Archive: Tully Papers

Logs of the President's Trips: Inspection Trip, September 17 - October 1, 1942

Franklin D. Roosevelt Library & Museum

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Box 7; Folder = Logs of the President's Trips:
Inspection Trip, September 17-October 1, 1942

[Part 1 of 2]

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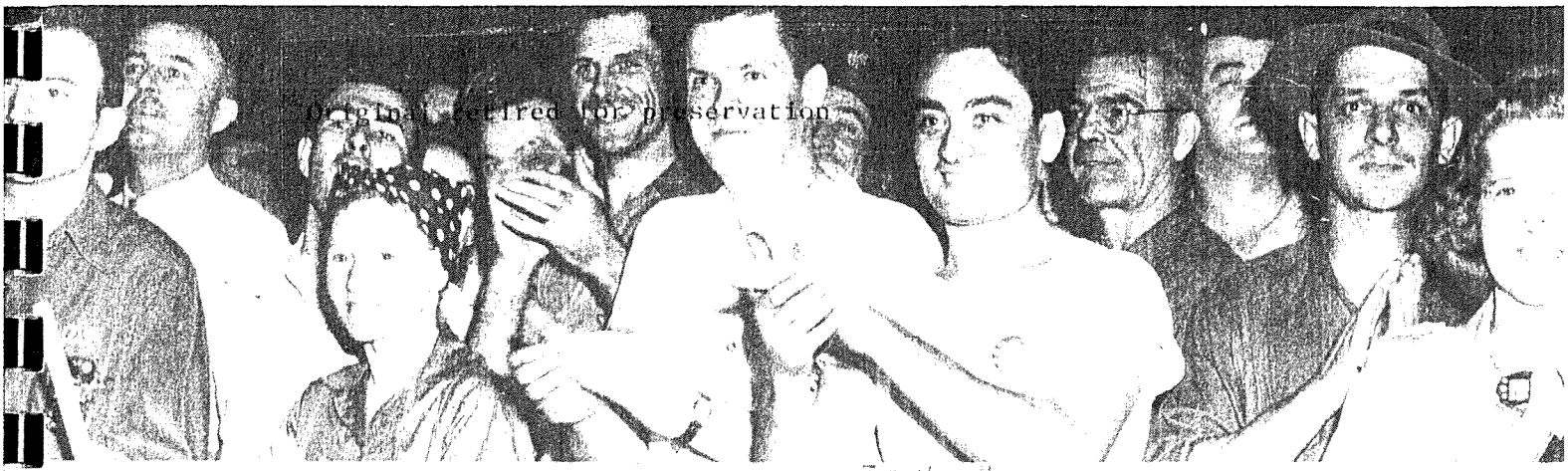
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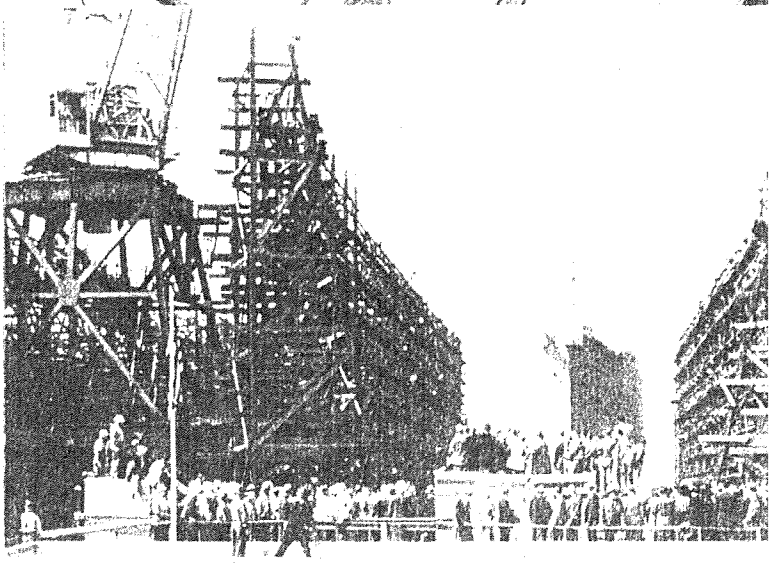

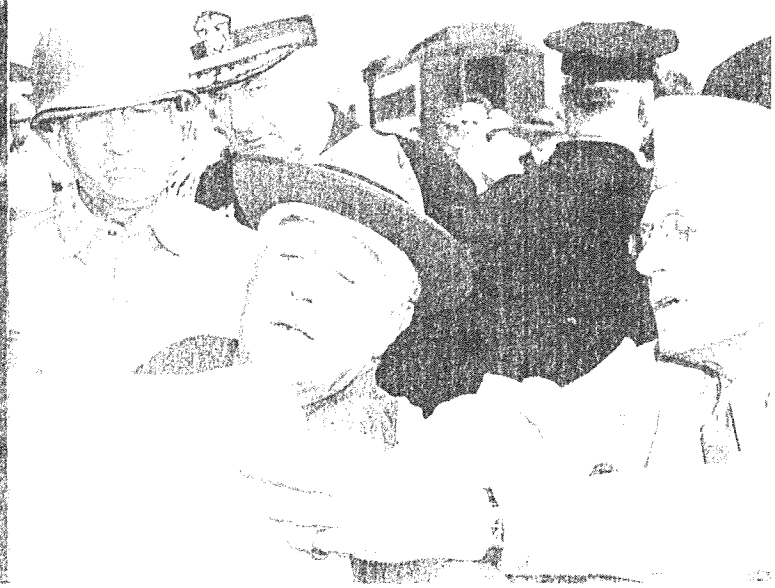

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THE WHITE HOUSE,
WASHINGTON

March 16, 1945.

M E M O R A N D U M

The President has authorized that you be given a personal copy of the following described logs of his official travels.

The President directs that for the present, and until the termination of the war, these logs be considered in a "RESTRICTED" status; that none of the material contained in the logs shall be used for republication in any form; or that the contents be discussed so that quotations may be used for publication.

WILSON BROWN,
Vice Admiral, U.S.N.,
Naval Aide to the President.

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"OUR NATION AT WAR"

—— o ——

LOG

OF

THE PRESIDENT'S INSPECTION TRIP

17 September — 1 October 1942

—— o ——

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THE PRESIDENT'S PARTY

The President

The Honorable Stephen T. Early
Rear Admiral Ross T. McIntire, (MC), USN
Captain John L. McCrea, USN
Miss Laura Delano
Miss Margaret Suckley
Major Henry Hooker
Miss Grace Tully
Mrs. Dorothy Brady
Mr. Dewey Long
Lieutenant George A. Fox, (HC), USN
Ensign Charles N. Berry, Jr., USNR
Chief Ship's Clerk F. J. Terry, USN

Mrs. Franklin D. Roosevelt
Washington, D. C., to Great Lakes Training Station
Miss Malvina Thompson
Washington, D. C., to Great Lakes Training Station;
Fort Worth to Washington, D. C.
The Honorable Donald M. Nelson
Washington, D. C., to Detroit
Mr. and Mrs. John Boettiger
Athol, Idaho, to San Diego
Lieutenant and Mrs. John Roosevelt; Mrs. James Roosevelt
Long Beach, California, to San Diego
Lieutenant General John L. DeWitt, USA
Oakland, California, to San Diego
Ensigns Harrison K. Dano and John R. Miller, USNR
Seattle, Washington, to New Orleans

