

plant at 4:30 and thence proceeded to the home of his daughter and son-in-law, Mr. and Mrs. John Boettiger, where he planned to take dinner and return to the train about 11:00 p.m. The rest of the party broke up and the members amused themselves in various ways during the few hours which were thus afforded to get away from the train and have a little fun.

Wednesday 23 September

We left Seattle a few minutes after 11:00 p.m. last evening en route to Portland, Oregon, where the President was to inspect the plant of the Kaiser Shipbuilding Company, first stopping at Vancouver, Washington, for a brief tour of the plant of the Aluminum Company of America.

The President's train drew up at the plant of the Aluminum Company of America shortly after 8:00 this morning, but it was not until 9:45 that the President left the train for the inspection that was to take place here. In proceeding through the first building at this plant, it was noted that all of the hoisting and handling machinery was operated by compressed air, with the exception of the overhead electric cranes. This plant is located approximately three miles from the city of Vancouver, Washington.

The huge pots used in the making of aluminum at this plant were so rigged as to receive heat at 1400 degrees Fahrenheit, the melting point of aluminum being 1200 degrees. At one point on his tour, the President paused to observe the pouring of a number of 50-pound pigs of aluminum from a huge ladle of molten metal. The President completed his inspection of this activity and returned to the train at 10:19.

It was only a short run from the plant of the Aluminum Company of America to the Kaiser shipyard at Portland, Oregon, and the President's train arrived at the latter place at 11:20 a.m. The Senior Naval Officer in this area is Commander Charles Hibbard, USN, Supervisor of Shipbuilding. The President was greeted with a hearty round of applause when he left his train about 11:40 to commence his visit to this plant. The President was joined in his car by the Honorable Charles A. Sprague, Governor of Oregon, and Mr. Henry Kaiser.

At this shipbuilding yard there are 13,000 people on the day shift alone, cargo ships being constructed here on large scale lines. This plant is located about one mile south of the junction of the Willamette and Columbia Rivers, on the Willamette River. The first noticeable fact was that the greater number of the welders in the fabricating buildings were women. However, an employee of this company said that the ability of women welders is fairly well limited to "tacking," the heavier welding being done by journeyman welders.

It seems that all the world's shipbuilding records have been broken recently at this plant, a ship being ready for launching ten days after the keel had been laid.

Upon approaching the line of building ways, it was noted that a semi-circular ramp had been built in front of Ways No. 5, the topmost point of the ramp being about 30 feet above the ground. One of the drivers made the statement that the ramp for the President's car "had not been built at midnight last night."

The President's car was driven to the top of this ramp in order to afford a good point from which to view the launching of the



OREGON SHIPBUILDING CORP., PORTLAND -- HEAVY APPLAUSE FROM
MR. KAISER'S EMPLOYEES PROMPTS THE PRESIDENT TO SPEAK AGAIN

cargo ship JOSEPH N. TEAL, the keel of which had been laid only ten days before. The President's daughter Anna, now Mrs. John Boettiger, was to sponsor this ship, and after the invocation at 11:55, certain of the hull plates were burned away with electric cutting torches, the word being passed over the public address system as each rivet was cut through. At 11:56 the JOSEPH N. TEAL received her baptism of champagne, delivered with a resounding swack by Mrs. John Boettiger, left the ways, and a few seconds later was floating calmly in the waters of the Willamette River. All this time the President seemed terribly interested and highly pleased with all that was going on amid the assembled workmen of the Kaiser plant. Immediately following the launching of the ship, the crowd commenced clamoring for a word from the President. At first the President responded by waving his hand to the crowd, but the demand for a word from him became so insistent that the President signaled for silence and addressed them as follows:

"I have been very much inspired by what I have seen and I wish that every man, woman and child in the United States could have been here today to see that launching and realize what it means in the winning of this war. You know I am not supposed to be here today (laughter) (the crowd really went wild), so you are the possessors of a secret which even the newspapers of the United States don't know, and I hope you will keep the secret because I am under military and naval orders, and like the ship that we have just seen go overboard, my motions and movements are supposed to be secret. I do not know whether they are or not. You are doing a wonderful piece of work for your country and for our civilization, and with the help of God we are going to see this thing through together."

The President's short talk was immediately followed by much applause from the crowd. The President's car left the ramp at 12:02 and

proceeded to a nearby dock where were located the fitting-out bays, four ships being completed there at the time.

The lowest wage paid in this corporation is in "General Stores," which amounts to \$49.00 per week. Shipfitters are making from 72 to 85 dollars a week, net, after deductions have been made for the purchase of war bonds.

The President stopped for a few minutes at the end of the dock to witness the trial runs of the WILLIAM S. ROSECRANS which began at 12:10. At 12:12, the President was able to see passing the dock the JOSEPH N. TEAL, which his daughter had christened only a few minutes before. The TEAL was underway, propelled by a stern-wheel steamer (paddle wheel), en route to the fitting-out bays.

The President returned to the trainside at 12:15 p.m., but remained in his car for some time chatting with the Governor of Oregon and Mr. Kaiser.

The ship which was launched today was the 576th ship built by the Kaiser shipyards as a whole, and the 75th to be built by this particular plant. This yard was started on 3 March 1941.

The shipbuilding set-up consists of 11 building ways, one ship in each ways, with 11 more in the shops behind them. There is room for four ships in the fitting-out bays. The average production time, for this month, is 42 days, from laying of keel to finished job. "One per ways per month" is the goal which has been set for this plant.

Our train was underway southward at 12:30, the next inspection being scheduled for the Mare Island Navy Yard, tomorrow, Thursday.

Thursday 24 September

At noon today, Thursday, just a week after leaving Washington, our train arrived at the town of Crockett, California, about 18 miles from nearby Mare Island Navy Yard, where the President is to conduct an inspection before proceeding southward.

The President was greeted upon his arrival by Vice Admiral John W. Greenslade, USN, Commandant, Twelfth Naval District and Commander Western Sea Frontier. He was accompanied by his Aide, Lieutenant Commander M. L. Smith, USN.

The President left the train at 12:10, and departed by automobile for Mare Island. Vice Admiral Greenslade and Captain McCrea rode with him in his car.

About 200 people were gathered in the small downtown section of the little city of Crockett and they cheered the President as he passed. The party proceeded in cars furnished by the Army, operating out of the Presidio of San Francisco. Lieutenant General DeWitt commands the Fourth Army, Western Defense Command.

The main industry in the town of Crockett seems to be a large sugar refinery, manufacturing C&H pure cane sugar.

Crossed the Carquinez Bridge at 12:18 (over Carquinez Straits) and on approaching Vallejo, California, passed by the Vallejo Dormitories (Farm Security Administration) and a number of well-populated "trailer camps."

Many barrage balloons were sighted aloft on approaching the Mare Island Navy Yard. Passed on to the Mare Island causeway at 12:30 p.m.,

and stopped there to pick up Rear Admiral W. I. Friedell, USN, Commandant of the Mare Island Navy Yard, who joined the President in his car.

