PSF: Subject File: Roosevelt, Franklin D.: Miscellaneous Longhand II. Undated.
James
Deacons, Kenney
Reach Long
Ralph Morrison - Imperial
Ivan Stevens - Reelin?
Bill Woodin - Reelin
Frank Marvin - Legation
Frank Ammon

Arthur O'Brien - Surveyor
Simeon Wells - "Phony"
Joe Kennedy
Joe Davis
Cary Garvey
Frank Garvan
Addie Dowling

Wm. Graham Price - Halland
Bill Moore
C. Ben Smith
Harvey Gibson
Morton Schwartz
Claude Baucus - Publisher

McBenton McWallen - Washington

Julian Freeman - Wyo.

Eugene Moran - Shaffer, Red
Prof. Caldwell of Texas - (room by Ben Smith to carry heat)
McLaren of Cal. for an 1st day in Commerce
Angello, for an Art Day

John D. Pritchett
Ewen Daines - Tom - Tadlin?

Woodring - Mexico

Wants to send April
New York
Char. McDougall - John
Martin Leunay -
Frank Walker - Collector of Port
Naval Officer -
Collector Int. Revenue -
D. A. Bankly -

1. A. Ranquin

<table>
<thead>
<tr>
<th>Tarrytown</th>
<th></th>
<th></th>
</tr>
</thead>
</table>
| Lawrence Steinhart - Joseph -
| Virgil Morgan - -
| Jesse Strauss - Char. Polletti -
| Henry Dunning - -
| Colin Brown - -
| Vincent Heber - -
| Bill Madison - -
| Fred Allen - -
| Barnard Bros. Counsel - -
| Littgow Ulman - -
| Burton Pettit - -

Cardin O' day -
Dan & Morris -
Maryland
- Maryland Prince
- George Radcliffe
- Capt. Magnolius D. Bass
  Frank first man Robert Ennis

Delaware
John Riggs - 1st name is urs man

Pennsylvania
 Joel Part of Phila - grant
  wants and in Hungry
Ferry Lamont - grant
Keller Jones - Pittsburgh
Mike Burdum -
Mr. Miller - For wants him an 1st.
Kirster - was not with me
Wm. Van Dyke - in State

New Jersey
Callum of Lucton, Newark -
Callum Int. Rev.

Krimblett - Albany Park - His paper for us.
Ignoring Krimblett - was for me P.O.?
Wisconsin
Otto LaBunde - in State
Chas. Broughton - A commission - arts stuff
Mayor in Milwaukee - lawyer
Judge John C. Karch
Miss Kuchmietz

Illinois
Carter Harrison - too old
Rev. Emmer
Barney Campbell - Manty Altby Emil
Vincent Gallman - Ill. Int. Rev. bull. Illinois - Springfield
Michael Igno
Rob Dunham - Diplomat? 
Wm. Klineville - Depute
Mel Taylor - ? Judge Sedlin - Ernest Klein.

Minnesota
James Keilen - Not necessary
Mrs. Flynn - OK
Helen Myers - OK

Ohio
Jim M. Cox
W. A. Julian - Interant. Joint High Commission
Rube Marx - Asst. Altby Emil or R.F.C.
Martin D. Parker - Special
Bill Durbin
Martin Durbin's man
Vic Donahue - my hand - check
Connecticut

√ Witness: 
√ Witness: 
√ Witness: 

Rhode Island

Sullivan of Newport
√ John Nicholas Reason
Mrs. O'Neill - Nat. Nat. wants Naretie American
James of Newport - contrib. 4 Prizers
Bertie Bell

Massachusetts

J. M. Butler
J. R. S. List

New Hampshire

Engen Prad - former Nat. Tom
Rob Jackson
Marchie

John Hurley - was on Probations at Chicago
South Carolina.

Mrs. L.H. Jennings - Nat. Am. - Wrote on Call of Sall. R. - don't remember - heard - but not by me for this.

Claude Light - our friend - Call. customs -

Rick Reynolds.

North Carolina.

Josephine Daniels - Treasurer Rev. 
Miss Cartola -
Dancy Banta - 1st Sgt, 114th Inf. in Civil War.
Clay Williams - Contributor.

Virginia.

Byrd -
Dzik Evans -
Paul Daniels -

Nat Virginia.

Clay Dower - Sure.
Mr. Richardson -
Gray Silver -
King -
Perry Reynolds - Sure.
W. E. Chilton - on his son
Frank Neal - our merchant man.
Robert Evans -
Alabama

- L. H. Cupps -
- Mrs. Malone -
- A. Green - hans concer
- For Fitz's list.

Georgia

- Jack Cohen - Int. Jnt. Hig. Comm. -
- Clark Howell - Legation
- W. F. Page - Columbus. 6th
- Lawrence Lang -
- Mrs. Alexander -
- Miss Stella Rhine -
- Mr. Branch - Ex. Dist. 9th P.M.I.
- Tom Hamilton - Aug. Hig. 4th
- Dr. Gilbert - Graham.

Florida Geo. Viles -
- Best Friz - Bannt. Com. 9th Dist. Pile.
- Lacy M. Marsden -
- Ex. Com. Carlton -
- Ruth Bryan Owen -
Michigan

Tom Murphy - Post to Bureau
Horatio Abbot - Minister to Canada?

Kentucky

Judge Bingham -
James L. Richmond - one man -
Thom J. Rea - one man -
Grubb - small job -
Ask Parker -
Miss Edith -

Tennessee

Ask Hull, Mc Kellar & McAllister

Nannen Davis's brother on Tariff Commission
Uncle Bob - Smith - Marshall -

Louisiana

Jim Thompson - Commission -

Mississippi

Ed. Fitzgerald -
Jiggits - Nat. farm.
Ask Rountree for loyal delegates.
Minnesota
- Frank Murphy - Agnes Ramsay
- Victor Anderson - Smith 25 - Feb 33
- Bert Allen - End.

- John Wolfs - in State
- Adolph Bremer
- Otto
- Ros

- Mrs. Nadja - P.M. Minneapolis
- Mrs. Allen's husband.

Missouri
- John J. Sullivan
- M. O'Keeffe - wrote Judge Lt. Custums
- Ed. Dunn
- Ed. Fitchel - d. - John Hill, of Springfield, P.M.

Iowa
- Dan Long
- Bill Krumke - Rich.
- Fred Gardner
- Jim Rech
- Chas M. Hay - Earl mom.
- Mrs. Emily Newell Almone's husband.
- Emily Mitchell of Springfield
- Wants Minister

- Chas. Temple of St. Louis.
North Dakota: Judge Kelly - perhaps in State.

South Dakota: Bill Hawoos - Do exactly as directed by the court and by word of mouth.

Nebraska: Arthur Mullens - Asst. US Attorney (Interior) or Civil Service Commission.

Kansas: Harry Womble - Chief of Bureau of Insurance.

Nebraska: Ralph O'Neill - Diet. on license law?


Arkansas: Cliff Scott - small place.

Texas: Jim Hallaway - west - surely.

Vietnam: Mr. and Mrs. J. M. J. - Angel exotic.

Mrs. Jordan - Husband works in gold mine.

Mrs. Lindsay - is good.
Washington: Nobody - men -
Mrs. Scott Rullett &

Oregon: 1 Bert Haney - a place - shipping board?
Miss Manly - druggist - Nat Caesar

California: J. F. D. O'Meara - lint ivory 
Justice Wardell
John Elliott - Chief in charge
Mrs. Wickenburg - (his husband - an engineer)
Mrs. Emily - a woman & - Montgomery - McPherson
Mil. Mrs. & Switzerland

Montana: Bruce Kremlin
Prof. Wilson - agricultural commissioner
Mr. & Mrs. Russell - minister - and St. Therese

Idaho: Nobody -
Mrs. Johnson -

Utah: Denver
Wallace - something honorary

Montana: Wm. J. Ramsey - something local
Mrs. ? - Nat Caesar

Arizona: Mrs. Cremin
C. T. Adams - former State Chairman
Withrow - Mrs. D's man -

New Mexico: Nobody

Colorado: John Barnett - only if OK to bugger & Adam,
Leo Callins - some place if no confirmation

Wyoming: John O'Donovan - 1st Chief. P. M. Badge
Rollin Taylor Ross -
Fred Johnson - John Clark (Russia?)
Maine - Mrs. Donahue - (for Charles?) Better for her.
Man from Washington - go in nat. afffairs.
Mayer of Portsmouth -

Vermont:
- Frank Duffy -
- Mr. Brown Leaming -
- Fred? - who ran for Senate -
Photos - at Oranjestad,
St. Eustatius Island, W. I.
Came on U.S. Navy The Feb. 25
from The Fort. The first salute by U.S. Naval vessel fired by firing batteries Nov. 1776.
Signed me by Mr.пара
Sept. 1942 at
Launching of SS Joseph F. Hill
Christened by Anna.