Secret Service Agents

Mr. Douglas Cornell, AP Mr. Merriman Smith, UP
Mr. J. Wm. Theis, INS

Mr. D. J. Moorman, B & O RR

Army Signal Corps Detail

Colonel Wm. A. Beasley
Lieutenant Dewitt Greer Lieutenant Arnold W. Hawks

Navy Photographers

A. C. Black, CPhoM, USN Wm. Belknap, Jr., PhoM2c, USNR
J. W. Erickson, PhoM1c, USNR Alfred Fox, PhoM2c, USNR

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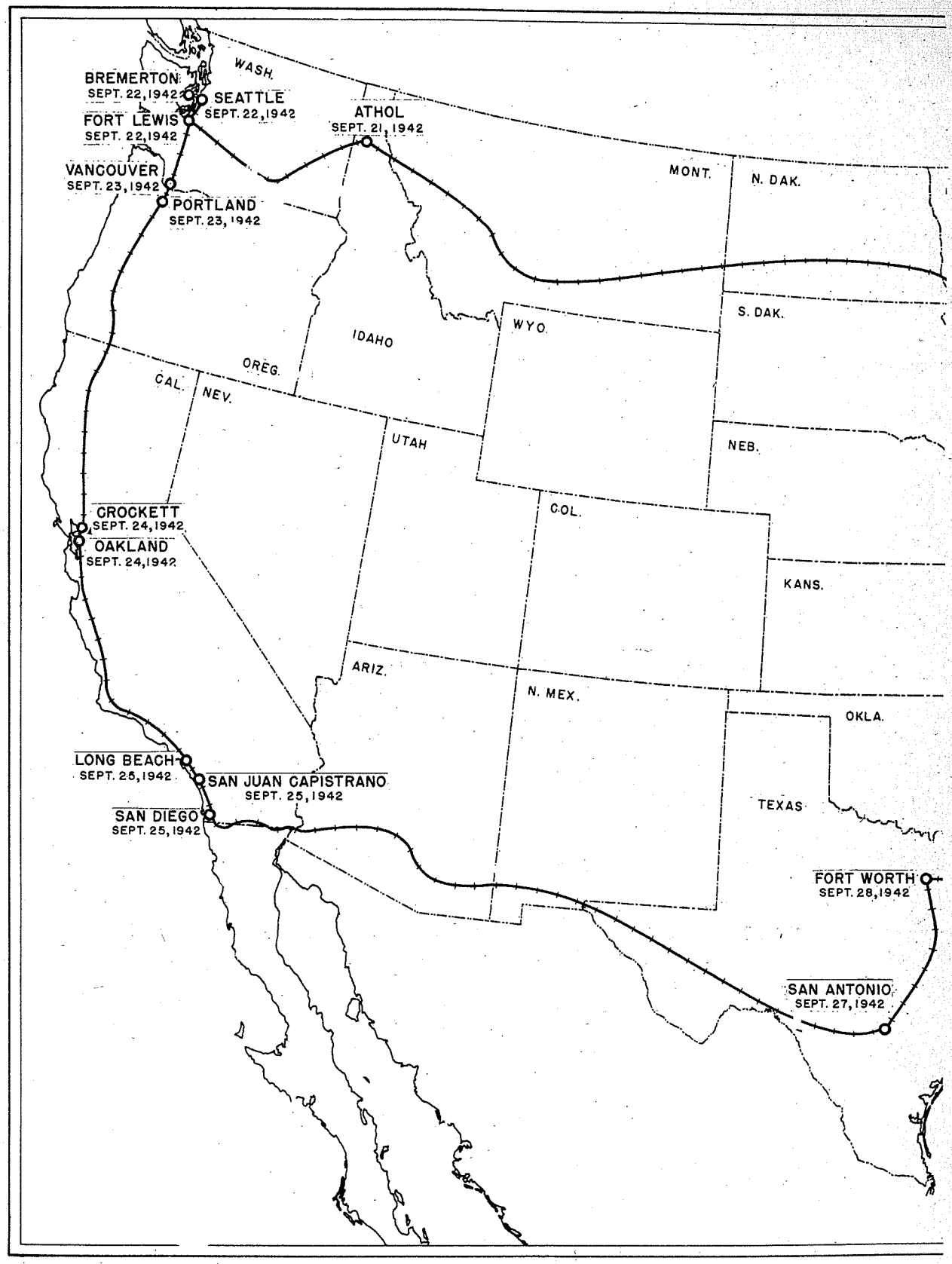

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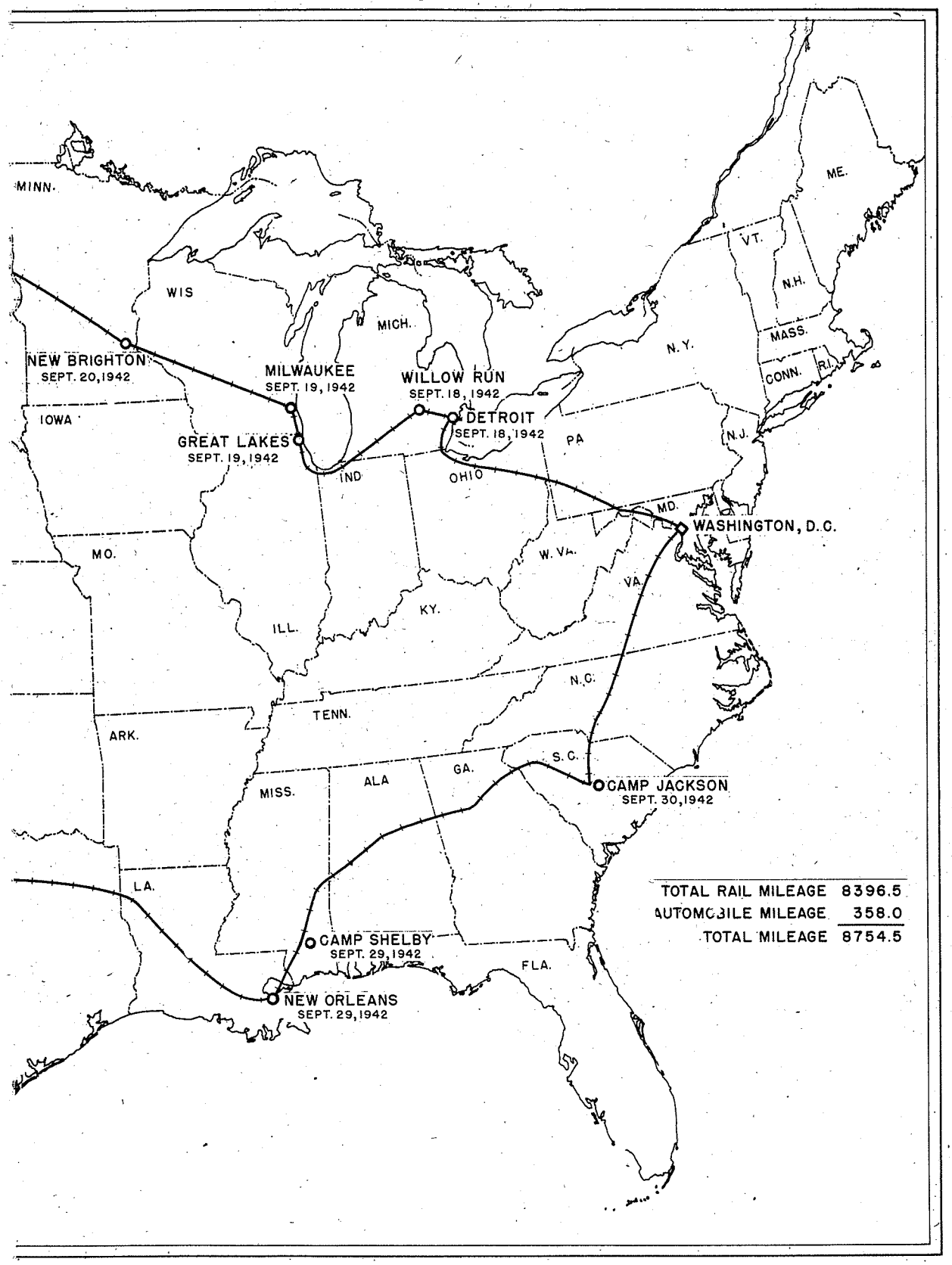

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I T I N E R A R Y

Arrived	Place	Departed
. . . . .	Washington, D. C.	17 September
18 September	Detroit, Michigan (Chrysler "Arsenal of Defense")	18 September
18 September	Willow Run, Michigan (Ford Motor Company)	18 September
19 September	Great Lakes, Illinois (U.S. Naval Training Station)	19 September
19 September	Milwaukee, Wisconsin (Allis-Chalmers Corporation)	19 September
19 September	New Brighton, Minnesota (Federal Cartridge Company)	20 September
20 September	En route Athol, Idaho	
21 September	Athol, Idaho (Farragut Naval Training Station)	21 September
22 September	Fort Lewis, Washington	22 September
22 September	Bremerton, Washington (Puget Sound Navy Yard)	22 September
22 September	Seattle, Washington (U.S. Army Port of Embarkation) (Boeing Aircraft Company)	22 September
23 September	Vancouver, Washington (Aluminum Company of America)	23 September
23 September	Portland, Oregon (Oregon Shipbuilding Corporation)	23 September

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I T I N E R A R Y

Arrived	Place	Departed
24 September	Mare Island Navy Yard	24 September
24 September	Oakland, California (Naval Supply Depot) (U.S. Army Port of Embarkation)	24 September
25 September	Long Beach, California (Douglas Aircraft Plant)	25 September
25 September	Camp Pendleton, California	25 September
25 September	San Diego, California (U.S. Naval Hospital) (U.S. Naval Training Station) (U.S. Marine Base) (Consolidated Aircraft Corporation)	25 September
26 September	En route San Antonio	
27 September	San Antonio, Texas (Kelly Field) (Duncan Field) (Fort Sam Houston) (Randolph Field)	27 September
28 September	Fort Worth, Texas (Bomber Assembly Plant, Consolidated Aircraft Corporation)	28 September
29 September	New Orleans, Louisiana (Higgins Industries)	29 September
29 September	Camp Shelby, Mississippi	29 September
30 September	Camp Jackson, South Carolina	30 September
1 October	Washington, D. C.	. . . . .

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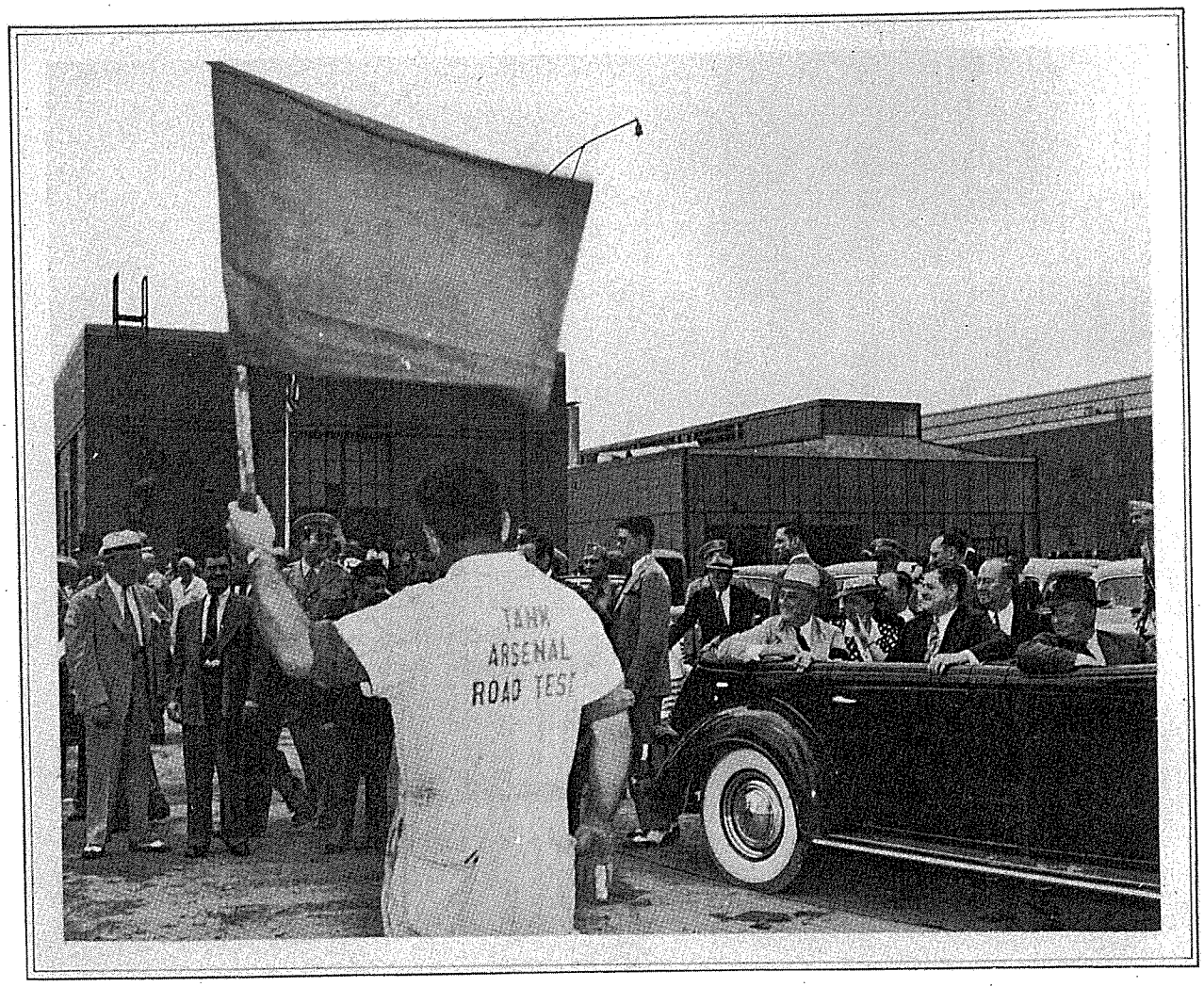