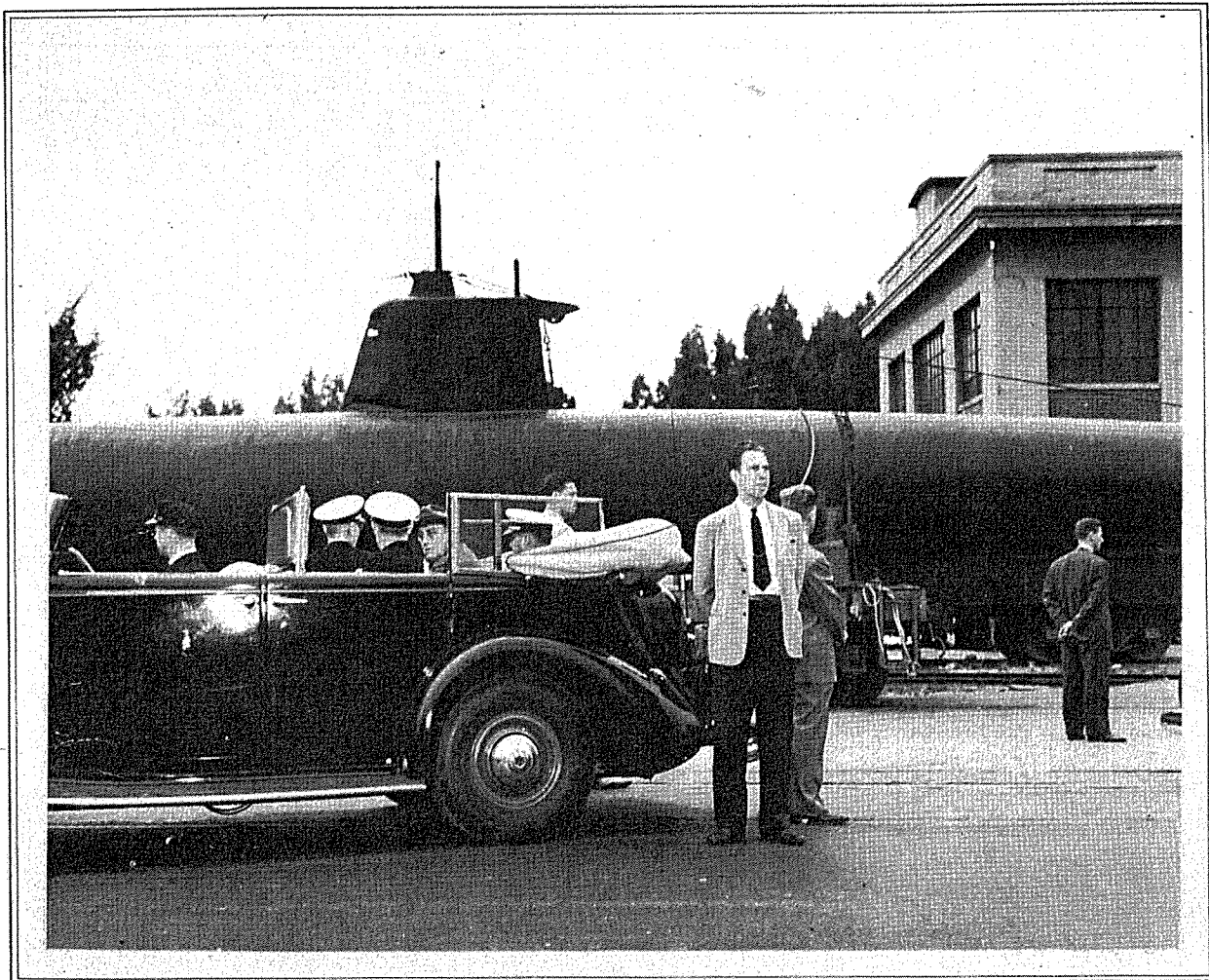
Upon approaching the entrance to the Navy Yard, it was noted that British Destroyer Escort vessels were fitting out to the right of the causeway and that many other escort vessels of this type were building on the ways. The slogan in evidence here was "Put the Squeeze on the Japanese."

Upon entering the Navy Yard, passed by a number of barracks for housing of Yard naval enlisted personnel and a separate section of barracks buildings in which submarine personnel were housed.

A number of people were lined up in the vicinity of the officers' quarters and they applauded the President as he passed. In passing the small park in the Navy Yard, it was noted that this spot was now filled with concrete air-raid shelters.

The President paused at 12:38 to examine at close hand the Japanese two-man submarine, captured at the time the Japanese made their attack on Pearl Harbor in December 1941. The President also stopped at 12:43 for a couple of minutes to look into Shipfitters' Shop No. 11.

The President's car entered the main gate of the Naval Hospital at 12:45, but the rest of the cars in the procession came to a stop outside the hospital grounds. The President visited with a number of patients who were suffering from wounds and other disabilities received in various engagements in the Pacific theater and shook the hands of four of the patients whose names and disabilities are as follows:



MARE ISLAND NAVY YARD -- A JAPANESE TWO-MAN SUBMARINE
CAPTURED AT PEARL HARBOR.

Original retained for preservation

SOLOMON ISLANDS

Leo Lopacinski, Pvt. 1/c, USMC, Company "B",
1st Parachute Battalion

Landed in Higgins Boat on Tulagi, 7 August 1942.
In action on Tulagi for two days. Accounted for
36 Japs. Was blown into water by bomb on 8 August
1942, 5:00 p.m. Picked up by boat. Taken to U.S.S.
PRESIDENT JACKSON.

MIDWAY BATTLE

Teman Willute, Pvt., USMC

4 June 1942 was rear gunner in a Marine Corps dive
bomber. Received multiple gun shot wounds in action
at Midway.

Gun shot wounds of (1) right wrist involving ulnar
nerve. Shrapnel has been removed and function of
nerve is returning. (2) Shrapnel of right thigh and
calf of right leg, removed.

CORAL SEA ENGAGEMENT

Thurman Scurry, Seaman 2/c, USN

Serving on U.S.S. YORKTOWN. Marshall & Gilbert
Islands Battle, Coral Sea engagement, bombing at
Tulagi, and injured on YORKTOWN at Midway. Suffered
fractured skull, fractured shoulder, and paralyzed
right arm.

JAVA SEA BATTLE

Thomas Borghetti, Fire Controlman 1/c, USN

Accident, compound fracture left elbow 4 February
1942. Served in all except the last engagement of
the U.S.S. HOUSTON.

The procession continued toward the waterfront after the
President had returned from the hospital and here it was noted that a
number of destroyers were undergoing overhaul and that two submarines
were being constructed on the building ways. In passing a large scrap
pile, the following sign was in evidence: "Help Us Lick the Japs with

Our Scraps."

In passing along the waterfront it was noted that the U.S.S. BUSHNELL (AS15), a large, modern submarine tender was fast nearing completion.

Upon approaching the submarine overhaul basin it was noted that eight or more submarines were tied to the seawall undergoing overhaul. The President stopped here for about five minutes to look over these boats at close hand. It was noted that one submarine had nine miniature Japanese flags painted on her and another six - one flag standing for each enemy ship sunk by them.

The party proceeded to another section of the yard where a number of escort vessels were being constructed. A large sign over the entrance to this section read, "Uncle Sam Expects Every Patriot to Put in a Full Day's Work." Another striking slogan read, "Every Minute Counts - or Would You Prefer a Diet of Rice and Fish?"

The President drove through the building yards here and it was noted that ten British Destroyer Escort vessels were under construction.

On leaving the Yard at 1:22 a large sign came to view over the causeway. This painting showed a gun's crew repelling an air attack and a large painted sign under the picture read, "Are You Satisfied with Your Work Today?"