L.B.
from Photos - places

Oregon - Portland
Oregon Shipbuilding Corp. Portland, Ore.
Sept. 1942

48-22 : 3794 (53-72)
From me in New Delhi,  
by A. J. Higgins  
Sept 1942
From me by Henry Forrester in Portland Bay on my migration trip in Sept. 1902.

[Signature]
Give me at the
Chrysler Tank Plant
Detroit — Sept 18, 1942

[Signature]
MEMORANDUM.

OFFICE OF THE ASSISTANT SECRETARY.

Assistant Secretary.

MEMO FROM:

Michigan - Detroit Chapter, Balto.

September 18, 1940.

Sent by the Assistant Secretary.

[Handwritten notes and signatures]

[Page 5]
MEMORANDUM

This note was written 12 photos, passage, of "Raup of the 4th Battalion, M. Y. Naval Militia, North Tarapacan." Naval War.

48-22: 3600 (208-209)

[Handwritten notes and calculations]
To be taken up with Egypt.

Pender Digest pub. in Cairo.

Was and manuscript from here — —

N.Y. Times were a great

manuscript from here.?

Our publications people are

where — Jackson had to be in

Baldwin will not yet to

study.

San Francisco — trying to

FDR
Sister

Peter Olson

Anna Dixey Olson

In 1795, Capt. 1st Rt. Lds. 14th Lds. 4th Minn.

@ Draper's Powow Cam
Carl Donough
Destiny
Oregon
Ask senators
Also Cumming
MEMORANDUM

To Mac -

Re: Farley of Nassau County =

lay plans if possible
Ed. Rice of
Import for Ro.
His two sound taxes

Duly
MEMORANDUM

Johns from West
Commissioner
Capt. Horse resign Tuesday

Jenner 300.

27.10.12
THE WHITE HOUSE
WASHINGTON

MEMO FOR THE PRESIDENT
5/1 - 12 W

1 - Ike Dunlap wants an appt. He is staying over until
he can see you. He says you told him you
wanted to see him.

2 - Basil Manley, Power Commn wants appt.

3 - Frank Shutts, Editor of Miami paper wants appt.

4 - Claude Bowers is here. Not imperative see Pres.,
but thinks President would probably want to see
him before he sails. Intended leaving town
today but will stay if you want to see him.

5 - George B. Hillson of Florida would like appt.

6 - Carl von Wiegand would like an appt for a few minutes
tomorrow.

7 - Congr. Almon and his entire committee of 21 (Roads)
wants to see President to discuss briefly what part
highways is to play in public works program.
Roads are great and play material part in relief.

8 - Sen. McNary and his colleague are anxious to have
an appt this week, any morning from Wednesday on.
Promised let know time if possible.

9 - Congr. Boudin will be in to see Mac about
an appt (Merchant Marine, Radio and Fisheries)
MEMO FOR THE-PRESIDENT:

1. Stephens of Miss. wants conf. on flood control. No rush but wants it kept before you.

2. Sen Dietrich of Ill. requests that before Mississippi River Commission appts are made that he be given an opportunity to talk. Says this is an Ill. appt.

3. U. S. Flag Assn. wants committee consisting of Chief Justice Hughes and others to have an opportunity to make President Honorary President General. (Will call Thurs. for definite appt.)

4. Lamneck still wants appt and is calling about it.

5. Oshei is in town.

6. Appointment for Greene, American Federation of Labor

7. George Orel, Ollie Newman and one other, want appointment to speak to you about Miss Wilson

8. Did you promise Hoover on Inauguration Day to look after Walter Newton?

Welsh Grand Rapids
MEMO FOR THE PRESIDENT:

1 - Do you see any necessity for Steve or me to accompany you to Arlington? Two aids and Sec. of Navy and Sec. of War are accompanying you.

No need.

2 - Harrison of the Rwy Employees, who is with Donald Ritcherb's crowd wants an appt tomorrow morning. I suggested he talk with Dill and he has just called back saying that Dill thinks they should see you -- that Rayburn does not favor the Senate labor amendments and that they want to get President to authorize them to say that he wants the Senate amendments put in by the House. I told him to call me at 10 AM tomorrow. In the meantime that I would talk to you.

Do you want me to talk to Rayburn and tell him to discuss these amendments with Dill today to go into the House bill?

3 - On Wednesday, Noon, you are presenting the Collier Trophy. Mr. Early thinks that we should have movies of this. Would you consent to presenting it outdoor, weather permitting?

Melvole Hill
Pres. of the Hill
Publication wants appt.
MEMORANDUM FOR THE PRESIDENT:

1. Have you reached any final decision with respect to the appointment of Col. Jeter Horton as financial advisor to Haiti. If so, do you want me to have the papers made out?

2. Mayor Thacher of Albany called me up on Saturday and wanted to know if it would be possible to get a definite answer from you as to whether you will be able to go to the Mystic Shrine Convention at Atlantic City on July 11, 12 and 13. He said you promised to go if it were at all possible. Can you give him an answer now?

3. Ross Collins phoned that he does not think President should abandon the officer furlough idea for dispensing with army officers. If President is considering abandonment, Cong. would like to see him and give some figures to demonstrate practicability of it.
You have two added starters very insistent about tomorrow:

Sen. McAdoo (you will remember we sent him word you would see him as soon as we got back)

Jesse Jones, asking for 5 min. today and I put him off.

11:45 Rabbi Wise
12. Fisher
12.15. McAdoo
12.30. Fisher
12.45. Jesse
THE WHITE HOUSE
WASHINGTON

11.00 - Methodist Missionary Group
11.15 - Asst. Sec. Oscar L. Chapman
11.25 - Sen. George [name crossed out]
11.35 - Sen. Hatch
11.45 - Guernsey T. Cross
12.00 - [name crossed out] (Sen. Glass)
12.15 -
12.30 -
12.45 - Sen. Glass
1.00 - (Lunch) Wallace (Davis?)

Nite - Jackson Day Dinner
THE WHITE HOUSE
WASHINGTON

10.30 - PRESS
   (Gene Howe, Editor of Amarillo News-Globe)

   11.00 - Sen. George
   11.15 - Vincent Dailey
   11.30 - J. F. T. O'Connor
   11.45 - Sen. Bailey
   12.00 - Boaz Long
   12.15 -
   12.30 -
   12.45 -
   1.00 - Donald Richberg (Lunch)

2.00 - CABINET
   (Night - Herbert Bayard Swope)

NOTE: Gov. Eccles -- an hour today or tomorrow
      Ed. A. Filene - this afternoon or tomorrow re AAA

Int. 12 -
12.30 - Secrecy
THE WHITE HOUSE
WASHINGTON

PRESIDENT'S APPOINTMENTS
TUESDAY, DECEMBER 31st.

10.55 - Harry Bergson
11.00 - Secy. Ickes
11.30 - General HIm
11.45 - John Fahey
1.00 - Sen. Glass
4.00 - Secretary Hull, Secy. Moore, Sen. Pittman, Cong. McReynolds
(Sen. Robinson not arrived yet may be here)

1.45 - Maverick and Patman

Note: Congressman Maverick given tentative appointment by wire for today. Can
go over until Thursday.

Congressman Patman also very anxious for an appointment.

Jan 1, 12. Maverick
  12.15 - Patman
  12.30
  12.45 -
THE WHITE HOUSE
WASHINGTON

10.30 - PRESS
10.45 - Senators Wheeler and Barkley
11.00 - Otto Bremer [Perfeato]
11.15 - Bishop Ryan
11.30 - Congr. Colden
11.45 - Bishop Ryan [Perfeato]
12.00 - Dominican Minister to present Stamps
12.15 - Jonas Lie
12.30 - Sec. Truman
12.45 -
1.00 - Owen D. Young (Lunch)
2.00 - CABINET

4.30 - Langdon P. Marvin and Daughter
THE WHITE HOUSE
WASHINGTON

11.00 - Munoz Marin
✓ 11.15 - Commr Ross (SEC)
11.30 -
✓ 11.45 - Father Ryan
✓ 12.00 - Sen. Ashurst and Congr. Sumners
12.15 -
✓ 12.30 - Gov. Kump (Respects)
✓ 12.45 - Gov. Johnson
✓  1.00 - Sen. Copeland (Lunch)
✓  2.00 - Sen. McAdoo (and Geo. Creel)
✓  2.30 - Agricultural Tax Conference.

