depts.

So I spent my time  
circulating amongst  
the neighboring Ellice  
& Gilbert Islands  
picking up all I could.

Here are the results  
in Brief. They are not  
guaranteed as ~~exact~~<sup>exact</sup>  
facts, but are  
conclusions which I

believe to be substantially correct.

1. ENIWETOK, and not Jaluit or Wolje has been, and will be the principal naval base in these islands.

A large dock with deep water alongside has been built on PARRY island. In 1935 <sup>some</sup> large naval units were observed in lagoon, the dock being then still under construction.

Large fuel stores reported but on evidence

(4)

Nourmabal

which was not conclusive  
to me.

2. BIKINI. Probably  
their second string base,  
now ~~the~~ being prepared.  
"Out of Bounds" to  
all visiting natives,  
and hence no information  
obtainable, except that  
supply ships are known  
to proceed there often.

3. WOTJE. There  
definitely is an airplane  
landing field (on the  
islet of Wotje) By

March 1937, the space  
had been cleared of  
trees, and one or two  
houses (huts?) demolished.

There is some evidence  
that a corner <sup>(or edge)</sup> of the  
lagoon is being filled  
in. Within last year  
10 motor trucks (also  
tractors?) were landed.

Apparently the cargo  
handling and pier  
facilities are very  
poor, and there is no  
evidence of their being  
improved. Lighters are  
used. In spite of

(5)

Nourmahal

This, 5000 Tons of Coal (Briguettes) were landed last summer, slings from the lighters and manual power being used. (The trucks had a bad time.)

Six<sup>to</sup>(?) submarines & a tender have been observed in Wotje lagoon. The submarines always being alongside the ship when in port.

There is a good fresh water supply from a fresh water pond about 2 acres

in extent & 12 feet  
deep in center. The  
British impression is  
that Wolze will be  
used as a base for  
submarines, and  
commerce raiders.

(The coal suggests that  
two, ~~if~~ re coal burning  
raiders)

Some large concrete  
platforms have been  
constructed. As there is  
no evidence of guns, these  
might be well be intended  
for ware house floors.

(6)

Nourmahal

Some underground  
tanks are being dug;  
- the Japanese state for  
fresh water storage.

However, as there  
appears to be a fairly  
ample natural water  
supply (from the pond)  
there might be intended  
for oil.

JALUIT I don't  
believe that there is  
much of military  
importance here, although  
the terminal of the air

line to Pohnpei 15th.

Jaluit is essentially the administrative <sup>seat</sup> ~~center~~ of the islands, is the port of greatest commercial importance, and is the center of propaganda efforts. This last activity is quite a story in itself.

### Fortifications.

I feel moderately certain that there are none in the Marshalls.

Searchlights, and  
Observation balloons: - YES

Honolulu

Nourmahal

We have just arrived. Please forgive the lack of continuity and the many failings of this report. I meant to improve it, but the ship has been overrun with everything from reporters to friends. (Plus Leis!)

I do hope to see you on getting home.  
Affectionately and  
Respectfully yours

Dear Mr. President :-

After getting home, I found the following:-  
F. B. I. That Hoover was worried about assigning one of his agents to go abroad, as feared he would be in trouble with State Dept. & his own boss.

I told him that you wished it done, & to go ahead. I also arranged for an F. B. I. code book to be put aboard, & in the custody of the Captain's safe. Thought it might be useful in case of any trouble at Gib.

State Dept. They were being slow about passport. Took it on myself to have them told that you were interested in it's quick issuance. Today being Saturday, it is impossible to get Italian & Swiss visas. Am therefore asking that cables be sent Monday to our consuls there to arrange that on their end.

Ship. Hope to get her sailed at 1.45 P.M. The ship news reporters are enquiring

Hatches were closed, so couldn't pretend anything about cargo

about delay, and they are being told about supplementary mail. Have arranged for a fake bag to go aboard right after our agent.

I hope to goodness that you approve of all this.

I didn't like to telephone you, and also felt that the less the delay to ship, the less the talk.

Respectfully  
Vincent.

P.S. Agent went aboard at 1:50 P.M. and met Norden who "seemed pleased." Ship clear of pier at 2:10 P.M.

V.

P.S. Jr. The "mail" also went aboard. Hope the reporter didn't look too closely.

PSF: *gisl*  
Nov. 7<sup>th</sup>

130 EAST 80<sup>th</sup> STREET

Dearest Franklin,

Have just listened to you  
arrive in Washington - you  
are not obeying my instructions  
to remain in bed for three days -!

I just want once again to add  
my congratulations to the  
many millions you will receive,  
and to thank you for letting  
me be at Hyde Park and

by your side while history was  
being made. I shall remember  
it always.