On the way back through the city of Vallejo, it was noted that many more people were standing in the streets than when we had passed through on our way to the Yard, the word evidently having gotten around that the President was in town. It was noted that one little school had excused its pupils so they could catch a glimpse of the President as he

passed.

We were back at the trainside in Crockett at 1:40 and Vice Admiral Greenslade went aboard the train with the President as a luncheon guest for the trip to Oakland.

The President's train departed Crockett at 2:00 p.m., and arrived at the Oakland Pier promptly at 3:00. Here Lieutenant General DeWitt joined the President's party, to be with us as far as San Diego.

The President left the train at 3:15 and, with the following persons riding in his car with him, commenced an inspection of the Oakland Naval Supply Depot and the Army Port of Embarkation:

Vice Admiral Greenslade
Lieutenant General DeWitt
Major General Joyce
Captain John L. McCrea

Entered the main gate of the Naval Supply Depot at 3:26 and at this point Captain McCrea shifted to another car to permit Rear Admiral William C. Fite, (SC), USN, Officer-in-Charge, to take a seat with the President in his car.

Before the inspection had progressed very far it was soon noticed that many of the buildings had been sandbagged as protection against the effects of bombing attack.

The President's car stopped for a moment alongside the S.S. ANTIGUA (formerly out of New York) which was loading cargo. Besides the great number of recently completed warehouses, a number of others were in the process of being started or nearing final stages of completion.

At every hand were noted thousands of tons of supplies, stores and equipment awaiting shipment to the war zone. The President's car,

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Box 7, Folder: Logs of the President's Inspection Trip
September 17, October 1, 1945

towards the end of the inspection, passed through the Aviation Annex Building where a number of unassembled aircraft were stored awaiting shipment.

The President left the Naval Supply Depot at 3:50 and a minute or two later entered the Army Port of Embarkation, these two activities being contiguous. Here, the President was joined by Major General Galbraith, Commanding Officer of the Port of Embarkation.

The barracks for the troops here have just been completed, but all of them are not as yet occupied.

The President's car entered Warehouse No. 4 at 4:00. This building was stocked with huge supplies of canned and packed foods, a few of the items noted follow:

- Pork luncheon meat
- Corned beef
- Canned hash
- Sugar
- Chili Con Carne
- Vegetable stew
- Vegetable hash
- Sausage, Vienna Style
- Pickles
- Bacon
- Kidney beans
- Army field rations
- Jams
- Jellies
- Grape juice
- Apple jelly
- Salad dressing
- Dried syrup
- Black tea (8 5-pound cartons of tea in each bag)
- Grapefruit juice
- Fruit cocktails

This particular warehouse, and many more similar to it, appeared to be about 1,000 feet long.

The President's car stopped at 4:06 at the "Jolly Roger,"

a cargo-handling school, complete with steam boiler, winches, booms, blocks, whips, etc. A number of men were being given instruction in the proper way of handling cargo.

Upon entering the Army Transport Service truck lot it was noted that there were hundreds of trucks, gasoline shovels, heavy machinery, etc., and even Army hospital corps railroad cars awaiting shipment. In passing through Pier 3 at 4:15 the President passed by piles of barbed wire, Army buildings (in sections), sewer pipe, lumber, cement, sheets of asbestos, spools of heavy cable, in fact all the materials required to wage modern warfare. Warehouse No. 3 was left behind and another such building was entered; this building was stocked with nothing but thousands of cases of canned pineapple in every conceivable form - sliced, chunked, crushed, and juice.

The President completed his inspection at 4:25 and returned to his train at 4:30. Train departed for Long Beach, California, at 5:00 p.m., where we were due to arrive at 9:00 a.m.

Friday 25 September

The President's train was met by Rear Admiral Ralston S. Holmes, USN, Commandant, Eleventh Naval District, upon its arrival at the Long Beach Plant of the Douglas Aircraft Corporation at 8:45 this morning.

This plant is more of an assembly than a manufacturing plant, over \$100,000,000 in sub-assembly contracts having been let to people like Pullman, Briggs and the automobile industry. This plant is now busy in turning out light bombers (A-20's), "Flying Fortresses" (B-17's),

and transport planes (C-47's). The Pullman Company has sub-contracts for the outer wings; Murray Body Works is building inner wings. The only part of the plane built here at Douglas is the fuselage.

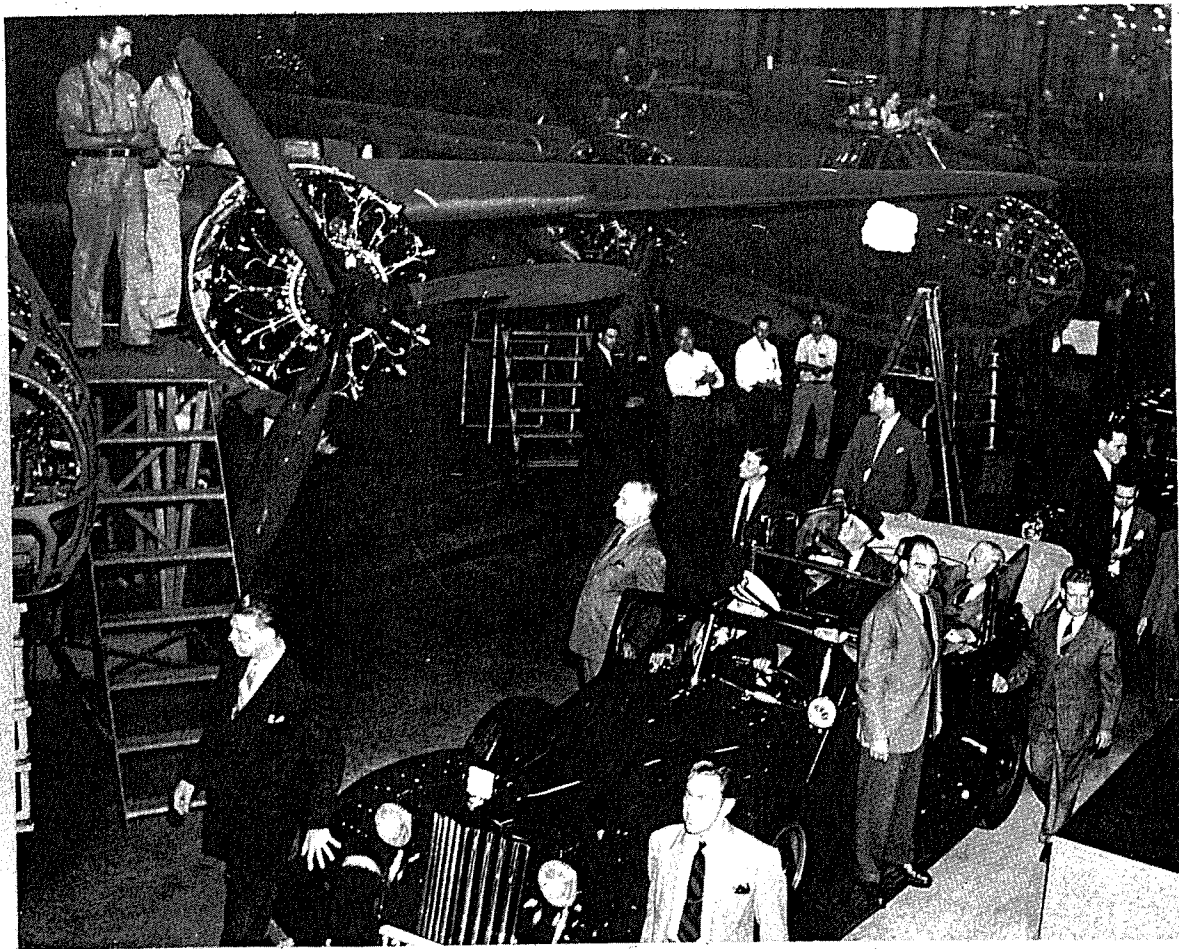
Thirty thousand people are employed at this plant on three 8-hour shifts, the proportions being on about a 5-3-2 ratio. This plant commenced production in April 1941, having been built at a cost of \$29,000,000. Mr. George Huggins is the resident manager of this plant, while Mr. F. W. Comat is the Vice President in charge of manufacturing.