2.30 Jim Olson - lunch leaving

NOTE: Are you ready yet for Bob Doughton. Might be wise to have him in for a few minutes anyhow.
THE WHITE HOUSE
WASHINGTON

11.00 - Sen. McAdoo
11.15 - Mississippi Delegation
   (Request of Congr. Rankin)
11.30 - Sen. Connally (10 min)
11.45 - Sen. Bankhead (5 min)
12.00 - Peter D. Kiernan
12.15 - Jack L. (5) 12.20 start
12.30 - Morris L. Cooke
12.45 -
1.00 - Sen. Robinson (Lunch)

4.00 - PRESS

Added Starters:
   Congr. Josh Lee
   Gov. Sweet
   Congr. Rayburn

Sec. Perkins (½ hr. today or tomorrow)
no Jesse Jones and his Texas people
MEMO FOR THE PRESIDENT:

Here are three things that have to be decided at once:

1 - Newton Baker is in town (Willard) and would like very much to see you just for a few minutes. Only time available to him is tomorrow at 10.45 as he has case in Supreme Court.

2 - Col. Pope of N.Y. has seen Moley and Sec. Hull as I suggested. He thinks it so important to see you for five minutes that he is willing to postpone sailing for Europe tomorrow night in order to get an appointment. If you would care to see him for five minutes now he could go back to N.Y. tonight and still arrange for sailing tomorrow night, otherwise he would like an appt for Wednesday, Thursday or Friday.

3 - Mr. Farley wants to know if he can come in for a few minutes at 9 or 9.30 in morning.
Lee Frankl, President

Revenue -

Average - $600,000

25 years concession to Texas

Handmas -

Covington max T day about 2,000,000

Acre.
Duchy - only occupied

Entirely occupied

Exe. Pan.
Margaret Wilson
July 11 65
W. C. Welham's - say in
P. L. Jay -
Pre. Monarch Del. Ref.
A. R. G. Schmehl
At. Grad. Ref. 
Frank Brown
By Mr. Panhandle Ref.
J. B. Atkin
Carl's Center Ref.

John, strong Ref. of Directors
Dent's Ref. of those men
in our Ref. - dent's Ref.
600, use now - weight -
THE WHITE HOUSE
WASHINGTON

3:20 A.M.

Wagner

Downtown

Bullitt

Rosenman

Hush
The White House
Official Business

Haldeman
Hunt
Kissinger
Flynt
Ford

Morley
Haldeman
McGowan
Marrs
Russell
Eisenhower

Last two 8 Men
Rudolph
Düster Vesper - Prs.
Fred College, Portland, Or.

L. Brownlee

P. W. Nov. 70 W
E. T. O'Keefe\nR.I.
In N.A. for a short time
Key went Submarine to winter there.
Terry Trust

Mr. Speyer vs. W. K. McAllister
W. K. McAlister, Trustee
Peter H. McAllister, Trustee

$150 per $500,000

700 1/2
600 2/7

Mediation Board of 3. - Whitfield Shear

Wm. Adair. [Handwritten: J. Muffett]

F. T. Trade - Writers - Kansler & Throgmorton

Treff - Ford (D) - Flat - [Handwritten: Trenth (R) - Trenth (R)]

Trenth (R)
[Handwritten text]

[Typed text]
Wallace

Jay Britt in Par

Why Republicans Fret Them?
Legis. Table - Unt.

Ant. Stat. Rel. -

Ant. Service - See apprise.

Hut. Treatment - Arg. Invest. - Don't do it.

Fed. Power Same - Affixation.

See Refuse Clear. - Unt.

Motor Transport - Small effort.

Hut Labor, Rel. Rel. Have 200,000.

Know. Rent. Unt.

R.R. Retirement. - Project. - Unt.

S.E.C. - Affirmation.
D.C. Items  Unit -
Knee, Food, Dry  Unit -
Tobacco, Lint, Grease, Alloys
Sweat,®
(Exempt 41 in 5 M. from 11/401)
Inv. 4), hot. Potatoes  $5.00
(can come out of 4 m)

Cafeteria, Jammers  out

Commerce (Purines  unit

Rushmore - Monument  unit

Indians  out
Grants Vocational Ed. - unt.
Retirement Plan - see N.R. or unt.
People to Western
Philanthropic Trust - unt.
City Fund - unt.
Immigration - see current funds
Children's grants - see N.R. or unt.
Navy Bond - unt.
State Salaries - see current funds
Contributions (Foreign) - unt.
Wages"
Karl Mias
Pat Calum - Rochester
Bank of Maine

Lori Rhinegold - Parcel work
Dept Justice

Mrs Deane - of H.D. and 2

Fanchon.
To Mr. McDunnell -
With him in in N.Y.

Sir Hulen - 
Henry H. Vinson -
Cph. and N.Y.
The White House
Washington

Henry
P. V. -

Frightful
Wet but - your plan - not to stay in town.

Wet food & insufficient &c.

Especially struck with meat trees.
But in New England resemblance was very
inclined to think more attention & regular
invention addressing.
In addition to it. E.g. found lot at the
soil of the bank, similar to this place.
Only this much care experiments.
Almost all gardens... glass houses.

One important reason, aside from sheep's
in abounding.
But what we need most is vegetables.
Only where every owner needs for vegetables.

Clair's Times in Scotland.
Maple best drug.

So check - Fire Rep Red

Tom Hardin - Bus Phil DeHamm

W. J. Tompkins - Ed Bar

Dalham - President of Texas

Two notes - Judge

Wardell - 2nd R. P. C.
TURKEY  
AUSTRIA  
HONG KONG (U.S.)
1. Appointment of new sheriff of West Point.

2. Code message:

Putting them into the hands of the new people
joining among the " filthy old men;"


THE WHITE HOUSE
WASHINGTON

Capital system this way its good if it works correctly
for 10 or 20 then alright
the way if it is found
from 130 M

Peace must be upper hand
THE WHITE HOUSE
WASHINGTON

Rifle
State Funeral

3:00 pm
President

John Lewis Robertson
Phil Morris, phone

CIO?

Find agreement with Bennett

next 48 hrs

And rephrased everything

has Bennett had agreed

To - Phil

New lessons to -

To Putnam 5:00 pm
Mayfair House
Park Avenue at Sixty-fifth Street
New York

L 6 R. Stanley Beat
37 Brookdale
75

Neil Sullivan
Kenneth Allen

R. Milner

J. Millington

Read [illegible]

[illegible]
B. Smith  V01. 5-4100

C. M. Pachley

Frammell 5th  Y. S.

Price

Price

Shy  K 1968

8-520

[Col. Robert] supper 7

800 a wood

Dead Driv

5 will

Friday

a.m.
I am made particularly unhappy by the
Tory Jacob, and I deeply apprehend
the confidence shown in me by
what I have been forced to do
in my other State.
MEMORANDUM

Mar. 5 - 250 -
  22 - 275 -
Jan. 11 - 100 -
  18 - 250 -
  Feb. 1 - 250 -
DESTROYERS:
Recommissioned 109
To England 48 + zurück in con.
Remaining 61
Converted (steuern etc) 25
We now have left 36

Day of Prayer -
Drought, flood, earthquake, famine.
THE WHITE HOUSE
WASHINGTON

Rochester - July 7 - 17

Commence - Long Run House - 28

Jamestown - Work ends -

Detroit - Aug 9.

Wallace - June 21 - 30 and in August -

Kaiser - June 22, Milwaukee

Isham Dunning, Sr.

[Signature]
Histoire Nat. des Oiseaux d'Afrique par J.-L. 45
Paris 1799-1808. 6 Vols. - Lacks plate.
159 and 246.

Histoire Nat. d'une partie d'Oiseaux Nouveau et rares de l'Amérique et des Indies.
45
Ouvrage destiné par l'auteur à faire partie de son ouvrage logie d'Afrique.
Tome I Paris 1801.