I envy you, and rejoice that  
you will have the opportunity  
during the next four years to  
cause the many Lions and  
Lambes representing the disagreeing  
factions of all kinds in this  
country to lie down together. ~~and~~  
And now I am going to be  
tresonous and peek at you

about getting the women together  
and mobilized for some sort of  
national service. You do  
believe they should be drafted <sup>now</sup>?  
Otherwise I won't bother you.

A word from you will start  
the whole movement, and no  
time better than now when  
all want to put their shoulder  
to the wheel to help you -

Your affectionate  
Helen  
Wester

PSK.

Astor

23 WEST TWENTY-SIXTH STREET

Dear Mr. President:-

Enclosed are  
some abbreviated and  
not very interesting  
extracts from a mass  
of interrupted mail,  
mostly diplomatic.

Please, therefore,  
disregard all such  
expressions as  
"Cabled" &c., which  
were only inserted  
for the benefit of  
my Secretary. (over)

Some technically  
valuable information  
came from Japan,  
including the location  
of illuminating gas  
tanks, but this would  
have been dull reading  
for you, and is <sup>now</sup> with  
O. N. I.

In regard to the  
opening of diplomatic  
pouches in Bermuda  
and Trinidad, I have  
given my word never  
to tell anyone, —  
with always you  
excepted. The fear of  
the British is, that if

The facts become known, the writers would exercise greater caution, or send their letters via a different route.

It really is a good thing that you made F. B. I. the contact with British Intelligence of O. N. I. and M. I. D. were in it too, nothing would ever be forthcoming. AS

present this situation  
is working perfectly.

If you and  
Poloma get off to  
Dry Tortugas, I do  
hope that you will get  
the biggest Barracouta  
of them all, and  
incidentally not forget  
old Noumatal.

(Speed 16 knots (Not 4))

Respectfully  
Yours  
—

March 14<sup>th</sup>

Serrano Suner, Minister of Foreign Affairs, sends out a long dispatch to all of the Spanish embassies abroad, that is obviously intended to bolster pro-Nazi feeling. Stress is placed on the efficient help now being given by the German air force, and it is stated that two cruisers of the Southampton type were sunk in the Straits of Sicily, and that the ILLUSTRIOUS was so repeatedly hit that she is out of action.

Concerning the interview between Petain and Laval, the statement occurs: "All the previous misunderstandings are at an end." Petain is referred to as being aware of the storm for which his country is heading, and as being "in charge of a ship manned by madmen, without conscience"; an apparent reference to those colleagues of Petain's who are pro-British.

\* \* \* \* \*

The Brazilian Ambassador in Mexico cables the Brazilian Ambassador in Berne that the French Minister in Mexico City, Albert Bodard, "has been relieved of his post because he refuses to become a tool of the present leaders in France. His substitute is a person of Nazi tendencies".

It would appear that the Brazilian Commission in the United States buying war materials are not above some graft. In the same communication occurs the following: "Stenio de Albuquerque Lima, who was here in December with General Amaro Soares Bitencourt, wrote to me and said: 'I am taking this opportunity to tell you that vultures of the Military Mission are working with a firm that gives them a large commission on all transactions large or small. Therefore I am at your disposal to quote prices to purchase whatever you may require here.' I have written to Stenio asking for prices of refrigerators and Cadillac and Packard cars."

\* \* \* \* \*

In a communication from the President of Chile to his Ambassador in Rome, the present dispute between the Spanish and Chilean Governments is discussed at length. In his dispatch, the President states "Our position in this matter is quite

clear. Insulted unjustly and gratuitously as we were, it is not for us to take any steps to restore diplomatic relations. We do not refuse to consider the possibility of an agreement, but it is for the Spanish Government to take the initiative. As you will understand, this is impossible for the moment."

Alfonso, the deceased ex-King of Spain, apparently did his best to find some solution to the dispute which was "provoked by the Franco Government".

The President ends up by asking for all the available information about the economic plans which the totalitarian countries are now considering<sup>11</sup> to be put into application at the end of the war<sup>12</sup>, as he considers it essential that Chile should be acquainted with these plans beforehand.

\* \* \* \* \*

There seems to be some question about the loyalty of the present Rumanian staff in the United States to the present Rumanian Government. The Chargé d'Affaires in Washington sends to General Antonescu a list of only six who have pledged their loyalty in writing, and this number includes the Chargé d'Affaires himself, a secretary and a shorthand typist.

\* \* \* \* \*

Mr. Pablo de Churruc radios from the Spanish Legation in Lima concerning the anti-Spanish feeling in Peru, which has led to the Senate's approval of measures which will prohibit various foreign institutions and organizations. Mr. Churruc indicates that he is very much concerned personally in "our Falange".

\* \* \* \* \*

Conditions in Martinique appear to be most unsatisfactory from the French standpoint. The morale of the navy personnel seems to be going from bad to worse; the men being homesick and especially concerned as to the fate of their families in France. It seems most unlikely that they could ever be induced to fight their ships. Admiral Robert seems pessimistic about everything.