An interesting fact in connection with this plant is that on the day of its dedication, ground was broken at the same time for an addition equal to what was being dedicated. The plant consists of 17 buildings located about eight miles northeast of the city of Long Beach, California. Fourteen thousand additional employees were taken on during the month of August.

The Honorable Culbert L. Olson, Governor of California, joined the President's party here at the Douglas plant just as the train arrived.

Mr. A. M. Rochlen, Director of Division of Industrial and Public Relations, stated that the A-20-B's which they were turning out (BOSTONS) had been originally designed as a light attack bomber, but that he understood they were now being used as fighters. Mr. Rochlen went on to state that each airplane they turn out here is flown for two or three hours before being accepted by the Army. The Army Ferry Command is adjacent to the plant and, if OK, planes are sent there for test flights and acceptance.

This plant covers an area of 4,000,000 square feet, 3,000,000 square feet being under roof. Since being expanded, this is probably



DOUGLAS AIRCRAFT CORP., LONG BEACH -- WORKMEN APPLAUD WHILE
THE PRESIDENT INSPECTS A LONG LINE OF U.S. ARMY BOMBERS.

the largest single plant of its type in the United States. The Douglas Company is the only company which builds three types of 4-engined aircraft. They are the "Flying Fortresses" (B-17's) here in Long Beach, the "Liberators" (B-24's) being assembled in Tulsa, Oklahoma, and the "Skymasters" (C-54's), 4-engined transports produced at the Santa Monica, California, plant of the Douglas Corporation.

Twenty-four percent of the employees here are women, and the percentage of women employees is steadily rising.

The set-up for assembly of planes is as follows: the sub-assemblies and various parts come to the plant by railroad car and are unloaded into the fabricating building where the material is stamped and cut and sent on to the production line buildings. Building No. 1 handles inner wings, No. 2 the outer wings, No. 3 tail surfaces, and No. 4 the engines. There are eight assembly lines flowing from north to south, and, when they leave the line, the planes are ready to go out on the field.

All buildings are absolute blackout structures with no windows and are air cooled. All utilities are underground and electrical lines are duplicated. Bomb shelters are provided for protection of employees in the event of air attack.

The cooling system alone is sufficient to operate 34,000 household refrigerators.

When inspection started at 9:15 a.m., the following persons rode with the President in his automobile:

Lieutenant General DeWitt
Governor Olson
Mr. Donald W. Douglas, President, Douglas Aircraft Corporation

Original retired for preservation

Mr. F. W. Comat, Vice President in charge of manufacturing
Captain McCrea

The first building passed through was assembling large transport planes. Several other buildings were inspected during the course of the next half hour. As an example of the organization which must be created if production is not to lag, a large section had been devoted to "Incoming LPC" (Lost Parts Control).

This plant has been turning out 400 planes a month, of all types, and they hope to reach their full production schedule soon, which will be from 750 to 800 planes per month.

When the President boarded his train at 9:55, he received a round of applause from the assembled workmen, and he turned and waved his hat to them before entering his car.

Lieutenant (jg) and Mrs. John Roosevelt, and Mrs. James Roosevelt, joined the party at this point.

An interesting poster on display in the plant showed the picture of a little girl above the caption "What You Are Making May Save My Daddy's Life."

The President's train was run from Long Beach back to Los Angeles in order to get from the tracks of the Union Pacific RR to those of the Santa Fe RR for the run to San Diego and points east.

When the President's train arrived at San Juan Capistrano, it was met by Major General Murray, Commanding General of the Southern California sector of the Western Defense Command. Major General Joseph C. Fegan, USMC, Commanding General at Camp Pendleton, also joined the President's party at this point.

When the President took to his automobile at 1:25, Rear Admiral Holmes, Major General Fegan and Captain McCrea were riding with him. Just before getting underway, the President posed for a picture with Mr. Guild, Acting President of the Union Pacific RR, who had ridden down from Long Beach with us.

The route had been laid out so as to take the President around the walls of historic Mission San Juan Capistrano, founded in 1776 by Fray Junipero Serra. As the car approached, the Padre of the Mission came out to greet the President.

The President's party then drove at a rapid rate 30 miles south on U.S. Highway 101, which runs along the shore of the Pacific Ocean, and then turned off the main highway for a run of eight miles to the Marine Corps Training Area, Camp Pendleton, California, arriving at the latter place about 2:25.

Camp Joseph H. Pendleton, was, until recently, the historic Rancho Santa Margarita. An interesting account of the history of this famous old rancho follows:

"Historic Rancho Santa Margarita y las Flores, last of the Mexican land grants remaining intact, has given way to national defense.

"The United States government, in the interest of making this country strong, has purchased 150,000 acres of the original 232,000-acre rancho, and is in the process of creating the largest Training Center in the history of the Marine Corps. Named after Major General Joseph H. Pendleton, deceased, an officer of outstanding and long service who pioneered the Marine Corps in San Diego County.

"It was for 'valiant services rendered' that Governor Alvarado on May 10, 1841, granted the Santa Margarita ranch to two of the outstanding military and political figures of the 19th century in California - Pio Pico and his brother, Andreas Pico.

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Box 7, Folder 1, Log of the President's Trip to California, 1946

"Andreas was a famous military figure in the government of Mexico. He commanded the victorious Mexican troops at the battle of San Pasqual, and at the end of the Mexican war became a loyal American citizen, serving as presidential elector in 1852 and as state senator in 1861.