Histoire Nat. des Perroquets
Paris chez Leonard Fries.
Strasbourg de l'imprimerie et
Vol. 1 Ann. IX (1801).
With 72 plates complete.

With all plates complete.
Hist. Nat. des Oiseaux de Paradis et des Rolliers suivi de celle des Toucans et des Barbues par M. Levaillant
Vol. I. Paris 1806 Complete
Vol II Paris 1806 Complete

Hist. Nat. des Proméropes et des Guêpiers par J.L. faisant suite à celle des Oiseaux de Paradis
Paris 1807 (Lacks plate 3) ever issued?
Walker of Okla.
for the Common Law.
Dingy says doctor's objection is not very sound.
THE WHITE HOUSE
WASHINGTON

Frank S. Borgen of West Haven for U.S. District attorney in Conn.

Support by McNutt, Dolan, et al.

David A. Wilson of Hartford.

Support by Senator Kennedy, et al.
Deadline to get all P.M. materials
work.
Sav May 1.
Am at home today.
Neutrality

From Foment

Steam Clearance

Waves, Waves

Regeneration

Cruise Control

Chart

1. Prent

2. Const

3. Dist

4. April

5. Adp. 05
Vice President?

Jed Adams

Id Tax Appeals
Milton Fies - of Birmingham

in P.W. Administrator

Brick Gauge - Former Engineer

Brickman - Man

Brickhead or Stress Strump

Recommand -

2707
Note

Allamuchy

Hon. Franklin D. Roosevelt, Pres. of the United States, spent yesterday (Fri.) in Allamuchy.

Mrs. Benj. Kittridge of Carmel, N.Y. is visiting Mrs. Winthrop, Rutherford.

Mrs. Helen Kirby of Winchuck, Miss Jean Searle in Summert.

Mr. Carl Stafford is visiting Mr. & Mrs. John Pool at Stillwater.
FISH CHOWDER

1 lb. of clean salt pork fry to a scrap
1 qt. onions cut in slices and fry in
above pork until nicely browned
2 qts. potatoes peeled and cut in slices
1 1/2 lbs. of hard water crackers or pilot
bread to be soaked in water
6 lbs. of good sea fish - if to be had.

Take the fried pork, onions and fat from
kettle, then begin with
1 - a layer of potatoes in the kettle
2 - a layer of fish (cut in pieces)
3 - a quantity of fat pork and onions
4 - a layer of pilot bread or crackers
5 - more potatoes
6 - more fish
7 - more fat pork and onions
8 - more pilot bread and so on, until all
materials are polled, each course having a
moderate seasoning of salt and pepper;
after this add 1 1/2 gallons of water
(enough to float the mass) and boil half
to three quarters of an hour.
THE WHITE HOUSE
WASHINGTON

BLACK BEAN SOUP

1 1/2 pints blk. beans
3 qts. water
1 onion
1 carrot

(If for six o'clock dinner put on fire by 11 a.m.)

Boil till the beans are sufficiently soft to pass through a sieve about half an hour before dinner; after passing through the sieve, put back in the saucepan with six grains allspice, 6 cloves, a little mace, and a bunch of thyme, all tied up in a bag. A short time before serving, add a spoonful of flour which should be well mixed with a piece of butter about the size of a large walnut. Let this boil up once. Have in the tureen about four slices of lemon without the seeds, the yolks of hard boiled eggs and one gill of sherry or madeira, also a teaspoonful of mushroom catsup.
FISH CHOWDER

4 lbs. of fish
4 good sized onions
8 potatoes

Salt pork enough (or butter in its absence) to fry out the onions, which should be cooked until off color - not browned as in curry. Put the water in after the onions are fried, and when this boils, put in the potatoes; let the potatoes cook say for ten minutes, or till they get a little soft, then put in the fish, giving that ten minutes - or 20 minutes in all, the whole will be thoroughly cooked. Thicken it with crumbs, rolled in butter if necessary, or broken biscuit (first dissolved in cold water). This should be put in after the fish - only to boil a minute or two. Chowder made of salt fish should come to one boil only - to avoid its toughening.
MILK PUNCH

4 qts. of Jamaica Rum (Medford)
3 qts. of water
5 pints of milk (boiling)
3 lbs. of lump sugar
24 lemons
2 nutmegs

Cut thin slices or only the yellow rind of all the lemons, let these thin parings and the two grated nutmegs infuse 24 hours in one qt. of the rum in a warm place. Then add the juice of 24 lemons (freed from the seeds) the water, sugar and also the rum. Put all in a large vessel. When the sugar is dissolved add the five pints of boiling milk, stirring the mixture all the time. It will curdle of course. Then cover and let it stand still one hour, then filter it through a bag until it is as clear as crystal. It may take three or four hours. This quantity will fill about 12 bottles. Cork tight and keep them standing. This punch is nice served with mock turtle soup or used for making Roman punch.
THE WHITE HOUSE
WASHINGTON

BOSTON BROWN BREAD

2 cupfuls Indian meal
1 " rye meal
1 " flour
1 small quart of sweet milk
Pinch of salt
1/2 cupful of molasses
2 teaspoonfuls cream of tartar
1 " even of soda dissolved in water

Steam four hours. Water must boil constantly all the time.
RECIPE FOR CLAM OR FISH CHOWDER.

Cut up five pieces of salt pork into small cubes, brown it in a frying pan - then brown four onions in the pork. Put in the sauce-pan a quart of clams cut up (take out the hard parts and gristle) then add a quart of milk, and a little flour to thicken it and a spoonful of pepper and salt. Serve crackers with it.
FAIRHAVEN RECEIPT

RECIPE FOR CLAM OR FISH CHOWDER

Cut up five pieces of salt pork into small cubes, brown it in a frying pan – then brown four onions in the pork. Put in the saucepan a quart of clams (or fish) cut up (take out the hard parts and gristle) then add a quart of milk, and a little flour to thicken it and a spoonful of pepper and salt. Serve crackers with it.
MEMORANDUM ON SUBMARINE SITUATION

In May 1917

Soon after my return to the Navy Department in February 1917, and nearly two months before the entrance of the United States into the War, it became increasingly apparent that German submarine activity was resulting in losses to Allied merchant tonnage, greater than the replacement of such tonnage by new construction.

As a part of the study of American activity in the event of our entering the War, I brought the whole problem of anti-submarine defense before the Chief of Operations and the General Board.

The problem was discussed from two angles:

(a) Offensive operations against submarines.
(b) Defensive operations.

Into the latter category fell the general discussion of the convoy system and similar purely defensive measures. This is discussed elsewhere.

Into the category of offensive operations against submarines, general study was made of the use of destroyers, Q-boats and submarine chasers and there resulted therefrom approval of the following plan of operations to be carried out in the event of the United States entering the War.

(1) The United States would arrange with Great Britain and France for the immediate dispatch of all possible destroyers to European waters, reinforced by such yachts and similar craft as could be purchased and converted to war use. This phase is also discussed elsewhere.

(2) Of the use of Q-boats, little was known by us at that time, though there were rumors that the British had fitted out such vessels. No recommendations were made.

(3) General approval was given to the building of submarine chasers and the story of their building and of the difficulties encountered is also taken up separately.

The only other question raised before our entrance into the War related to the use of net or mine barriers to be laid in certain definite areas. The high command in the Navy Department paid little attention to this, prior to our entrance into the War, the general idea being that mines could not be used in deep water and that nets would be quickly destroyed by wind and sea action if placed in permanent positions and that the only use for nets would be to lay them across harbor mouths for the protection of fleet and merchant ship anchorages.
After April 6, 1917, I again raised the question of the use of mines or nets or a combination of the two on a very large scale, in order to keep German submarines out of the Atlantic.

The theory was based on the following:

"Anti-submarine methods are now concentrated on attempts to destroy German submarines after they have left the North Sea and scattered broadcasts over the Atlantic waters west of France, England, Scotland and Ireland. Every rule of civilian common sense, as well as every well-founded naval axiom, requires that if it is impossible to seek out and destroy enemy warships on the high seas, it then becomes necessary to seek to contain them in port in order to prevent their exit onto the high seas."

A study of the map showed me that German submarines were getting out into the Atlantic either through the Straits of Dover or through the North Sea around the north of Scotland. I knew that the attempt of the British and French to close the Straits of Dover had been, on the whole, successful. In other words, practically all German submarines then entering the Atlantic were passing between Scotland and Norway to the northward and then proceeding South to the main ship lines.