\* \* \* \* \*

Genero Riestra, the Spanish Consul General in Havana, cables to the Minister of Foreign Affairs, Madrid, his concern over the anti-Spanish campaign in Cuba. He especially complains of the attitude of the local press toward the Franco Government. He ends up by stating that "Spain cannot go on allowing the continual daily abuse which is brought against our country through all public channels".

\* \* \* \* \*

Mr. Herve Alphand, Financial Attaché to the French Embassy in Washington, cables to the Finance Minister in Vichy, a long account of the American war effort. He refers to the feeble start, to the disappointing results in plane, tank and artillery production, but later states that "we will be making a great mistake if we think the sad example of our country is going to be followed by American democracy. Soon there will be a quick reversal of sentiment, and with the awakening, America will be a country of one-way traffic only". "Decisions are long waited, but when they are taken the whole country pulls together."

\* \* \* \* \*

George Sylvester Viereck, an American citizen, evidently sends weekly reports to Dr. Hans Heinrich Dieckhoff. The current one is numbered 77. The report itself is vituperative, and contains nothing of importance except an admission that on entry into the war this country will pull together and that "Colonel Lindbergh will serve in whatever capacity the President desires".

The F.B.I. are aware of Mr. Viereck.

\* \* \* \* \*

Armand Henriot, French Minister to the Dominican Republic, takes quite an interest in the movements of United States military aeroplanes, for he cables the Minister of Foreign Affairs, Vichy, concerning the flight of 48 planes from Guantanamo to Porto Rico, after making a refueling stop at Ciudad Trujillo. He also reports some unimportant information concerning plane movements, which he obtained from the American Minister.

\* \* \* \* \*

J. I. Elguera, the Commercial Attache for the Peruvian Legation in Berlin, informs the Peruvian Minister, D. J. L. Bustavento, in Montevideo, of the following concerning raids by the Royal Air Force:

"In this respect, I ought to say that although Hamburg has been bombed repeatedly, residential areas have not been attacked, or at least casualties among individuals have not been very high - according to PAM's reports (Peruvian Consul in Hamburg). Information about serial attacks is always exaggerated by one side or the other. In Berlin, the bombs which sometimes dropped onto private dwellings were directed against military objectives about 100 yards away; the shots were well aimed, given the circumstances. The quarter in which we lived, where there

-5-

were no industries etc. was never attacked; only 10 blocks away some bombs fell where the area of military objectives began."

1. e.

*file  
Vernant  
folder*

*PSF  
Aster*

Estimate of approach enemy submarines to this coast made several days ago by plotting reports position across Atlantic. By this estimate we came to the decision that at least two of the five reported subs would be off the coast of Southern New York on 9 March. Three days previous to this made this report to Commander in Chief Atlantic and requested all available destroyers to patrol this vital area. Received reply "None available." Today one destroyer available to Commander Eastern Frontier for entire coast. Some weeks ago request made for NOURMANAL to be relieved of weather patrol and assigned Frontier Command. Most desirable ship for off-sea duty and patrol on this coast. Informed by OpNav this would be done. Four days ago question again brought up with OpNav stating that NOURMANAL had finished repairs and was ready to sail very shortly. OpNav informed Commandant NOURMANAL would not be assigned his command but would return to weather patrol.

It is believed that in order to more efficiently combat submarine menace on this coast Army Air should be placed under Naval Officer in command Sea Frontier, notwithstanding present close cooperation between Army and Navy.

Fishing boats radio installed.

Seventy-five and eighty-three footers being now armed with depth charges and .50 caliber guns and sent on patrol.

BLIMPS

At this writer's request, Lieut. Commander Robert Payne telephoned on March 9th to President Litchfield of the Goodyear Company, Akron, Ohio and ascertained the present status of the blimp construction program.

Deliveries are now expected to be, as follows:

One in April, one in May, two in June, two in July and three per month thereafter.

Mr. Litchfield further stated that if it were immediately desired to step up production, this could be done and that four or five could, in consequence, be turned out in September and six thereafter.

Experience with blimps on the Atlantic Coast appears to have demonstrated that they are the most effective present measure of detecting and pursuing enemy submarines.

The point may be raised that additional hangers for lighter-than-aircraft will not be ready for use prior to September 1942. It is a fact, however, that these blimps can be moored out at temporary mooring mast until completion of the necessary permanent structures.

VINCENT ASTOR,  
Commander, U.S.N.R.

Monday

FRANGLIFF  
RINEBECK, N.Y.

Dear Franklin.

I just have to tell you  
what masterpieces I considered  
those two messages you  
sent to Hitler. Just at  
the right moment.  
Beautifully written, and

Covering every point.

What a different atmosphere  
from a week ago!

Laura has asked me to  
dine on Thursday - I  
shall be so happy to see you.

Affectionately

Helen

What you write some speeches for me?