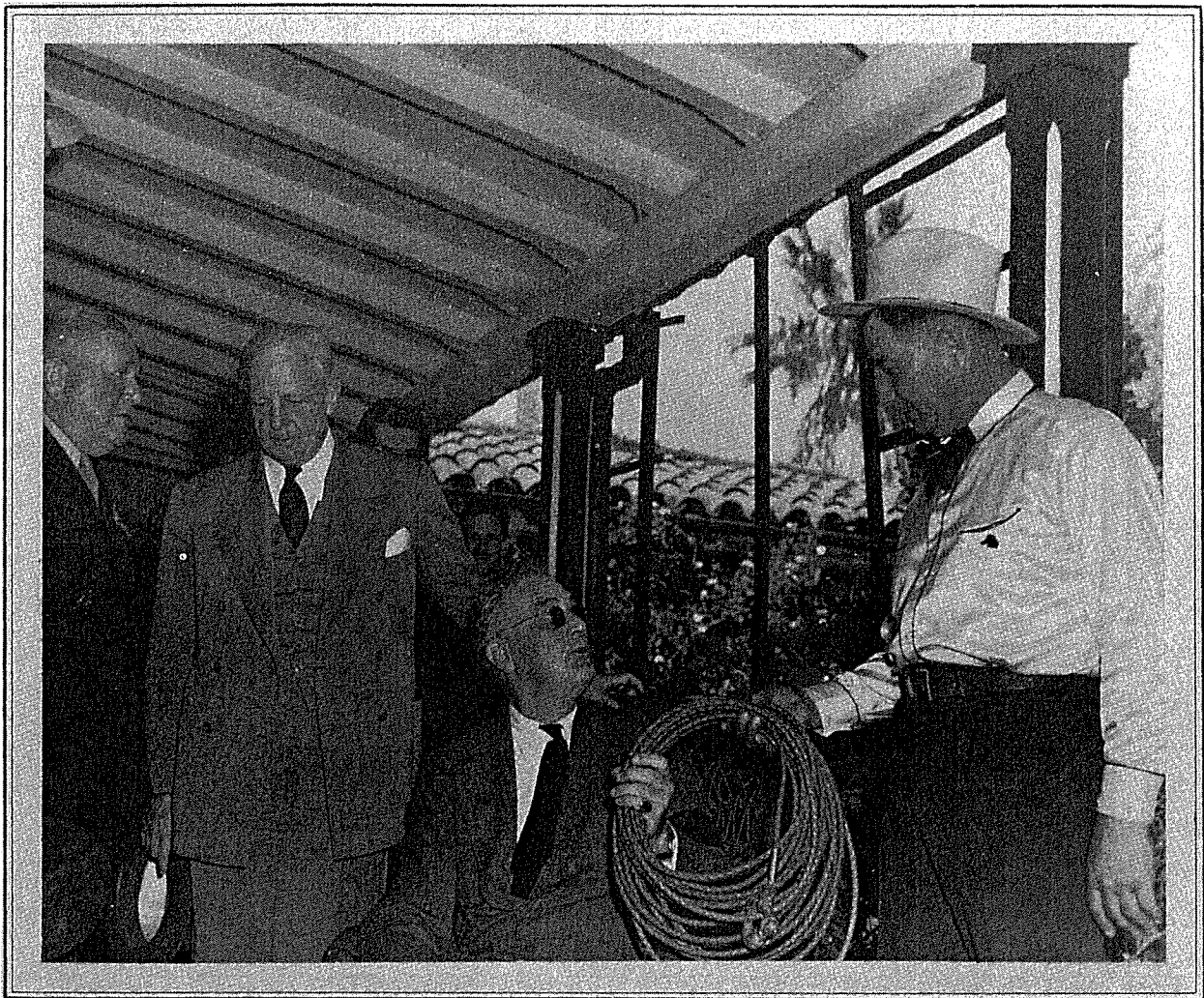
"Pio Pico, last Mexican governor of California, lived like some feudal lord of the Middle Ages. Absolute ruler over Santa Margarita, Las Flores and several other Mexican grant ranchos, Pio is pictured by historians as the play-boy of the early half of the past century.

"In 1862 Andreas became weary of continual rounds of gay fiestas and barbecues and sold his half of the ranch and his San Diego home to his brother for \$1000 in cash. On February 26, 1864, according to legend, Pio Pico, pressed to pay his gambling debts, sold the great Santa Margarita rancho, now valued at many millions of dollars, to his brother-in-law, Juan Forster, for \$14,000.

"Forster, an Englishman, who loved the carefree 'manana' life of the Mexican, preserved all the Spanish customs during his occupancy of the rancho from 1874 to 1882. Spanish was the only language of the rancho and travelers were lavishly entertained. But financial difficulties also overtook the gay Don Forster. Late in 1882 Forster sold the rancho to Richard O'Neill for \$250,000. Immediately, O'Neill deeded the property to James C. Flood, one of the famous financiers of the Comstock Lode fame. Finally, in 1906, O'Neill received a deed for a half interest.

"For years the heirs refused to open the ranch to extensive development, other than cattle grazing and kindred industries. Ten to 12,000 head of cattle roamed the rolling hills of the rancho, approximately one-third of which were sold to the Los Angeles market yearly.

"Upon authorization of the Secretary of the Navy, on August 3, 1942, Camp Pendleton became a reality on the ranch site. The Marines will harden their men for battle over the historic hills and canyons and teach them to swim and handle boats in the surf of the long stretch of beach line. The historic Ranch House, which was built in 1828, will be preserved as an Officer's Club, to house distinguished guests."



RANCHO SANTA MARGARITA, SAN DIEGO -- "PANCHITO" BROWN
PRESENTS THE PRESIDENT WITH A RAWHIDE LARIAT.

The President stopped here for well over half an hour to look through the rooms of the old ranch house which is now the quarters of Major General Fegan (the Commanding General at Camp Pendleton) and the Officers' Club. The President made a detailed inspection of the various rooms and also paused in the patio to admire the varieties of beautiful flowers which were blooming in profusion there.

Major General Fegan introduced Major General Vogel to the President, and his Chief of Staff, Brigadier General A. F. Howard, USMC. Major General Vogel commands the Amphibious Corps, U.S. Marines, Pacific Fleet.

During the course of his tour through the ranch house, the President joked with the officers conducting him, remarking that they certainly had all the comforts of home, that he was "going to pass a law making this place available for ex-Presidents," etc.

While the President was in the patio, "Pancho" Brown was introduced to him, the latter having been on the ranch for some twenty years. "Pancho" told the President that in the old days they had as many as 20,000 head of cattle on the ranch, which employed, at that time, about 20 cowhands and 30 to 40 ranch hands. The President told "Pancho" that he, the President, was going to see that the ranch was kept "just the way it is now." "Pancho" then presented the President with a hand-made rawhide lariat and had his picture (still and movies) taken with the President.

When questioned concerning his reaction to the government's taking over the ranch, "Pancho" said, "I guess the government needs the ranch pretty bad, but I really hated to see the cattle go."

Collection: Grace Tully Archive; Series: Grace Tully Papers
Box 7, Folder: Log of the President's Tour, September 17-October 1, 1952

The President's cavalcade of cars was underway from the ranch house at 3:00 and a short stop was made a moment or two later to permit the President to view a small lake nestled in the low hills of the training grounds. About five minutes later the President's car drew up before the Headquarters of Camp Pendleton and came to a stop while the Marine Band played "Hail to the Chief." Following this, Mrs. Joseph H. Pendleton, the widow of Major General Joseph H. Pendleton, for whom this camp was named, bent on to the halyards of the flagpole a large United States flag, and, as Old Glory was hoisted and unfurled in the breeze, the band played the National Anthem. Following this, Major General Fegan read his orders and the camp was considered to be dedicated and formally placed in commission. This was a most impressive ceremony.

We were underway again at 3:10, en route to San Diego, where the President planned to stop first at the U.S. Naval Hospital there. During the ride farther down the coast we passed Camp Callan, a huge Army Anti-Aircraft Replacement Training Center. This camp was to the right of the highway, heading south, and appeared to be from two to three miles long, with hundreds of buildings.