Inquiries showed that the British Admiralty had made a number of attempts to lay mines between Scotland and the Shetland Islands and between the Shetland Islands and Norway, but that no large scale effort had received the wholehearted support of the British. The British had, from time to time, laid mine fields outside of Heligoland but the Germans knowing this were able to sweep a path through it or to send their submarines out through the Baltic.

During April and the first part of May, I held almost daily discussions with the Bureau of Ordnance and with Rear Admiral Harris, the Chief of the Bureau of Yards and Docks. Neither he nor I were ordnance or mine experts, but we agreed on the objective and believed that it could be attained by a large scale effort.

The whole matter was referred to Admiral Sims in London but he threw cold water on it from the start, agreeing in this with the British Admiralty.

However, a few of us in the Navy Department were insistent and on May 24, 1917, a formal general statement, including a description of the problem and a proposed plan, was submitted, confidentially, to the Secretary, the Chief of Operations, the General Board and the Bureau of Ordnance.
For several months thereafter, there was a growing conviction in the Navy Department that the problem and the objectives were correct and the plan itself practicable if intensively studied in its relationship to materials. The use of nets was discarded and efforts were concentrated on mines. During this same period, constant pressure was maintained on Admiral Sims to get the approval of the British Admiralty. This pressure was constantly resisted and it was not until that with a good deal of reluctance, Admiral Sims and the British Admiralty said to the Navy Department, in effect: "We think the plan is a bit wild-eyed but go ahead if you want".

During this same period when we were trying to get the approval of the British Admiralty, the Bureau of Ordnance decided that it could use the detonating device which had been submitted to me by an inventor for use on nets. The transfer of the device (an electric current breaker) to a wire floating upward from a mine, giving to each mine a much wider radius of effectiveness than the old type of mine which required actual contact with it to make it explode.

It is my judgment that even if this device had not been used, a mine barrage from Scotland to Norway could and would have been laid — perhaps with not as great effectiveness and probably at greater cost.

The principle of bottling up the German submarines at the Straits of Dover and in the North Sea was, of course, wholly sound and the work on the mine barrage did not start until the Autumn of 1917. It is a well-known fact that even partially laid by September 1918, it had already proved its efficiency against German submarines.

The history of the ordering and shipping of the mines, the fitting out of the mine lairs, the establishment of the base in Scotland and the actual laying of the barrage has been fully told. The German side of the story has not been and probably never will be fully told.

We know certain general facts, however. German submarines began to run foul of the mine barrage by August 1918. During the next few weeks at least two submarines were sunk at the barrage. Several others were seriously injured. Word spread among all the German submarines that this devilish new barrier made it far more difficult and dangerous to get out into the Atlantic and to get back home. There is no doubt in my judgment that the morale of the German submarine officers and men was badly shaken by the mere fact of the existence of the barrage. Their chance of making a submarine cruise and getting home again in safety was, they thought, greatly lessened.

It seems also to be a fact that discontent in the German submarine
force became vocal by the early part of October 1918; that these mutterings spread from the submarine force to the German battleships and cruisers and that it had great influence in what turned out, shortly thereafter, to be definite mutiny in the whole of the German navy.

It may not be too far-fetched, therefore, to say that the North Sea mine barrage initiated by the American Navy and literally forced on the British Navy had something definite to do with the German naval mutiny, the subsequent Army mutiny, and the ending of the World War.

My memorandum of May 24, 1917 is attached hereto.
MEMORANDUM ON SUBMARINE SITUATION

General Statement

1. It is unnecessary to dwell on the fact that the German submarine activity, with great resulting losses to Allied merchant tonnage, has not been curbed. The actual confidential information received points to a much more serious situation than is generally understood by the public in any of the countries now at war with Germany. The actual losses are approximating the original German estimate of 1,000,000 tons per month. Continuation of these losses means inevitable disaster within a comparatively short period.

2. The means being used at the present time are, in general, as follows:
   
   (a) Patrol of coasts of France, England, Scotland and Ireland by armed patrol vessels.
   (b) Netting of harbors and narrow estuaries and straits.
   (c) Planting of mine fields, such as the one off Heligoland.
   (d) Sweeping in occasional localities with nets and towed bombs.

It is certain that all of these methods combined are not successful, because the number of submarines thereby destroyed does not equal the production of new submarines by Germany.

3. In other words, the anti-submarine methods are now concentrated on attempts to destroy the submarines after they have left the North Sea and scattered broadcast over the Atlantic waters west of France, England, Scotland and Ireland. Every rule of civilian common sense, as well as every wellfounded naval axiom, requires that if it is impossible to seek out and destroy enemy warships on the high seas, it then becomes necessary to seek to contain them in port in order to prevent their exit onto the high seas.
4. The attempt of the British and French to close the channel, i.e., to prevent German submarines from passing out into the Atlantic through the Straits of Dover, has been, on the whole, successful. In other words, practically all German submarines now enter the Atlantic by passing around the north end of Scotland.

5. The British Admiralty has made a number of attempts to lay mines and nets between Scotland and the Shetland Islands and between the Shetland Islands and Norway. It is clear to me, after talking with many British officers, that these attempts have been made on a small scale. It is true that they have failed, but it is also true that no great concerted effort has been made to place a barrier of nets, mines, or a combination of both, from Scotland to Norway.

6. At the present time these efforts at the north end of the North Sea have been virtually abandoned, as have efforts to mine the Skagerrak between Norway and Denmark. The only activity by the British at the present time is, apparently, the maintenance of a large mine field outside of Heligoland. This mine field is obviously located close to the German naval bases and far from the British naval bases. It has, therefore, been possible for the Germans, practically at will, to sweep channels through this mine field, and even were they unable to do so they could send submarines out from Kiel through the Skagerrak. The English themselves admit that this mine field off Heligoland serves chiefly as an annoyance to the enemy and is not effective in preventing ingress of submarines.

PROBLEM

1. In view of the fact that the British have been practically successful in closing the Straits of Dover, it is obvious that if a complete barrier could be extended from Scotland to Norway and another complete barrier across the Straits of Otranto from Italy to Albania, German submarines would operate only in the North Sea and in the Adriatic. It would be impossible for them to operate in the Atlantic Ocean or in the Mediterranean, as their sole means of exit would be closed. To solve this problem by the creation of successful submarine barriers at these two points would at the same time stop one hundred per cent of the losses of merchant shipping by submarine attack and would bring with it a speedy termination of the war.
PROPOSED PLAN

1. It is felt that no single new invention or development of a particular device in the nature of mines or nets can be relied upon as a sole means of closing the North Sea. The plan proposes the use of several types of nets and mines and may be set down roughly as follows:

First, the North Sea Barrier.

(a) LOCATION: Either a line from a point on the coast of Scotland, near Buchan Ness, to the coast of Norway near Obrestad, or a line from the north of Scotland to the Orkneys, thence to the Shetlands, and thence by the shortest line to the coast of Norway. The location of the barrier must be determined after careful investigation of physical conditions and military advantages.

(b) FORM OF BARRIER: The barrier to consist of a number of lines of net each complete in itself and also a number of lines of mines. It is impossible to specify the most desirable type of net or the most desirable type of mine. Probably different types of each should be used and experience will show which proves the most satisfactory under the varying conditions existing on the barrier. For instance, if the heavy net intended to stop submarines does not give the best results the nets with bomb attachments may be better. Also, some nets may be superior in shallow water and others in the deep waters near the Norwegian coast. In the same way the individual anchored mines may be best part of the way and in other localities the suspended mine may be found better.

(c) PATROL: The question of patrol of the barrier is of the utmost importance. It is suggested that in order to establish this patrol coast patrol of the United States, or the western coast of France, England, Scotland and Ireland may, of necessity, be concentrated at the barrier. If, for instance, the barrier is from 225 to 650 miles in length a proper patrol may call for 4,000 vessels. It is submitted that it is entirely feasible by a concentration of all of the resources of the Allies to obtain this number of vessels. In the operation of the patrol the smaller vessels would obviously be used when the water is confined and the larger vessels in rough water. The object would be, of course, to cover every mile of the barrier at all times and prevent raids, to prevent night operations against the barrier by enemy submarines or ships, and to drag with depth bombs and nets in case the nets or mines of the barrier itself were disturbed by enemy submarines.
(d) BRITISH GRAND FLEET: The mission of the British Grand Fleet would remain much what it is today. It should base south of the barrier and the present system of action should be continued so as to disclose immediately any attempt by the German High Seas Fleet to leave their base in an attempt to cut the barrier by an attack in force. It is obvious that the barrier itself would be closer to the British fleet base than to the German fleet base, and consideration of such military importance with further discussion is not necessary.