CHRYSLER, DETROIT -- THE PRESIDENT WATCHES A GENERAL LEE M-4 TANK RUN OVER THE TEST GROUND.

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Box: 7; Folder: Logs of the President's Trips; Inspection Trip, September 17-October 1, 1942

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Thursday 17 September

The President and his party departed Washington, D. C., shortly before midnight for an inspection trip which was to take him to the far west, the first stop being scheduled for 18 September at the Chrysler "Arsenal of Defense," Detroit, Michigan.

Friday 18 September

At 1:20 p.m. (EWT), just before arriving at the Chrysler "Arsenal of Defense," Detroit, Michigan, a number of General Lee M-4 tanks were observed making runs over the testing ground adjacent to the plant. The President's train was backed into the plant and the President was greeted with cheers, whistles and handclapping when he left his car at 1:30. The ten-car motor cavalcade got underway at 1:31. A movie man and a still man were in the leading Secret Service car, and another such team occupied a large truck which trailed. The leading photographers were assigned to cover "personality" shots, while the photographers at the rear were to get shots of general interest in the plant. Many of the workmen were permitted to suspend work in order that they might see the President as he passed through the plant.

In the second car of the procession were the following persons:

The President
Mrs. Roosevelt
Mr. K. T. Keller, President of the Chrysler Corporation
The Hon. Murray D. Van Waggoner, Governor of Michigan
The Hon. Donald M. Nelson, Chairman of the
War Production Board

The first stop was for the purpose of seeing a boring mill cutting out a lower tank turret ring.

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There were 85,000 panes of glass in the first building visited, in which 6,000 persons are employed. In 1940, the ground on which this tank arsenal plant now stands was a beet field. With the exception of the assembly line, there are three 8-hour shifts working every day. As yet, the production end hasn't quite reached the capacity of the assembly line, so the latter is not required to employ a 24-hour shift at this time.

The President's car entered the head of the assembly line at 1:50 p.m. Here were being assembled the M-4 (General Lee) tanks, (32 tons), six or seven per day being turned out on each of six assembly lines. At 2:00 p.m., the President paused at the end of the assembly line where a traveling crane loaded a tank on a flat car. The motor cars left the building at 2:02 and proceeded to the testing ground nearby where the President witnessed a number of M-4's making runs. A tank was directed to run through a series of muddy depressions in the near vicinity of the President's car and after several difficult maneuvers, the driver brought the tank to a sudden stop about 15 feet from the President's car. The driver received a sound round of applause for his skillful exhibition of tank driving.

The President left the proving ground at 2:15 and proceeded to his train nearby. At the trainside he spent several minutes in discussion with Major General L. H. Campbell, Chief of Ordnance, U.S. Army, who had come out from Washington in connection with the President's inspection of this plant. The President went aboard the train at 2:25 amid the thunderous cheers of the assembled plant workmen.

(Mr. Ray Wamsley, employed by the Chrysler Corporation, supplied much

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of the information set forth above.)

The Senior Army Inspector normally on duty at the plant is Major Robert J. Bedell, Army Inspector of Ordnance, Detroit Tank Arsenal.

Train underway from plant at 2:30, en route to "Willow Run."

Arrived Willow Run Plant of the Ford Motor Company at 3:40 p.m. The President left his train at 3:45 and entered his automobile along with the following people:

Rear Seat: The President
Mrs. Roosevelt
Mr. Henry Ford

Jump Seats: Mr. Edsel Ford
Mr. Donald M. Nelson, Chairman of the War Production Board
Mr. Chas. E. Sorenson, Vice President and General Manager of Ford Motor Company

The tour started at 3:46 and the President was greeted with a hearty round of applause from company employees when his car entered the first building.

In this plant, heavy bombers (B-24's) are in production. The Pratt and Whitney motors for the B-24's being assembled in this plant are made at the General Motors Corporation plant at Melrose Park, Illinois.

The national colors were on display at several points along the route and the President was greeted with spirited applause at frequent intervals.

At present there are 35,000 persons employed in this plant, 5,000 of whom are women. It is hoped that before long the percentage of women employees will be raised to at least 40% of the total required to operate the plant. The first bomber to be made wholly in this plant came off the assembly line about a week before the President's arrival.

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This plant is wholly illuminated by fluorescent lighting and sunlight.

Three 8-hour shifts are employed here, six days per week, with Sundays off for the greater percentage of employees. The first shift of the week comes on at 11:00 Sunday night.

The employees live in nearby towns since there is no residential section at "Willow Run" and no other commercial activities.

Most employees carry their lunches, but numbers patronize the lunch wagons which operate in the vicinity of the plant.

The apprentices in the Riveters' School are the lowest paid employees at "Willow Run." Their pay is 75¢ per hour.

Numerous midgets were observed to be working in this plant, the little fellows being employed for the most part in "bucking" rivets in wing sections and other parts of planes where persons of normal size are unable to work due to the limited space available.

The Willow Run Plant's objective is "to produce a bomber an hour," when the full production point is reached.

The President's car approached the head of the assembly line at 4:05. The larger part of the employees had been permitted to knock off work to seize this opportunity to see the President. There were two assembly lines at this plant.

The construction of "Willow Run" commenced a little over a year prior to the President's visit, the present site having previously been devoted to the growing of beans and corn.

The end of the assembly line was reached at 4:15, and at this point the President inspected at close hand a 4-motored B-24 bomber,

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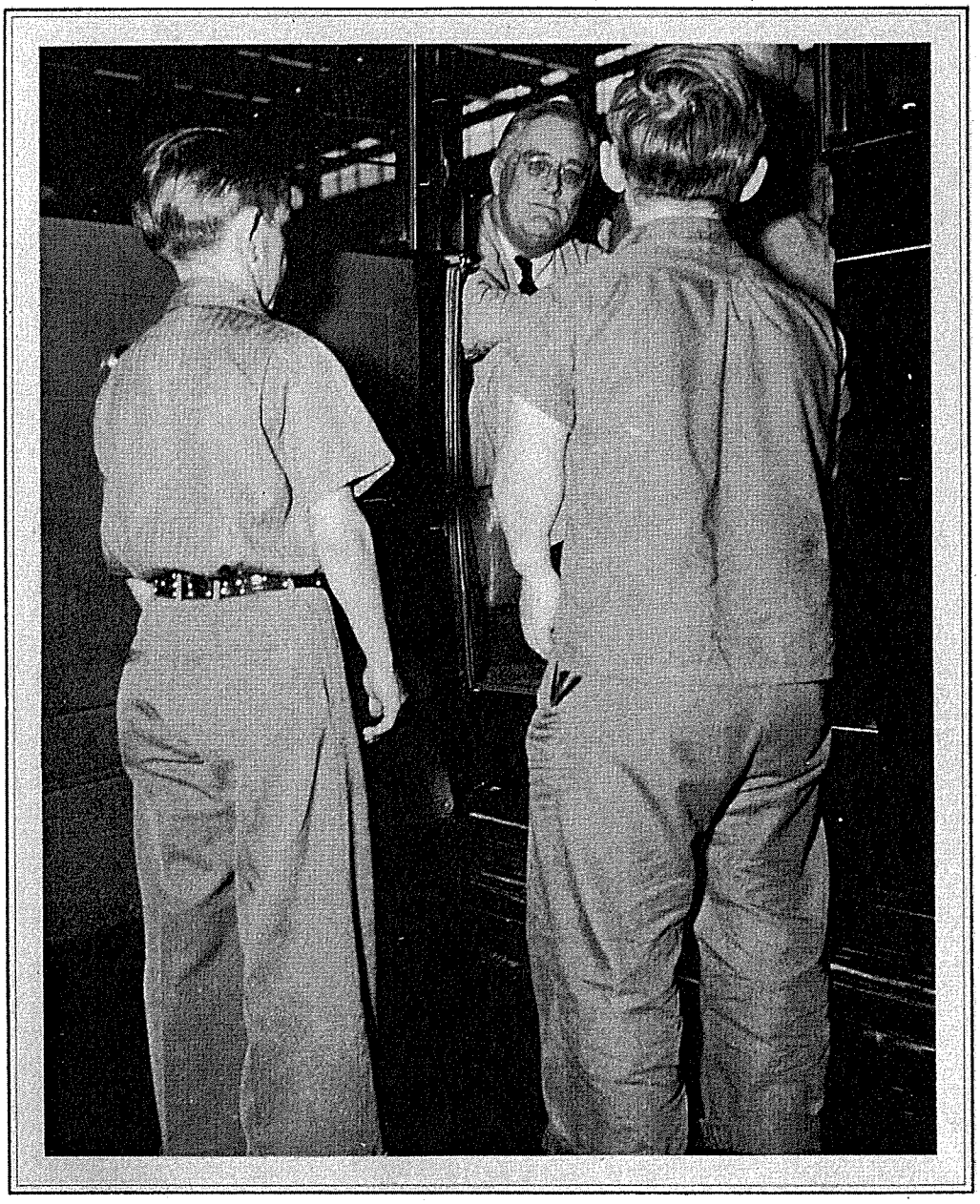

WILLOW RUN -- AN INTERESTING STUDY! THE PRESIDENT CHATS WITH MIDGET WAR WORKERS.