Hundreds of bluejackets lined the approach to the Naval Hospital through Balboa Park, San Diego, where the President arrived at 4:25. Driving directly to the patio of the hospital, the President came abreast of about 150 officers and enlisted patients, who were seated in chairs and wheelchairs awaiting the President's arrival. Ninety percent of these men were wounded, having received their wounds at Pearl Harbor, on board the aircraft carrier LEXINGTON at the time that vessel was sunk in the Coral Sea engagement, at Dutch Harbor, Alaska, on board the



CAMP PENDLETON, SAN DIEGO -- JUST BEFORE HOISTING OF THE
COLORS DURING THE DEDICATION CEREMONY.



NAVAL HOSPITAL, SAN DIEGO -- THE PRESIDENT GREET'S MEN
WOUNDED IN NAVAL BATTLES IN THE PACIFIC.

YORKTOWN, the WASP, and some (two officers and a few men from Tulagi) in the Solomons. The President shook hands with a number of the men, asked them if they were "getting along all right," and exchanged pleasantries with them.

Captain George C. Thomas, (MC), USN, the Medical Officer in Command of the U.S. Naval Hospital, San Diego, entered the President's car as it passed into the hospital grounds and left it as the party departed. At the present time there are 2,689 patients in this hospital which Captain Thomas commands.

Many of the wounded patients had retained as rather grim souvenirs the bullets and pieces of shrapnel which the Naval surgeons had removed from their bodies.

On passing back through Balboa Park, it was noted that the Naval Hospital had taken over most of the buildings which formerly had housed the San Diego International Exposition in 1915, and later the San Diego World's Fair in 1938.

In driving from the Naval Hospital to the Naval Training Station, it was noted that the whole military area was protected with a balloon barrage much in the same manner as the Bremerton and Mare Island Navy Yards.

The President's car entered Gate No. 6 of the U.S. Naval Training Station, San Diego, California, at 4:50 p.m., and came to a stop while honors were accorded the President. In addition to the band, which played the National Anthem, a full guard of seamen was in formation, plus all the station's officer personnel in two ranks. The President was met here by Captain H. C. Gearing, Jr., USN, Commanding Officer of

the Training Station, who entered the President's automobile for the inspection tour.

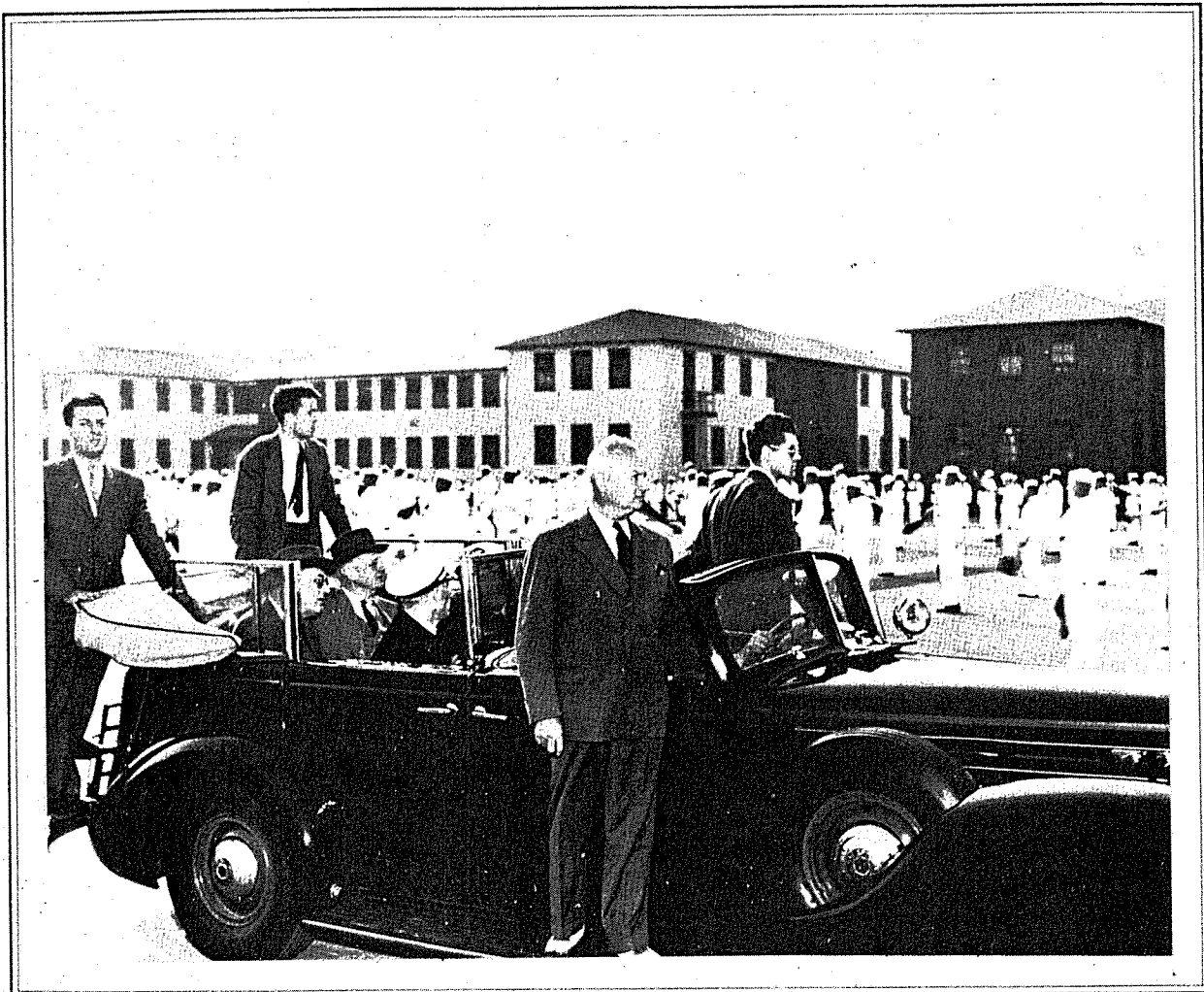
As the President's inspection progressed, thousands of recruits were in various formations along the route through the Station. Some groups were in white trousers and blue jerseys, some in undress whites, a full regiment was in "dress blues," and executed a smart "about face" as the President's car passed from the south to the north side of the parade ground.

The President's car paused for a minute while Governor Olson's son, who is now a recruit undergoing training at San Diego, left ranks and was presented to the President.

All the buildings on the Station were camouflaged, as were even the surfaces of all the parade grounds and other open spaces on the Station. At one point a company of men was observed to be holding "semaphore drill," while at another point along the route several whaleboats were lying in the channel nearby with "tossed oars." At still another point, about 400 men were lined up alongside their packed bags and hammocks awaiting transfer to sea, their recruit training having been completed.

Later, the President's inspection took him through the Group III Trade School. Here about 500 men were being instructed as machinists, tinsmiths, shipfitters, welders, blacksmiths and molders. Captain Gearing mentioned that at this Station they could feed 35,000 men in 45 minutes, or feed 50,000 men in an hour.

The President left the Naval Training Station at 5:10 p.m., and almost immediately entered the main gate of the Marine Base, the



NAVAL TRAINING STATION, SAN DIEGO -- MASS SEMAPHORE
DRILL HOLDS THE PRESIDENT'S INTEREST.

latter immediately adjoining the Naval Training Station. With the exception of a gun salute, full honors were accorded the President upon his arrival, a full guard and band, as well as a drum and bugle corps, being drawn up in formation. Here the President was met by Brigadier General James L. Underhill, USMC, the Commanding General at the Marine Base. Brigadier General Underhill entered the President's car for the tour through his command.