PRACTICABILITY

1. Investigation as to material have been conducted far enough to prove that the requisite amount of net and the necessary number of mines can, without question, be turned out by the factories of England and the United States. For example, it is physically quite possible to construct 1,000 miles of net 200 feet in depth. It is also perfectly possible to construct 500,000 mines, and it is possible further to provide one hundred per cent of replacements of nets and mines by the time they will be needed. The cost of manufacturing, transporting, installing, etc., 1,000 miles of net and 500,000 mines has been variously estimated at from $200,000,000 to $500,000,000. Even if the greater figure is taken, the Allied governments can well afford the expenditure if only in comparison with the value of merchant tonnage which has been sunk during the first five months of the present year.

CONCLUSION

1. This is a problem which has been discussed in the United States and Great Britain in Admiralty and civilian circles for nearly three years. Experiments have been made along individual lines and without a conception of the past as a whole. Experiments have been made in small areas and with small amounts of material. Many officers are convinced that the present defense against submarines is fundamentally wrong and can never accomplish the ultimate result. Nearly all officers believe in the fundamental soundness of the theory of closing the north end of the North Sea. Most officers with whom I have talked believe that the time has come when the attempt to carry this out must be made, not halfheartedly, but on the greatest possible scale and with the resources of England and the United States combined. It goes without saying, of course, that all of these remarks apply to a lesser extent to the closing of the Adriatic. If the North Sea proposal is feasible it is also feasible to close the Straits of Otranto. The two proposals march hand in hand.
To carry out the attempt requires naval and industrial cooperation of the highest type, but the important thing is to prevent this subject from being discussed for six or eight months and to have it accepted or rejected immediately.

Assistant Secretary of the Navy.

P.S. Diplomatic questions involved have not been discussed. It is sufficient to say that in a barrier of the kind suggested a gateway at either end could be made practicable. This gateway would accommodate all commerce coming from or going to Dutch, Danish, Swedish and southern Norwegian ports. The plan involves, of course, also the closing of the territorial waters of Norway from a point three miles (or, as I understand the Norwegian claim, four miles) to the actual coast line. I realize the importance of recognizing the rights of small nations, but at the same time it is true, I think, in international law that no nation has the right to allow its territorial waters to be used as a means of transit by belligerent ships. The use of territorial waters of neutrals by belligerent warships is carefully guarded by definite restrictions in international law, and if Norway fails to carry out her direct obligation to prevent the use of a narrow line along her coast as a means of passing from the North Sea into the Atlantic Ocean by German submarines it would seem perfectly fair to carry out this duty for her. I have no doubt that the diplomatic part of this plan can be satisfactorily adjusted.
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In May 1917

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force became vocal by the early part of October 1916; that these mutterings spread from the submarine force to the German battleships and cruisers and that it had great influence in what turned out, shortly thereafter, to be definite mutiny in the whole of the German navy.

It may not be too far-fetched, therefore, to say that the North Sea mine barrage initiated by the American Navy and literally forced on the British Navy had something definite to do with the German naval mutiny, the subsequent Army mutiny, and the ending of the World War.

My memorandum of May 24, 1917 is attached hereto.
MEMORANDA OF TRIP TO EUROPE, 1918

Early in April, 1918 after we had been in the War for one year, most of the coast patrol districts were functioning satisfactorily, construction work on the new destroyers and submarine chasers was well in hand, the Navy Department was well organized and the convoy system had been established. Again I felt that I should get into service overseas. I spoke to the Secretary of this and he told me frankly that he hoped I would not resign as Assistant Secretary because the Navy and the Navy Department had expanded to full war operations in accordance with our original plans—without the addition of new bureaus or new Assistant Secretaries. Both of us felt great pride in this, but I asked, nevertheless, if he would mind if I spoke to the President about my going Overseas with the destroyers or submarine chasers. This permission was granted and within a couple of weeks I was able to see the President and asked his permission. President Wilson told me very definitely that he did not wish me to resign, pointing out that I owed it to the Government to remain for awhile longer in a position in which I had definite experience.
Soon after this a number of matters came up which somewhat disturbed Secretary Daniels and me. In Great Britain and Ireland and in France dozens of bases were being established. Each base calling for the use of land, buildings, piers, etc. The Naval organization in Europe, because of the need for haste, was occupying these new properties, in many cases without definite or final contracts either with their private owners or with the British or French Governments. It was feared that at the termination of the War claims for land and damages to property might be in a somewhat chaotic state.

During this same period also, it seemed advisable to acquaint Admiral Sims and Admiral Wilson with the exact state of affairs relating to construction of vessels, coast patrol needs and supply problems at home.

Therefore, late in May the Secretary and I talked over the desirability of sending someone to visit the whole field of American Naval operations in Europe, to inspect material and personnel at the front and at
bases, to report on needs, to coordinate operations with the associated nations and with our army where such coordination seemed desirable and to bring back a comprehensive report for the benefit of Secretary Daniels and President Wilson.

It was arranged that I should undertake this mission as soon as I could wind up my active matters and in the Department/choose a technical staff to accompany me.

I decided that I would cross on one of the new destroyers, escorting the fast convoy which was to sail from New York on the ninth of July. I selected Captain Edward McCauley—an old friend, as my aide and as staff assistants, Commander John Hancock, from the Bureau of Supplies and Accounts; Lieutenant Commander Brown of the Civil Engineer Corps (Reserve); Livingston Davis, who had been acting as my civilian aide in the Department and Mr. Camalier, my private secretary. Only Captain McCauley was to accompany me on the destroyer; the others were to take the "Olympic" and meet me in London.
About the middle of June the political situation in the state of New York suddenly flared to the front. Governor Whitman was selected to run for a third term but we believed that a well-known Democrat could defeat him. The old question between up-state New York and New York City was raised. Charles F. Murphy, who had the final say in the whole of the City and sufficient support in several large up-state cities to give him control of the Convention, had come to realize that a New York City candidate would stand little chance of election if forced through by the City organization. The secretary of Tammany Hall, Mr. Thomas Smith came to Washington to see me with the message from Mr. Murphy that he would be very glad to support me for the governorship as there seemed no other up-state candidate who was well-known in every part of the state and who, at the same time, had a definite connection with War service. I told Mr. Smith that I was extremely sorry but that I could not even consider accepting the nomination and confided to him that I was about to leave for the other side.
Mr. Smith went to New York and returned a few days later to ask me to give Mr. Murphy some recommendations on up-state candidates. A careful check of the field convinced me that the best-known Democrat in the State was Alfred E. Smith, at that time President of the Board of Aldermen in New York City but fully known in the fifty-seven up-state counties because of his long service in the Legislature and as Speaker of the Assembly. It was pointed out by Mr. Smith and Mr. Murphy that Alfred E. Smith was not only a Tammany man but a Catholic. My reply was that the demand for his nomination for Governor could well originate with up-state delegates and that in war-time, the church to which he belonged would not be raised as an issue in any community.

Before I sailed, therefore, I communicated with many of my friends among the Democratic leaders up-state suggesting to them that they should start an organized movement for the nomination of Alfred E. Smith. When I sailed on July ninth this part of the political program was well under way and I left the balance of it in charge of Louis Howe. The result is well-known. The demands for
the nomination of Alfred E. Smith did originate among
the up-state delegates to the Convention. He was duly
nominated, fully carried the primaries against Mr.
William George Osborn and was elected Governor in November.
The U. S. S. Dyer, then still in the hands of
the Fall River Ship Building Company, was assigned to
take me to European waters. The following schedule
shows the speed with which the United States was getting
into the War:

July 1, 1918 - commissioned by the Boston Navy
Yard

July 1 - 7 - supplies and stores taken on board;
installations by yard workmen. (Two
of these days were Sunday and the
Fourth of July, when no work was done)

July 7 - went to sea with many repairs, etc.,
in a half completed state. Arrived
Newport in the afternoon and took on
board torpedoes and hauled out in the
Bay to complete and test radio compass.

July 8 - left Newport, anchored ship off Cape
Breton Lightship to check compasses,
arrived Navy Yard, New York in the
afternoon. Oiled and reported for duty.