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leaving this area at 4:20.

The President's course now took him along the edge of a huge flying field bordering the plant. The longest runway on this field measures 6,000 feet.

At the edge of this field there were some 20-odd planes lined up for the President's inspection - light, medium and heavy bombers, fighters, pursuits, observation, scouting, amphibious, utility planes, etc. - the motors and other sections of these planes having been manufactured at various plants of the Ford Company. There were also on display a line of tanks, "jeeps," trucks, gun carriers, combat cars, etc.; these, too, manufactured by various plants of the Ford Company. The Willow Run Plant at present assembles only 1/3 of what it makes, the other 2/3 being sent to other establishments for assembly. A partial list of the Ford output on display follows:

Medium Tank
Medium Armored Car T-17
Light Armored Car T-22
Low Silhouette 1½-ton trucks
Universal Carrier (Ford built)
Amphibious Reconnaissance Car (Ford designed)
Ford Reconnaissance Car (65,808 built)
Pratt and Whitney Double Wasp Engine (2,000 H.P.)
75mm Gun Mount (1,862 built)
Ford Tank Engine (V-type, 8-cylinder - 129 built)
Anti-aircraft Director M-5
Anti-aircraft Director M-7

The President spent several minutes looking over the display described immediately above, reaching the end of the line at 4:30. The trainside was reached at 4:37 and many of those who had been touring the plant with the President left their cars and started to board the train, thinking that the President was about to do likewise. Suddenly, the

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President's car started off down the road and a mad scramble ensued to get back into the automobiles, get underway again and try to catch up with him. About a half mile down the President stopped to look over the Ford Engineers' School, where students are being taught bomber construction, engineering and craftsmanship.

The President paused only a moment at the Ford Engineers' School and then was underway again for a look at the Willow Run Camp Legion Chapel, a short distance from the school. The buildings which formerly housed Camp Legion are now utilized as barracks for the men of the Army Aircraft Mechanics' School at "Willow Run." After taking a "look-see" through the open doors of the church, from his car, the President was underway at 4:50 and arrived alongside his train a few moments later. The President went aboard at 4:55 and the train was again on its way, en route to the Naval Training Station at Great Lakes, Illinois, via Chicago.

Mr. M. L. Bricker is the Administrative Superintendent of the Willow Run Plant, and Mr. Roscoe Smith, the Plant Superintendent. (The person who furnished much of the above information, was Mr. O. E. Jacoby, an employee of the Ford Motor Company.)

Saturday 19 September

The President's train arrived on a siding at the Naval Training Station, Great Lakes, during the early morning hours and was parked there for the rest of the morning. (Terry and Berry can certify to this, as they were working until 3:00 this morning, decoding one of Hammond's and Mott's "brief" summaries.)

During the previous night we had entered the Central Time Zone

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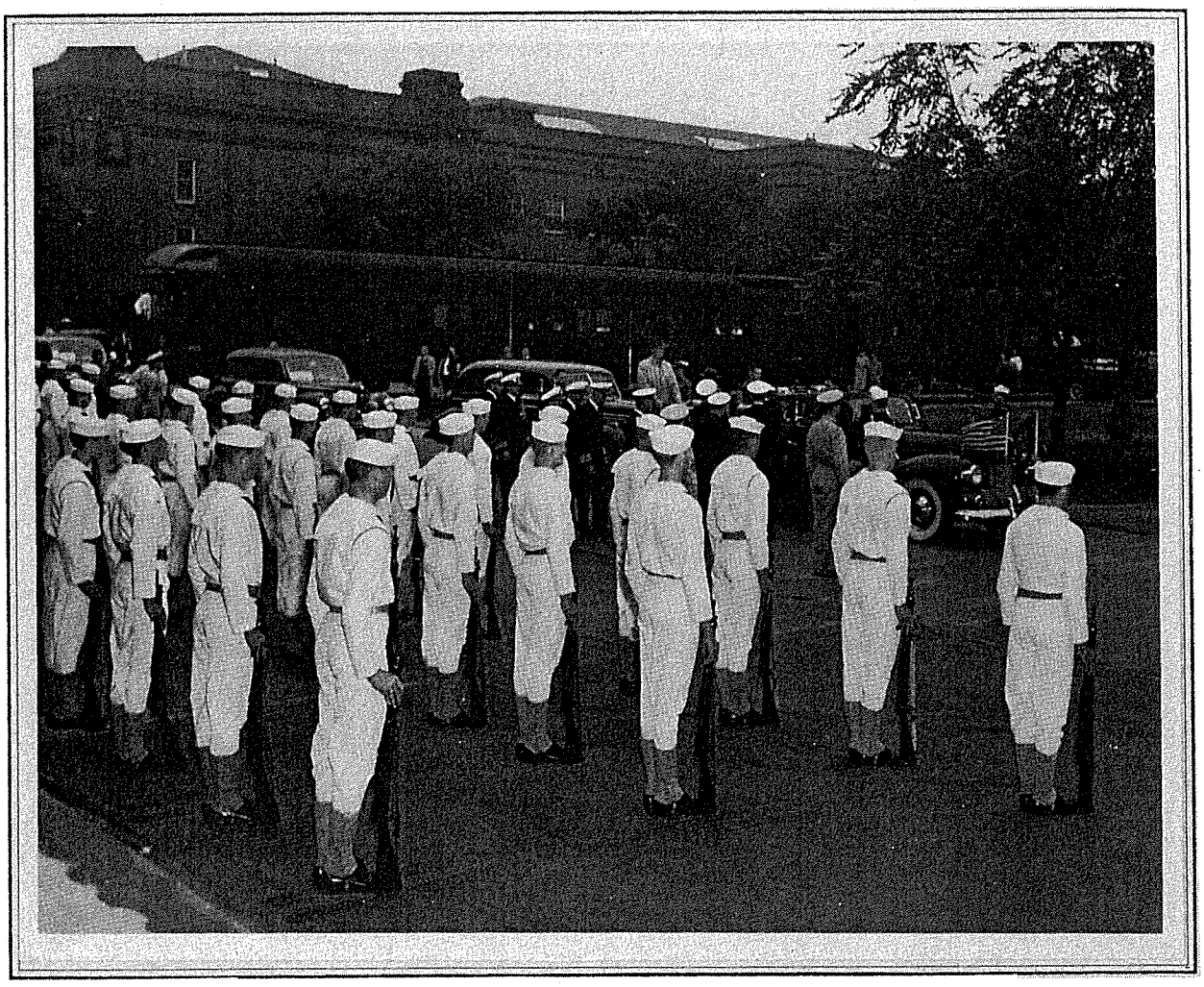

GREAT LAKES NAVAL TRAINING STATION -- REAR ADMIRAL DOWNS
PRESENTS HIS STAFF TO THE PRESIDENT.

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and all watches had been set back one hour.

This day it was not to be our good fortune to enjoy the warm, clear weather of the day before. When the President left the train at 9:35 a.m., a substantial drizzle was falling, the temperature was decidedly cool, and the sky was overcast. The following persons rode with the President in his car:

Mrs. Roosevelt
Rear Admiral John Downes, Commandant, Ninth Naval District and Naval Training Station, Great Lakes
Rear Admiral Ross T. McIntire, (MC), USN
Captain John McCrea, USN

The President's automobile moved a few yards away from the train and stopped to permit the President to receive his honors. A full guard of Marines and Seamen was paraded, the station band sounded ruffles and flourishes, and followed with the National Anthem. No salute was fired. All officers of the Commandant's staff of the rank of Captain were in attendance, plus the Commandant's personal aides.

About 63,000 men are now under training at this station, supervised by a staff of 550 officers. The latter number includes officers on duty at Ninth Naval District headquarters, as well as the Training Station proper. About 4,500 colored recruits are at present being given recruit training at this station. The personnel being trained are organized into 12 regiments of roughly 5,000 men each.

About 10,000 recruits are being received here each week for ordinary recruit training and later instruction in trade schools. The former eight weeks' course has recently been shortened to five weeks. The "top" 40 or 50 percent are then selected for Service Schools, such as Radioman, Aviation Machinist's Mate, etc. About ten specialties are

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taught here. There are about 10,000 men in nearby Chicago in the Aviation Metalsmith and Aviation Machinist's Mate School. Additional schools at this station include those giving instruction for the ratings of Gunner's Mate, Torpedoman, Hospital Corpsman, etc.

This training station was authorized in 1904. A typical camp consists of a drill hall, mess hall, administration building and barracks structures. In all, there are six camps, two regiments to a camp. For every two camps there is a central heating plant. A standard barracks building holds a company of 120 men on each deck. After the routine three weeks' detention, after arriving at the station, recruits are given "liberty" and the greater number of them go to Chicago, approximately 38 miles away.