Almost immediately after starting his inspection, the President paused for a moment to witness a demonstration being staged by a number of amphibious self-propelled barges in a nearby arm of San Diego Bay:

The President's route then took him through the main parade ground where approximately 30 battalions of 500 Marines each had fallen in for review by the President.

The President left the Marine Base at 5:25 p.m., and shortly thereafter entered the San Diego plant of the Consolidated Aircraft Corporation, being met here by Mr. T. M. Girdler, Chairman of the Board of the Consolidated Aircraft Corporation, and Captain Webb of the Navy, the Inspector of Naval Aircraft at Consolidated. As the President's car passed down the assembly line, it was seen that this plant is turning out 4-motored bombers for the Army and huge patrol bombers for the Navy. About two out of every five workers in the plant were women.

One rather striking poster on display throughout the plant read, "Serve in Silence - Do Not Reveal Military Information."

A splendid job of camouflaging had been done here at Consolidated, the scheme being to make the plant look like a peaceful residen-

tial section. Streets, houses, trees and bushes, painted in various colors, were either suspended from or painted on the sides and ends of the buildings in a very novel and impressive plan to deceive enemy aircraft should they ever attempt to bomb this plant.

The President left Consolidated at 5:45 and drove immediately to the ferry landing to take the ferry to Coronado, where he was to dine at the home of his son and daughter-in-law, Lieutenant and Mrs. John Roosevelt.

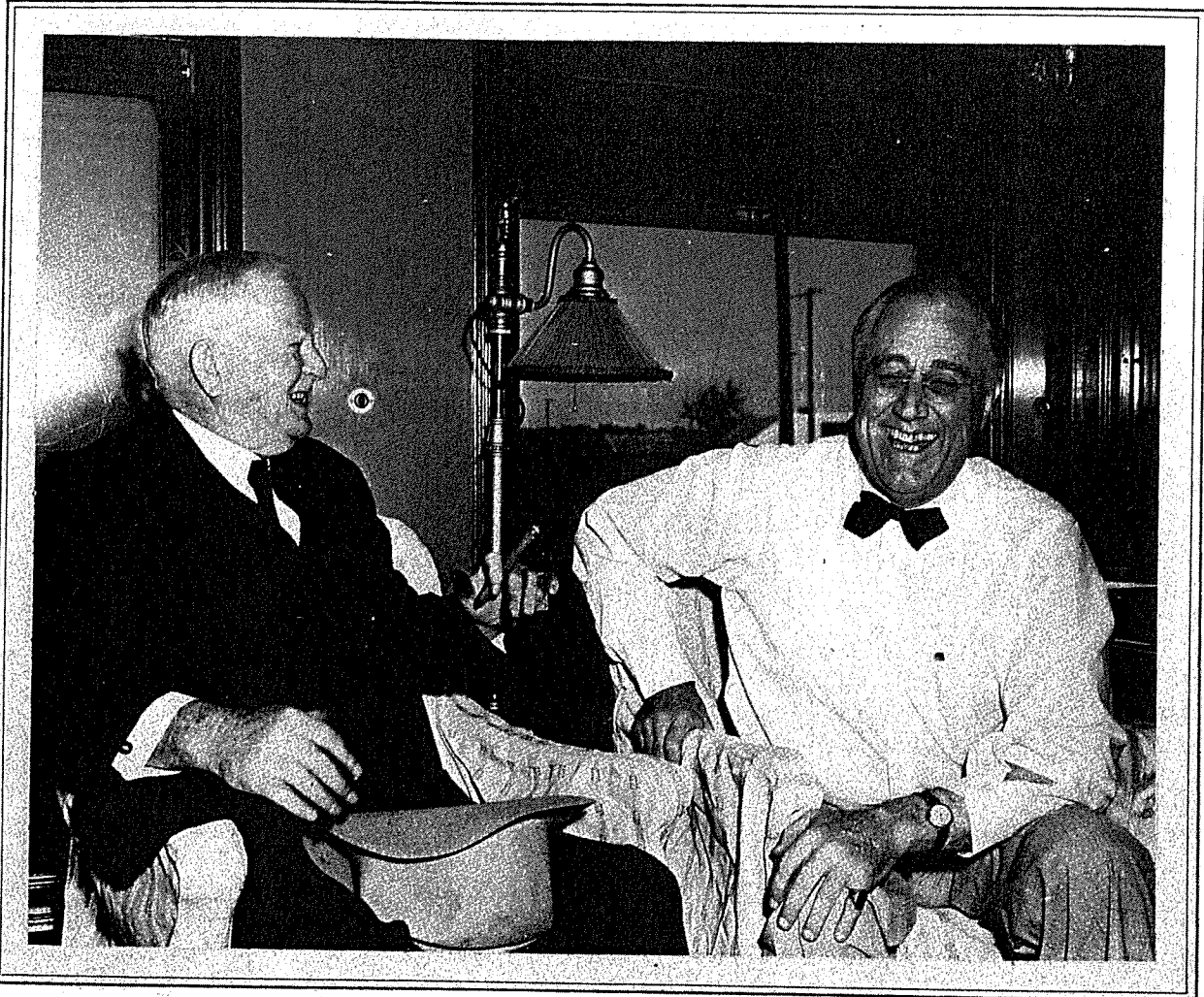
Our train, which we had left at San Juan Capistrano, had in the meantime come on to San Diego, and shortly after 6:00 was parked on the tracks inside the Marine Base. The President returned to the train shortly after 10:00 p.m., and at 10:25 we were again on our way, en route to San Antonio, Texas, where on Sunday, 27 September, the President was to inspect Kelly and Randolph Fields.

Saturday 26 September

En route San Antonio..

Sunday 27 September

Stopped at Uvalde, Texas, at 12:23, Central Time, where the Honorable John N. Garner, former Vice President of the United States, came on board the train to chat with the President. Mr. Garner left about ten minutes later and when the newspapermen asked him "what he had told the 'Boss' about the cost of living," Mr. Garner replied that all he had wished that man was good health and he will win all his fights. Mr. Garner spoke to Rear Admiral McIntire and urged him to "keep that



UVALDE, TEXAS -- HIS OLD FRIEND TELLS THE PRESIDENT
ANOTHER GOOD STORY.

man in good health and all the rest would take care of itself."

The President's train arrived at Kelly Field, Texas (near San Antonio), at 3:10. Upon leaving the train at 3:28 p.m., the President was greeted by the following officers of the Army:

Lieutenant General Walter Krueger, Commanding General,
Third Army
Major General Richard Donovan, Commanding General,
Eighth Service Command
Major General Hubert R. Harmon, Commanding General,
Gulf Coast Air Force Training Center
Major General Geo. E. Stratemeyer, representing
Lieutenant General H. H. Arnold, Chief of the
Army Air Forces

The Honorable Coke R. Stevenson, Governor of Texas, also joined the President's party at this point.

Several inquiries among the soldiers guarding the train developed the information that no word had been given as to the significance of this occasion, and, with the exception of a few senior officers, all were very much surprised and pleased to learn that the President was to inspect here today.

Riding with the President in his car at the time the inspection started were:

Lieutenant General Krueger
Major General Harmon
Governor Stevenson
Captain McCrea

Kelly Field is located approximately $7\frac{1}{2}$ miles from the city of San Antonio, Texas. Bus service for the station personnel runs every half-hour during the day, and after working hours about every ten minutes. The fare from the field to the city is 20¢ each way.