July 9 - finished repairs and installations at
the New York Navy Yard and sailed for
Europe at 5:00 P. M. of the same day.

I went to New York from Washington and we had
a family reunion at my mother's house on Monday evening,

July 7. Tuesday morning I did some last minute shopping
and packing and accompanied by Captain McCaulley left the
house for a mysterious destination at about four in the afternoon. The destination was the Brooklyn Navy Yard but only my wife and Mrs. McCauley knew this.

It seemed advisable not to advise the Germans of the fact that the Assistant Secretary of the Navy was on a specific destroyer and when I went on board there were none of the usual honors and my flag was not hoisted until we were well off-shore. We sailed at five o'clock, joined troop convoy #48 off Ambrose Lightship and headed out to sea.
In thinking back to my earliest days I am impressed by
the peacefulness and regularity of things both in respect to
places and people. Up to the age of seven, with the exception
of one trip to England, Hyde Park was the center of the world.

It is true that there were summer visits to Campobello
Island, but I remember only vaguely playing with numerous children,
and the fear we all had of the perfectly harmless wandering cattle
on the Island.

Hyde Park was the center of all things—a Dog—especially
big Budgy, the white Spitz, and Boatswain, the black Newfoundland.
I did not have a pony until I was six, but long before that I have
vivid recollections of driving with my father behind Josie, the
trotting mare, who was the last survivor of my father's trotting stable.

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To continue was useless, but on the way back to New York City he fired on the houses on both sides of the river, landed parties to destroy the warehouses, engaged all the while with sniping Americans who fired at his fleet from every point of vantage on the banks. In an old tree at the home of Chancellor Robert R. Livingston (my wife's great great grandfather) is embedded one of these British cannon balls. In the wall of an old house south of Poughkeepsie is another, and in the garden of my brother's house at Hyde Park we 'dug up a few years' ago two cannon balls which were undoubtedly of the same British origin.

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It is true that there were summer visits to Campobello Island, but I remember only vaguely playing with numerous children, and the fear we all had of the perfectly harmless wandering cattle on the Island.

Hyde Park was the center of all things. Dogs – especially big Budgy, the white Spitz, and Boatswain, the black Newfoundland.

I did not have a pony until I was six, but long before that I have vivid recollections of driving with my father behind Josie, the trotting mare, the last survivor of my father’s trotting stable.

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THE NAVAL CRISIS

We cannot realize at present how vitally the recent conference affects the future of the whole world, nor how serious the results will be if its main purpose is upset or the terms of the agreements improperly carried out. The object of all the delegates was far deeper than limitation of armaments, deeper than reduction of armament, and deeper than the ultimate desire of total disarmament.

The real object, the object that all the world was unconsciously hoping for, was to obtain some kind of stability that would bring an enduring peace to the world. The conference obtained limitation, but only for capital ships and aircraft carriers. In total naval strength it was not possible to establish limitation for any power.

In reduction of tonnage there was a moderate amount. In prevention of further construction there was a great deal, so much that the big powers have cause to give thanks.

Put in the great thing, the conference did succeed. That was in outlining a plan where the naval strengths of the five largest powers would be in the most stable relation. If this plan is not upset it will be the greatest accomplishment of modern years. Delegates from the principal powers signed agreements that provided a situation such that while each of the three strongest powers could provide commensurate protection for its own territory, it could not dare to attack any other power without incurring prohibitive losses and suffering disastrous chances of defeat. This was the accomplishment that may go down in history.

The conference carried with it a concentration of effort towards good will and faith. Washington City was the focus of this effort. Never before did the
people of America send in such expression of confidence and support as was sent to the American delegation. Public opinion concentrated in Washington with terrible force and ended in impetuous demands for reduction of arms and for the most drastic economy. A wave of pacifist sentiment then rebounded from Washington to spread itself over the country, to accelerate itself and again come back to Congress to press the demand for disarmament. Part of the sentiment went abroad. The greater part spent itself in the United States, where, *that is so because* we may add in truth, it was needed the least. *For,* the greatest desire for peace is not most needed in the country with the least necessity and least desire for war, and particularly so in a country already possessed with the greatest wealth and where the voice of the people has the greatest control.

But as a result the American public came to feel that the United States should liberally lead the way in disarmament, — that our immense wealth and resources obligated America to lead the way. Under the leadership of peace societies they have been taught to believe that other countries are so dependent upon our supplies that they could not risk a war by America in which they would lose their markets. Also that we must assume moral leadership by drastic example, owing in part to our having called the conference. Those are good and sound arguments, even though they may be set forth by peace seekers who in their impetuous campaign see things as they would like to have them rather than as they are — and as our responsible statesmen had to face them in considering the terms that America could agree to.

Our delegates, voicing their sentiments with the concurrence of the President of the United States, advanced the doctrine of naval strengths in proportion of 5-5-5-1.75-1.75; America five; England five; Japan three; France and Italy, one point seventy-five. Why did they hold to that? Because that ratio
was the one that they believed would provide, during the holiday of capital ship building, just the kind of world stability that would in the most effective degree promote and keep peace among the controlling powers.

But now in America the government is faced with a very serious crisis. Other branches of the government, composed of members who will ultimately be irresponsible, propose to break down the ratio of naval strength that was implicitly believed to be a necessary complement to agreements entered into along with the naval treaty. The status quo of Far Eastern bases is especially referred to.

We abandon by treaty any further right to develop the defenses of the Philippine Islands to the point where we can hold them against an enemy. And while our good Americans have not realized an unfortunate aspect of that situation, it remains a fact that each square foot of land in those islands is just the same as a square foot of Washington City as far as the invasion by an enemy is concerned. We must face the thing squarely. A bit of American territory taken by a foreign power must be recovered, where it is, matters not in principle. The American men and women would demand it of the government. American honor has throughout history been strongest when questioned.

In fairness to all we must say here that it is not America alone that will be exposed without proportionate naval strength. Let us consider England. Her delegates agreed to a status quo at Hongkong, which in a way is a parallel case to the Philippines. But Hongkong is a strongly fortified island, and with the submarines and light cruisers stationed there would be more difficult to reduce, except from the mainland. But Japan has agreed not to violate the neutrality of China in case of war to which China is not a party. So it would appear that in the Philippines we are somewhat more exposed.

How, then, are we going to provide a fair and proportionate remedy that will
balance this weakness?

To put it simply, we must keep a fleet at home that is strong enough to ultimately bring about the recapture of the islands, and at the same time, in justice to Japan, a fleet that should not be so strong that it could constitute in any way a menace to the island empire.

In fairness to Japan we may any also that her handicap lies in a lack of raw materials. At the same time her position from a strategical point of view is stronger than any power in the world today, as she has the least amount of exposure in outlying territory coupled with the most effective military control of her people and her foreign policy.

Here it should be noted that no assumption is made that any war is probable. Rather, is the writer earnestly endeavoring to show that a proper adjustment of naval forces, which is now within our grasp, is the one strong incentive towards an enduring peace.

Now, in attempting to balance forces so there will be the least natural tendencies to risk war, we cannot avoid taking into consideration what are the tendencies of the individual nations for war. America is a democracy wherein the government cannot promote a war without popular support. Our resources, our great area, our material comforts— all these create no need for war, no desire for aggression and no conflict except in defense of our national rights.

England— though democratic, is nevertheless an island empire, over-populated and critically dependent upon materials from outside. She must command a great share of trade even to the point of fighting for it. So we say that while democratic in spirit, she is per force militant in protection of vital interests.

Lastly Japan, while a constitutional monarchy, still has her national policy controlled by her military party, which actually has power enough to subject the Japanese people to war. Japan also has a critical demand for raw material, and for markets in which she may sell her products so she can buy food for her people. This demand has, in her modern history, repeatedly forced her to resort to arms rather than suffer a decrease in a national expansion that had to keep pace with
increasing needs and desires of her people.

Now it is a truism, that becomes apparent after reflection, that if the nation that has the greatest possibility of resorting to arms has excessive or over-proportion of means to carry it on with, that there will be the greatest chance of war as a result - and if another nation with the least desire and need for war has insufficient and unproportionate means for war and yet is opposed in its national policies to the power with the greatest tendencies for belligerency, you will find conditions in the world ripe for trouble. The stability is gone.

The reader may then ask - "well, what ratio of naval strength for America is sound and just?"