The Executive Officer of the Station is Captain T. DeWitt Carr, USN.

The President's car proceeded on its selected route through the Station and in a short time came near the boathouse, which is situated on an inlet from Lake Michigan. Here about 12 whaleboats and 20 small sailboats are maintained for the purpose of giving instruction in small boat handling to the recruits - all a part of their training. The President paused at 9:50 to view the U.S.S. WOLVERINE, at anchor nearby in Lake Michigan. This was formerly the SEEANDBEE, a very large, side-paddle-wheel, lake steamer which was recently taken over by the Navy and converted to an aircraft carrier training ship. She now has the conventional flying deck of a typical aircraft carrier, but without a hangar deck or elevators. She is an ideal ship for training Naval aviators in the technique of taking off and landing on a carrier's deck. The

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WOLVERINE has been in service in her new role, for about three weeks. A former yacht of Henry Ford's, now the U.S.S. TRUANT, was tied to the pier near the boathouse.

The area of "Great Lakes" now embraces 1,560 acres, as compared to 167 acres in 1917. Last January there were only 2,500 recruits in training here, and the Station's staff consisted of only 50 to 60 officers.

At 9:55 the President's car approached the section of the Station containing the hospital, service and training buildings. The hospital staff of officers, nurses, corpsmen and hospital apprentices, were formed outside the buildings for review by the President.

Camp Barry, the "detention" camp, was entered about 10:00. The President paused to view a body of recruits undergoing various forms of physical drill, including "Horse and Rider" ("Skylarking") exercise.

The Naval Training Station is served by the Chicago, North Shore and Milwaukee RR and also the Chicago and Northwestern RR.

There has been no general sickness since the expansion started here. The recruits still scrub their own clothes and equipment and are still sleeping in hammocks.

A company of recruits marched by singing lustily. Lieutenant White explained that John Carter, former singer with the Metropolitan Opera Company, is now a Chief Petty Officer in command of a company, and these were his men. The men were giving out with "Here Comes the Navy" to the tune of "Beer Barrel Polka."

Camp Moffett was entered at 10:10, and left behind at 10:15.

There is free bus service within the Station, and every recruit

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gets to see about one movie a week and attend one "happy hour," the latter being more or less of an amateur show put on by "home talent" among the recruits themselves. Lieutenant Commander "Eddie" Peabody, USNR, a former naval enlisted man, is the active head of activities of this nature.

Entered Camp Robert Smalls at 10:17. This is a camp for colored Navy recruits and is named after a colored man who stole a ship in the Civil War and delivered it to the Union Army. He later commanded this ship and still later became a United States Congressman. A number of recruits were marching in various formations on a nearby "grinder" and were singing "We Are Men of the U.S.A.," a very stirring marching song which was recently composed by one of the colored recruits at Camp Robert Smalls. The colored recruit companies all have white CPO's in command. The camp itself is commanded by Lieutenant Commander Armstrong, the son of General Armstrong who commanded colored troops in the Civil War and later founded Hampton Institute. A "Commando" course had been constructed at this camp, and the President stopped to watch a number of the men going through the "obstacle" course, the realism of battle being attempted through "battle noises" broadcast over loud speakers rigged in the trees. Farther on, a group of colored recruits were observed to be conducting loading drill, using the usual loading machine, and "dummy" shells and powder charges.

The President made a brief stop at 10:25 for the purpose of putting up the top on his car, the rain by now being rather heavy. At 10:30 the President was almost three miles from Lake Michigan and still on the Station. This will give some idea of the immensity of the area

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ALLIS-CHALMERS, MILWAUKEE -- HEAVY INDUSTRY INTERESTS THE PRESIDENT.

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covered by this Station. He was then in "Green Bay Camp," not yet completed. It is near Green Bay Avenue, but as soon as construction is completed, will be renamed in accordance with the general scheme.

The President passed through the main gate of the Station at 11:40 on his way back to the train. Between six and seven thousand persons can be seated at the athletic field near which the President's train had been parked.

The President arrived at trainside at 11:45, was accorded full honors (without gun salute) upon his arrival. We were underway shortly after the President came aboard at 11:50, Mrs. Roosevelt and Miss Thompson leaving the train at this point to rejoin the party at Fort Worth, Texas, on 28 September.

The President's train arrived at the siding in the Allis-Chalmers plant in Milwaukee, Wisconsin, at about 1:30 p.m., and the President left the train at 1:50, being joined by the following persons after entering his automobile:

The Hon. Julius P. Heil, Governor of Wisconsin
Lieutenant General Brehon B. Somervell, Chief of the Army Services of Supply
Mr. Walter Geist, President of the Allis-Chalmers Corporation
Mr. Max Babb, Chairman of the Board
Mr. J. M. White, General Works Manager

Due to the layout of this plant, it was not possible for the usual cavalcade of cars to be formed for the tour. Only the President's auto and a Secret Service car entered the plant, the rest of the party touring the main building on foot until an area was reached where cars could proceed in procession, when additional cars were provided for the remainder of the inspection.

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The President's first stop was in the Steam Turbine Division. Later on, other sections of the plant were inspected and in one department the President paused to view a very large boring mill in operation This piece of machinery carried a printed sign as follows:

> "40' x 16' boring mill. Largest integral machine tool in the Western World. Weight, one million pounds. Motor horsepower, 270. Push-button control throughout. Capacity of Mill - 200 tons. Diameter of Mill, 33'6"."
>
> Note: It is believed that the world's largest boring mill is located in Germany - FJT.

A list of the various items of machinery now in production at Allis-Chalmers follows:

> Steam Turbines for Ships
> Dam Machinery
> Stone Crushers
> Switch Gears - Electrical Equipment
> Submarine Motors
> All generators and equipment of that type
> Tractors - all of the NW section is given over to these
> Centrifugal Pumps
> Graders of different kinds
>
> Note: This plant is now making 16" gun slides.
>
> Note: This was the first place we had hit where, to the employees at least, the President's visit was a cold, complete surprise. Most employees contacted didn't even know that anyone out of the ordinary run of visitors was expected at the plant.

The President returned to his train at 2:30, boarded it a minute or two later and shortly thereafter was en route to conduct an inspection of the Federal Cartridge Company, near St. Paul, scheduled for late this evening. Lieutenant General Somervell accompanied the President to the latter's next point of inspection.

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Shortly after 11:00 p.m., the President's train came to a stop at a siding adjacent to the Twin Cities Ordnance Plant of the Federal Cartridge Company, at New Brighton, Minnesota.

The President left his train at 11:15 and entered an automobile with the Hon. Harold E. Stassen, Governor of Minnesota, and Mr. Charles L. Horne, President of the Federal Cartridge Company. The Twin Cities plant turns out .30 and .50 caliber small arms ammunition, tracers, incendiary and armor piercing. Ground was first broken for the construction of this plant in August 1941. The plant is wholly devoted to the filling of War Department contracts, and has been on double production since the Japs attacked Pearl Harbor. This particular unit of the Federal Cartridge Company employs between 12 and 13 thousand persons, about half of whom are women.

The President entered the plant's main building at 11:20. Here, on one side, hundreds of stamping, pressing and sizing machines were turning out .30 and .50 caliber cartridge cases; the other side of the building is devoted to turning out the projectiles. A special charging wing nearby, where cases, projectiles, primers and powder are assembled into "live" ammunition bore a sign carrying this striking admonition:

"No matches,
No lighters,
No admittance!!!"

This plant operates 24 hours a day, seven days a week, hours of labor for the three shifts being from 7 to 3, 3 to 11, and 11 to 7. However, the 11:00 p.m. shift came on an hour early tonight, presumably so that "fresh" workmen would be on hand for the President's inspection

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tour. Most of them didn't know why they were called to work an hour earlier than usual, but some of them had a "damn good idea."

During the course of the inspection the President was given a trophy of his visit, consisting of one .50 and two .30 caliber cartridges mounted on a base. The presentation was made by Miss Peggy Johlfs, on behalf of the employees.

A number of most striking slogans were seen throughout the buildings. A few of these follow:

"Keep Sharp - We Have an Axis to Grind."
"Speed the Wheels to Beat the Heels."
"Keep Him Shooting and Remember -
OPEN YAP TELL JAP."
"Let's Give Him - Enough and on Time."
"Waste Will Postpone the Day of Victory."
"Suppose it Won't do its Job (soldier about to load a gun) -
It Will, That's Our Job."
"One Mistake is One Too Many."
"Let's All Jump on the Bondwagon."
"Always Be Careful - the ABC of Every Ordnance Worker."
"Fifty Caliber Zippers for Slant-eyed Gyppers."
"They Need it - Let's Speed it."
"Today, Not Tomorrow."
"Be Calm and Alert and You Won't Get Hurt."
"Keep Up the Good Work."

The output of this plant is six carloads of small arms ammunition each day.

The President returned to his train at 12:03 a.m. and prepared to go aboard. Turning to General Somervell, who had accompanied us from Milwaukee for the purpose of being with the President during this inspection, the President said, "Brehon, that was grand!" The President also said that his inspection of this plant had been "terribly interesting."

The train was underway a few minutes later, en route to the far west, the next inspection stop being scheduled for Farragut Naval

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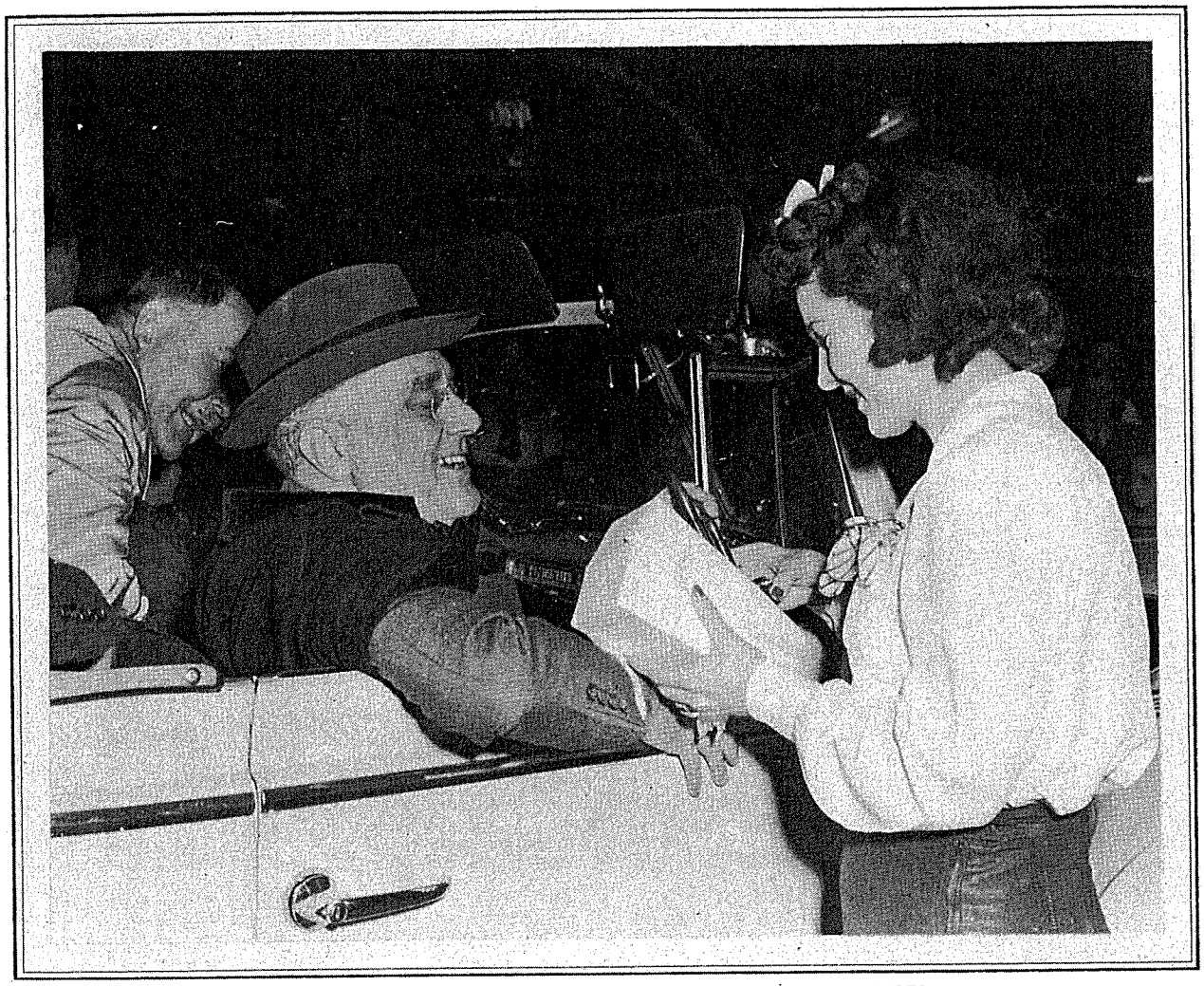

FEDERAL CARTRIDGE CORP., MILWAUKEE -- PRETTY PEGGY JOHLFS
PRESENTS THE PRESIDENT WITH A CLIP OF CARTRIDGES.

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Training Station, on Lake Pend Oreille, Idaho.

Sunday 20 September

(Passing through North Dakota and Montana, en route to Athol, Idaho.) (No inspections)

Monday 21 September

This morning, just after arriving at Paradise, Montana, the President received the following persons in his private car and thanked them "for the smooth ride over the mountains."

Mr. C. O. Ostergren (Engineer)
Mr. O. D. Bradford (Fireman)
Mr. N. V. Hendy (Road Foreman of Engineers)

Arrived at Athol, Idaho, at 2:10 p.m. - a typical "boom town" occasioned by the huge naval construction going on at nearby Camp Farragut. The main dwelling places consist of hastily constructed wooden buildings, plus the usual tents and trailers, etc. The train was backed to Camp Farragut, about six miles from the town of Athol.

Mr. and Mrs. John Boettiger, together with "Sistie" and "Buzzie" Dahl joined the President's party at Athol, having come from Seattle for the meeting.

Upon our arrival at Camp Farragut, the President left the train for an inspection of the Training Station then under construction. In his auto rode the Hon. Chase A. Clark, Governor of Idaho, Rear Admiral Ross T. McIntire, (MC), USN, and Captain I. C. Sowell, USN, Commandant of Camp Farragut. Captain McCrea was ill this day, and did not accompany the President. The President commenced his tour of inspection at 2:50 p.m.

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At Camp Farragut, at the time of the President's inspection, there were 96 officers, 321 recruits and 596 station personnel of the U.S. Navy. The nearest city is Spokane, Washington, about 70 miles distant by motor road. There are two Naval dispensaries in each "Circle." The entire Personnel of the Station is in "Circle 3" just now. Construction started two weeks ago in "Area 5." A rather striking sign was noticed on one of the contractor's buildings at the start of the tour. It read, "Unlucky is the Swine Who Stops Our Advance."

The ground on which the Station is being constructed was, of course, cleared of trees and underbrush at the time work was commenced. However, the areas immediately nearby are rather heavily wooded with second growth fir and spruce. While most of the construction workers live in tents and trailers at Athol, a large number of them are living at Bayview, Idaho, a small town nearby. Many of the "top" men of the construction force live at Coeur d'Alene, Idaho, and Sandpoint, Idaho, and commute to Camp Farragut each day.

Most of the station personnel go on liberty at nearby Spokane, there being bus service "on the hour, every hour," seven days a week. Busses run from Camp Farragut to Coeur d'Alene, thence to Spokane.

Area "B" is completed but not yet occupied. Area "C" is being occupied.

A regulation recreation hall is 550' long and 132' wide, having a regulation AAU swimming pool, basketball courts, ping-pong tables, motion picture projector, etc. Buildings for housing the men are of insulated plywood construction. The unit now occupied by the personnel of the Station is named Camp Bennion.

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CAMP FARRAGUT -- THE PRESIDENT VIEWS SCENERY SURROUNDING
THE SITE OF THE NAVAL TRAINING STATION.

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Captain W. P. Mull, (MC), USN, is the Senior Medical Officer on the Station and Captain Walter Rehrauer, (DC), USN, is the Senior Dental Officer. As an evidence of the policy of making every effort to keep fires at a minimum, the following sign was in evidence at many points throughout the camp: "Smoker: Be Sure it's Out - Dead Out."

As the President passed Camp Bennion, all heads of departments of the Station were standing in formation in front of the Administration Building.

Construction has just started on the station hospital.

Lieutenant (jg) Dobbin, (MC), USN, stated that after working hours it was the habit of a number of the officers to stroll in the woods nearby and they seldom failed to spot five or six deer of an evening, and at times a bear or two. A considerable area surrounding the camp has been declared a game reservation.

This Station is located at the north end of Lake Pend Oreille, which is 35 miles long and has a shore line of 557 miles. At a spot just off the training station, Lieutenant Dobbin stated they had recently made a sounding and found the water there to be 2,200 feet deep. At first he inadvertently said "22,000 feet deep," but even Grace Tully questioned that, and he reverted to the figure first named. Lieutenant Dobbin mentioned that they had been able to swim in the lake up until the first of September, but that it was now too cold for this, the water being about 56 degrees.

The recreation center in each area has, in addition to those items mentioned before, bowling alleys, tennis courts and pool tables.

The comparatively small numbers of recruits that have been

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received so far have been arriving by rail.

Except for the senior officers, who will be furnished with the usual government quarters in which to house their dependents, the Station's officer personnel will be single and will be housed in BOQ.

Lieutenant Dobbin mentioned an interesting sidelight. He is acquainted with a man employed as a carpenter on the Station (a contractor's man) and it seems that this fellow is now being paid approximately $25.00 per day for the usual services expected of a carpenter. Lieutenant Dobbin stated that this was not an unusual case and that the generality of his statement was borne out by his knowledge that the average workman on the Station "pays $90.00 a month rent in nearby Sandpoint, Idaho, and drives back and forth to work every day."

There is to be an individual heating unit (wood burner) in each building with the exception of the hospital, which is to have a central heating unit.

Drinking water is supplied from numerous springs and deep wells, but sprinkling water (for the roads that are dusty just now) is from the lake. The President arrived at trainside at 4:00. Underway for Seattle at 4:30.

Tuesday 22 September

The President's train pulled into Fort Lewis, Washington, this morning and came to a stop in the "Cantonment" area, where the President left the train at 9:32 a.m., a full guard of honor being drawn up and usual honors rendered, less gun salute. In the President's car were the

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Hon. Arthur B. Langlie, Governor of Washington, Major General James I. Muir, the Commanding General at Fort Lewis (44th Division), and Rear Admiral Ross T. McIntire.

The President started his inspection at 9:38.

Private first class Paul Komoroske, of the 44th Division Headquarters Company, Fort Lewis, said that most of the personnel at the Fort knew "there was some big doings but not what it would be."

Most of the troops at Fort Lewis, when off duty, go to nearby Seattle and Tacoma for recreation. There is a bus service furnished by busses which have been chartered by the Army, the round trip fare to Tacoma being 35¢. A number of the soldiers, evidently for the purpose of making "extra money," drive these busses between Fort Lewis and Tacoma "on their spare time."

After leaving the "Cantonment" area and entering the main area of Fort Lewis, the President's route took him to a huge parade ground where the 33rd Division had been formed for the purpose of passing in review before the President. This division is composed, at present, of 46,800 men.