Naval authorities, in their estimates have indicated that in spite of other considerations, America must lead the way by example. That is in keeping with the spirit of the entire conference. Japan has about 87,000 men, and information leads us to hope that she may gradually reduce this to 68,000. On a ratio of 5 to 3 the United States would be allowed 114,000 men. The Secretary of the Navy has said that a minimum of 96,000 is required to effectively man the ships that will remain in commission. These ships, at the same time, do not aggregate by any means the tonnage that is allowed by a 5-3-3 ratio, as we still have more vessels to complete or built to come up to our ratio, than any other of the big nations.

In appropriations the Secretary asked for $250,000,000 as a minimum amount. On a 5-3-3 ratio America would be entitled to spend more than that, even without considering the much higher cost in this country for labor, materials and operating expenses. It must be remembered here that the strength of the fleet is no greater than the weakest link in the chain. Without adequate tonnage we invite advantage to be taken of our weakness in the Philippines. We would also impose a most
unjust task on the personnel that would have to suffer extreme losses through lack of ships that we are now fairly entitled to. Without sufficient trained men, ships are helpless, and nowadays ships must have a greatly increased crew to operate and care for such things as aircraft on board, anti-aircraft guns to repel attack, and new inventions in radio and fire control equipment. Again, a fleet without plenty of fuel and ammunition for practice cannot hold up against a unified fleet that has been broken into tens of work by fleet drills.

Two months ago or more we had a navy that took 22 years of expensive, patient, and earnest effort in the making. The loss of any one factor, tonnage, personnel, or training, can break it up a hundred times faster than it can be rebuilt. But deeper and far more critical in its support, comes public interest and public support. Take away the pride and the appreciation of the citizen in our ships, in our officers and in our men, and you will knock the bottom out of it all. That is the most dangerous element in our rush for economy. Our Navy has helped the country in the past. We may be forgetful.

Out of our earnest desire to do right, our desire to keep firm in our attitude towards national security, our desire to hold together and be purposeful in seeing America respected and admired and yet not menacing others, what is our answer?

It is this. The conference has not eliminated the serious problems ahead of the world. Vital competition for trade, open door policies, Monroe Doctrines, needs for expansion, differences of race; all these will require earnest work and serious effort. The problems must be settled in one of two ways, either by force or by conference. With military and naval strength out of gear, and out of proportion, chances of war will increase and will the more tend to bring on terrible penalties. Wise ratios can only tend the more towards arbitration and reason.

With respect to England - America has no cause to outstrip her in trade, no cause for competition in arms. With Japan we can also lead the way towards less
of armament and more towards the wants of people in great need. But that advance must be with her - and not without the company of her military government. For us to go alone is perilous. We must be in the van but not with too much speed. Our lead must be moderate and proceed slowly until the day when there is a people's government in being in the island empire of Japan.

There is no other choice. We cannot cravenly throw Guam away. And we cannot precipitately cast loose the Philippine Islands, because, - whether or not they can hold out against Moro revolution, foreign trade pressure, and Asiatic immigration that would utterly submerge the natives, - still we would be just as responsible. The father protects the son - even out of the father's home. Our people at heart want peace, - more insatiably they want economy. Our responsible delegates sought to establish the dividing line between wise economy and wise spending. Providing for peace is economy, laying up weakness when our word in conference needs fair and just strength behind it, is rash and reckless waste. We do not expect it of others. Exhibition of it on our part will not enhance the friendship that we desire with England and Japan.

An American Navy with not a man less than 96,000, backed by public interest and public appreciation, and by funds that will allow normal practice and exercise, is what the Secretary of the Navy has asked for. It represents what the men chosen by our president had in mind as necessary for the support of the treaties they signed at the conference, the treaties which they believed would best promote an enduring peace of the world.
It is not too much to say that the country is faced with a grave situation. Impeccable demands of the people have led to proposals in Congress that will lower our naval service to a position that will actually make us relatively weaker than Japan. Such a step is a responsibility too serious for words. Our people have not stopped to realize that the position we sink to now cannot be recovered. Any attempt to increase our strength next year would be immediately followed by corresponding increases by other big powers. An attempt to precipitately overtake them would bring on a crisis.

Think of it! It practically amounts to hauling down the flag of America's right and ability to protect the policies that have been set by the government as indispensable to the welfare of our country.

It is a crisis that demands the urgent attention of every thinking American. Congress gives the people what they want. It is the responsibility of our citizens to be sure of what they ask for. This is the weakness of democracy that has put the country in this perilous position. It is only the people that can come to the rescue. by demanding and supporting a Navy fully proportionate with the 5-3-3 ratio.
ENTER - the campaign automobile which pulls up when whistles, horns, etc., have been distributed.

E.F.M: Now Franklin, it is time to give your speech. Remember where we are and what you're running for.

H.M.JR: Don't worry about my speech. Think how well I did in 1920 when I swept the country for Cox and Roosevelt.

Good-afternoon, my neighbors of Broome County - for you know I am an upstate man, too. This is a year when the Democrats are not afraid of conducting a noisy campaign.

(BELLS AND CATCALLS) This year, when we get near a town, two miles, five miles out, there is the committeeman, there is the county chairman, and ten, fifteen, twenty, thirty automobiles, and a band - a real band, and they are paying for their own band. (APPLAUSE) They are digging down into their pockets and providing music and automobiles and halls and everything else, and we come into town with red fire and bells ringing, and sometimes the whole fire department is out. (APPLAUSE) It's a grand spirit, and this is a fine band you've got, and it sounds all the better, because I know you dug right down into your own jeans to pay for it. (PAUSES TO CONSULT MANUSCRIPT.)
E.F.M.: (Aside to someone beside the car) Yes, the check was sent by John J. Rascob to pay for the band in advance.

H.M. JR.: (CONTINUING AFTER SORTING PAPERS) I have a very serious subject to speak about today - for yesterday, in Washington, Director of the Budget, Herbert Mayhew Lord, announced that instead of the estimated surplus of $252,540,283 the present Administration must definitely forecast a deficit - a deficit of $94,279,346. For the first time since the World War, our great country actually faces a deficit. (GROANS)

Year by year, under Republican President, the expenses of Government have been going up and up and up. Where do you get your boasted economy? The cost of the Federal Government has gone up between $300,000,000 and $400,000,000 since 1922. Has the current appropriation bill in Washington been cut by that $300,000,000? NO! They just slid it in, converted it into the general pot and hoped that nobody would find out. (APPLAUSE) The uncontestable and uncontroversible fact, therefore, is that the Federal Government is today costing the nation over $600,000,000 a year more than it did seven years ago, under a Democratic President. My opponent is guilty of attempting to make the people believe that Republican economy in Washington has
reduced the cost of government by nearly $2,000,000,000 in seven years, whereas the figures show an actual increase of over $600,000,000. My delightful and charming opponent is only out $2,600,000,000 in his total. (APPLAUSE)

What we need down in Washington is a President who will be able to cooperate with and work with the Congress of the United States, not a man who will give the impression to Congress that he knows a great deal more than they do and be in a constant row and fight with his Congress. Everyone of our national problems must be solved by coordination between the President and Congress. None of them can be solved by the President alone. Let us not forget that the greatest of our Presidents have all possessed that rare ability of getting things done with the aid of Congress.

Now I want to take up this question of the government in business. I object to Government operation of any business that can be handled better by private enterprise. The Government's legitimate field in business is comparatively limited. But this Republican prosperity talk is the same old stuff. Business prosperity does not depend on politics. Employees no longer believe that they will lose their jobs under a Democratic administration. The Democratic party will do nothing that will take one dollar away from any American wage earner.
Well, in conclusion, my friends -

E.F.M: No - don't get ten years ahead of yourself!

H.M.JR: Sorry - my fellow Democrats - in conclusion, I want
to say that another gentleman who is running with us this
year is coming here to speak - a man who has well represented
the State of New York in the United States Senate, a man who
has got to go back there - Senator Copeland. When Senator
Copeland comes here, he is going to suggest to you good
people that you hire ten or fifteen special trains, to start
for Washington on the Third of March next. I just want to
make a little amendment to that. You need a little practice
before you march in Washington, so I want you a couple of
months beforehand, on the first of January, to go up to
Albany and march before me. For I feel sure that when I
come back to visit Broome County in the Spring, I shall do
so in my official capacity as Governor of the State of New
York. (WILD APPLAUSE)