The National Anthem was played at 10:05 and the Division started passing in review at 10:06.

The entire division did not pass in review before the President, for this would have taken hours. However, the units which did pass before the President are given below:

Time of Passing	
10:09	First car
10:10	Band, with a good sized dog, evidently the band mascot, at the leader's heels

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Box 7; Folder: Log of the President's Trip; Inspection Trip, September 27-October 1, 1940

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Time of Passing	
10:11	First body of troops
10:12	Company of Alpine troopers, their light artillery carried by Army mules
10:13	Company of colored troops
10:14	Combat cars, "jeeps" and motorcycles
10:16	Heavy trucks
10:17	Motorized artillery
10:19	Engineering units, with truck borne pontoons, boats, bull dozers, bull moose, etc.
10:22	Light tanks

Only about a third of the division having passed in review, the President left the parade ground at 10:24, en route to the main gate of Fort Lewis to take his departure for Bremerton, Washington, by way of Gig Harbor and Port Orchard. The President rode about six miles through the grounds.

At 10:29 the President bade Governor Langlie and Major General Muir goodbye and Captain McCrea shifted to the President's car for the drive to Bremerton and inspection of the Navy Yard there.

From Fort Lewis to Gig Harbor was a ride of 18 miles. At Gig Harbor it was necessary to ferry across to Point Fosdick, but the ferry trip was a very short one, about ten minutes from slip to slip. Upon embarking in the ferry, the President was greeted by Vice Admiral Charles S. Freeman, USN, Commander Northwestern Sea Frontier and also Commandant, Thirteenth Naval District, and Lieutenant Jones, the Admiral's Aide.

In the President's car after leaving the ferry at the Point Fosdick side were the President, Vice Admiral Freeman, and Rear Admiral McIntire. We were off the ferry at 11:17 and were approaching Bremerton at noon, the distance from Fort Lewis to the Navy Yard being approximately 47 miles.

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Approaching Bremerton it was impossible not to notice a very large number of barrage balloons in the air over the Navy Yard area. Fifty-one balloons were counted in what appeared to be an outer and an inner circle, the balloons acting as a serious obstacle to dive bombing attack, forcing enemy planes to stay high.

A considerable number of people lined the streets approaching the Navy Yard and applauded the President as he passed. The Charleston Gate of the Navy Yard was entered at 12:10 and here were drawn up the Marine Guard, the Navy Yard Band, all officers of the Station, and many hundreds of enlisted men. The National Anthem was played at 12:13, and when this was over, Rear Admiral S. A. Taffinder, USN, Commandant of the Navy Yard, joined the President in his car and the inspection commenced. It now being the noon lunch period, many thousands of Navy Yard workmen were assembled along the prescribed route, hoping to see the President as he passed.

The President stopped at the head of Drydock No. 4 for about five minutes to view the battleship U.S.S. TENNESSEE, which was in dock undergoing extensive overhaul and modernization of secondary armament. The President's car took him through one end of the Machine Shop, but quickly cut out again and then alongside the NEVADA, where the Navy Yard workmen on the topside of that vessel gave the President a lusty cheer as he passed. A huge painted sign displayed on the NEVADA read: "On to Tokyo - Make Your Job Move Fast. Let's Make a Second Front."

In this Navy Yard the preparations for minimizing the possible effects of a bombing attack were evident everywhere, as well as extensive means for repelling such an attack. Heavy concrete walls have been

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built around the lower sections of all important buildings as protection against bomb fragments. Many well constructed air-raid shelters were in evidence, and on the higher ground near the hospital and the officers' quarters were over a thousand smoke generators, similar to the smudge pots used in fruit orchards, for producing a dense, black, protective smoke screen in the event of imminent air attack.

The President stopped at the Naval Hospital where he greeted a number of wounded men, many having received their wounds recently in Alaska.

The President's car slowed slightly in order to allow the President to look more closely at four destroyers under construction in Drydock No. 3. When passing the Navy Yard Fire Department, it was noted that this activity possessed four pieces of very modern equipment. It was also noted that two former merchant vessels were undergoing conversion to aircraft carriers (XCV's).

At 12:45 the President's car took him into the very midst of a huge throng of Navy Yard workmen, other civilian employees, and Service personnel of all ranks and ratings, and the President gave a short talk over the public address system, as follows:

> "I can only say a word or two to you. The first is that I am not really here, because I am taking this trip under Navy orders and that means that my cruise is not published in the papers, so just remember that, for about ten days, you haven't seen me.
>
> "I have been looking things over, coming across the country, and all I can tell you is that I am more and more convinced that the people of the whole nation are in this war to win it and win it just as fast as we can. I am very proud of what I have seen. I am proud of the officers and the men, and

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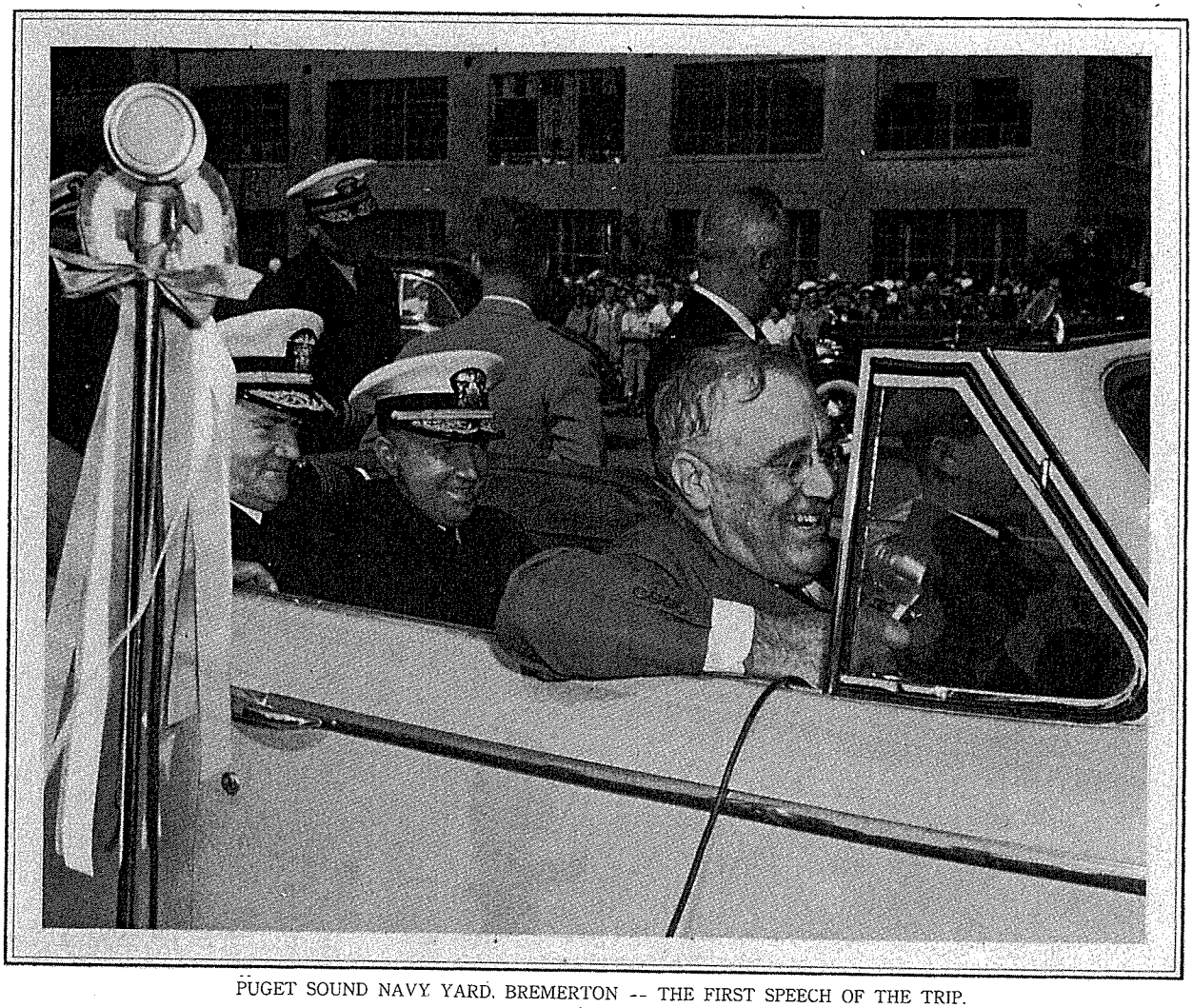

PUGET SOUND NAVY YARD, BREMERTON -- THE FIRST SPEECH OF THE TRIP.

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workmen here in this old Navy Yard which I used to know in the old days. The golf course that I played on during the World War is now covered with machine shops and other buildings. I am glad to see Bremerton again and I am very happy in knowing all that you are doing. I have seen wounded ships and wounded men and we are putting them back and making them new.

"I am on my way almost immediately, going to take in other places and other yards and other camps, and when I get back to Washington, maybe if they let me talk, I will say something about what I have seen and how fine the effort of all of you is throughout the nation. Thanks."

After the President had finished his talk, he left immediately for the Commandant's quarters to partake, together with the members of his party and the higher ranking officers of the Navy Yard, of a buffet luncheon.

Ensign Berry called the Naval Aide during the course of the luncheon and reported that a number of long messages had been received which would require many hours to decode. At the request of Captain McCrea, Lieutenant H. B. Jones, Vice Admiral Freeman's Aide, called Staff Headquarters in Seattle and arranged for Ensign John Miller, USNR, to be despatched to King Street Station (Pullman yards) to assist Ensign Berry. (It later developed that when we left Seattle, Ensign Miller was to go with us on temporary duty, together with Ensign Dano, USNR, the traffic to be decoded having reached large proportions.)

The President departed the Commandant's quarters in Bremerton at 2:15, and after receiving honors in leaving through the Navy Yard Gate, the President passed through lines of cheering people to the ferry landing where he embarked on the ferry ENETAI at 2:25 for passage to Seattle. The ferry was underway for Seattle a few minutes after the

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President's party went aboard and passed through the nets guarding the channel to Bremerton at 2:55. An Eagle boat escorted the ENETAI from Bremerton to Seattle. The Sandpoint Marine Barracks (Naval Air Station) furnished the detail for the ENETAI and also in the Seattle Area. The Marines, the day before, were about to go on a 32-hour "liberty" when this was suddenly canceled and they were told to stand by for some "special duty." The sergeant in charge of the ferry detail stated that most of the Marines in that area on guard duty were "Graybeards," and that many of them are not standing up under the heavy drilling. It seems that if they prove to be unable to keep up with the physical end of active duty, a discharge is usually forthcoming upon request.

The President arrived at Pier 3, Seattle, at 3:30 p.m., after a trip of just an hour from Bremerton, and his car entered the limits of the Seattle Port of Embarkation at 3:35. Here, on the docks awaiting shipment, were tons and tons of stores and equipment of every description. Four cargo carriers were loading at the time of the President's inspection. Departed Seattle Port of Embarkation at 3:50, en route to the Seattle plant of the Boeing Aircraft Company.

After a ten-minute ride, the Boeing plant was reached at 4:00. The day shift was just coming off work as the President commenced his inspection. This company, which produces the famous "Flying Fortresses," now has 40,000 employees, 40 to 50 per cent of whom are women. The President's car led the procession down long lines of men and women workers who were engaged in processes of every description. Here it was easy to grasp a clear idea of the many thousands of parts and steps which go into the production of a modern bomber. The President left the Boeing

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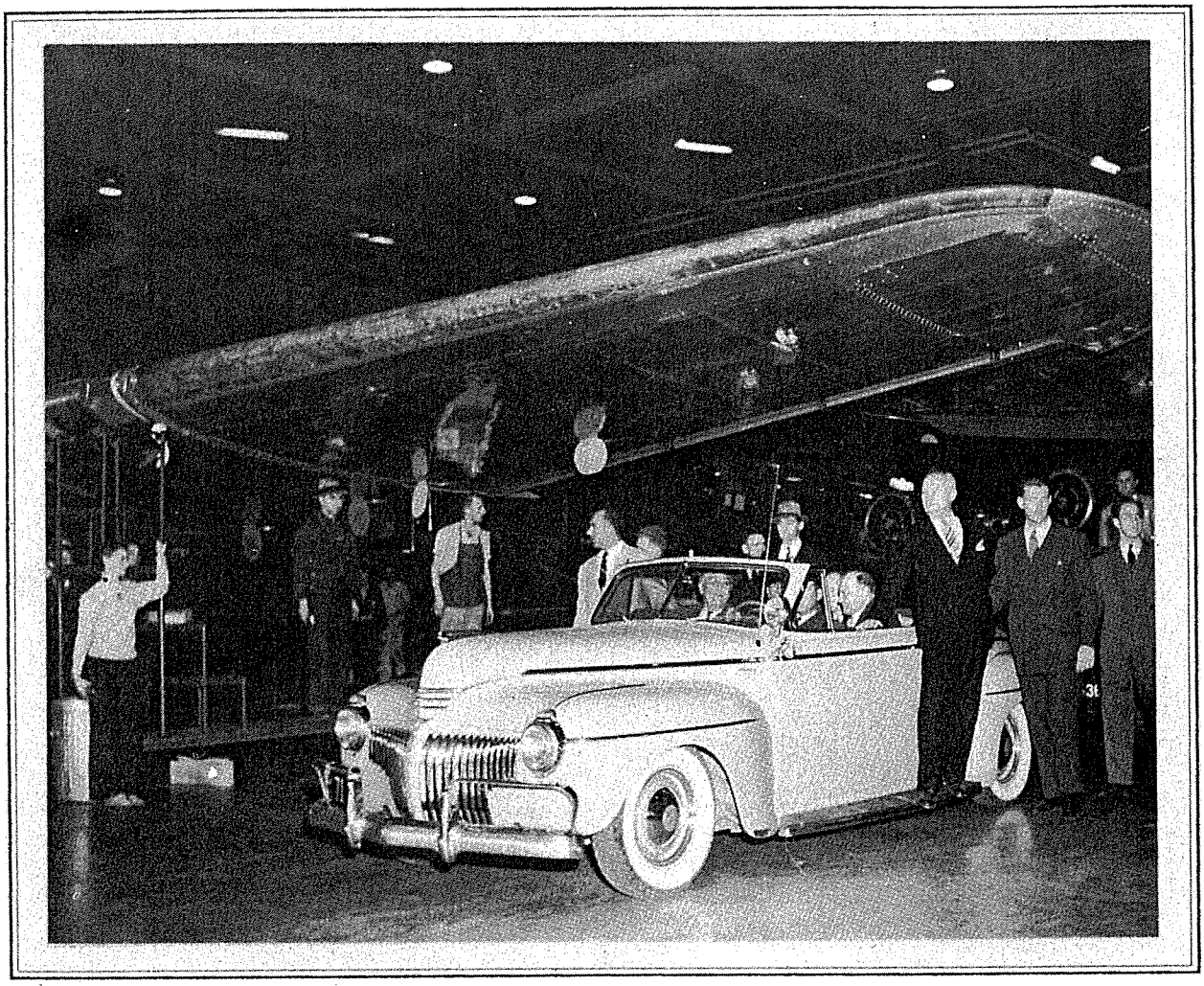

BOEING AIRCRAFT CORP., SEATTLE -- BENEATH THE WING
OF A GIGANTIC FOUR-MOTORED ARMY BOMBER.

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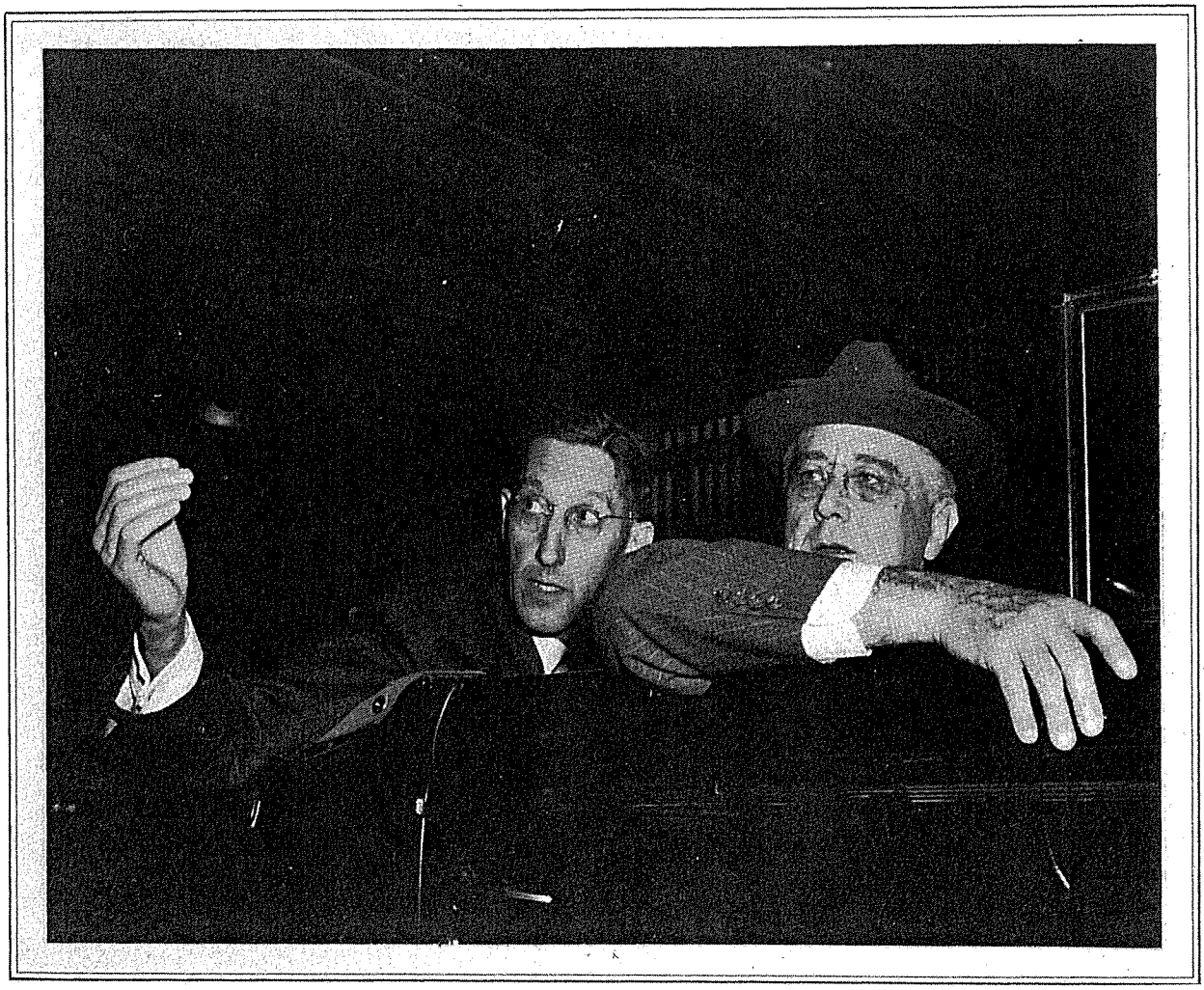

ALCOA, VANCOUVER -- ANOTHER INTERESTING STUDY AS SUPT. THAYER DIRECTS THE PRESIDENT'S INTEREST TO A PHASE OF SHOP WORK.

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