En route to that section of Kelly Field which embraces the

Army Aviation Cadet Center, two squadrons of colored cadets were passed, and also about 200 civilian flying instructors. The latter were dressed in khaki uniforms with special insignia to denote their status.

Paused at the entrance to the Aviation Cadet Training Center to pick up Colonel M. F. Davis, the Commanding Officer, who entered the President's car. From this point to the parade ground, the roadway was lined with hundreds of smartly-uniformed and fine-appearing Aviation Cadets armed with rifles and fixed bayonets.

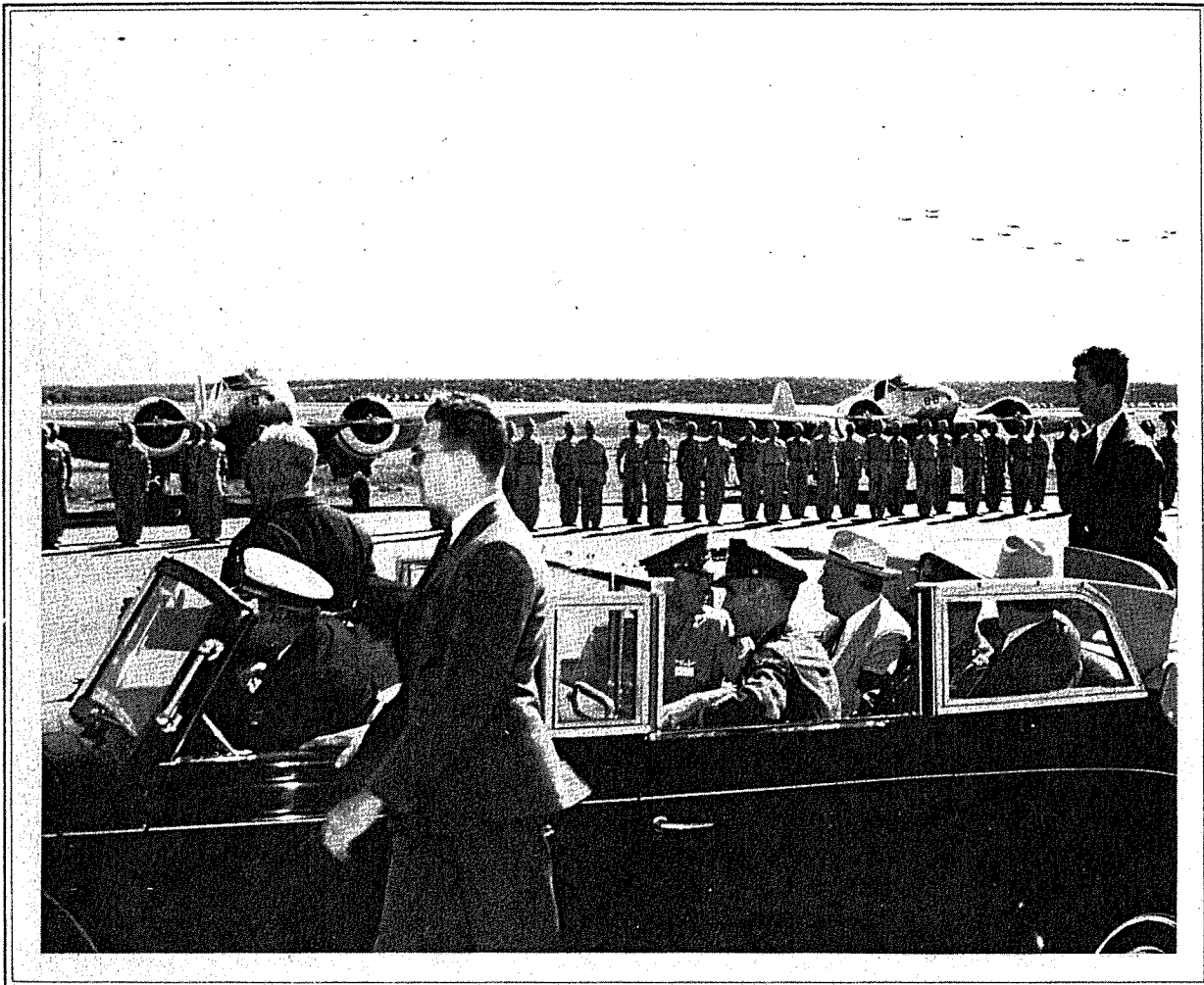
Passed on to the parade ground at 3:50 where the President's motor train came to a stop while honors were rendered to the President. The President then inspected several battalions of cadets and regular Army troops. About 3,000 men were in athletic uniform consisting of undershirts and shorts, this being the uniform for the extensive physical training that is an important part of each cadet's course of instruction.

Upon approaching the hanger line at Kelly Field, Colonel Davis left the President's automobile and his place was taken by Lieutenant Colonel Grubbs, the Commanding Officer at Kelly.

The Presidential party entered an approximate mile-long line of 22 hangars at 4:08 and passed by many squadrons of single and 2-motored training planes lined up for the President's inspection. Two squadrons of training planes in close formation flew low over the landing field to the President's right. The inspection party left the hangar line at 4:14.

Left Kelly Field at 4:17 and entered Duncan Field, immediately adjoining. At this time, Colonel Prosser, the acting Commanding Officer at Duncan Field, replaced Colonel Grubbs in the President's car.

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KELLY FIELD, TEXAS -- ARMY TRAINING PLANES DRONE
THROUGH TEXAS SKIES.

This field is primarily a repair, supply, manufacturing and replacement center for Army aircraft. It employs several thousand civilians and runs three 8-hour shifts during each day of the week. A great number of damaged planes are sent to this field to be repaired. The President's inspection permitted him to see numerous types of Army aircraft in various stages of overhaul and repair. A number of additional buildings are under construction at this field.

Left Duncan Field at 4:30 for a ten-mile drive to Fort Sam Houston. During this time the President's train was shifted from Kelly to Randolph Field.

Entered Fort Sam Houston at 4:55. This is an infantry post and is the headquarters of the Eighth Service Command. As the President's car entered the huge parade ground at 5:00, honors were rendered and Major General Robertson entered the President's car for the inspection of his command, the 2nd Infantry Division, which was drawn up on the parade ground.

This parade ground was just about a mile long. Three regiments of foot soldiers passed, and then followed hundreds of "jeeps," anti-tank guns, scout cars, trucks, field kitchens, three-inch motorized field guns, howitzers and medical units. About 12,000 men had been formed for the President's inspection, which was completed at 5:15 p.m.

Left Fort Sam Houston at 5:18 and drove 13 miles to Randolph Field, Texas, the "West Point of the Air," arriving there at 5:38. Here the President was greeted by Colonel W. C. White, the Commanding Officer, who entered the President's car for the tour through his command.

Hundreds of Army Cadets lined the approach to the Administra-

tion Building, armed with rifles and fixed bayonets. The hangar line was entered at 5:44 where it was noticed that a squadron of training planes was practicing landings and take-offs as the President passed by.

The President's route then took him by the Cadet Barracks Section, the Officers' Quarters, the School of Aviation Medicine and the Hospital. A second hangar line was entered at 5:56 and left behind at 6:00. Several groups of colored cadets were noted throughout the inspection.

The President arrived at trainside at 6:03 and shortly went aboard.

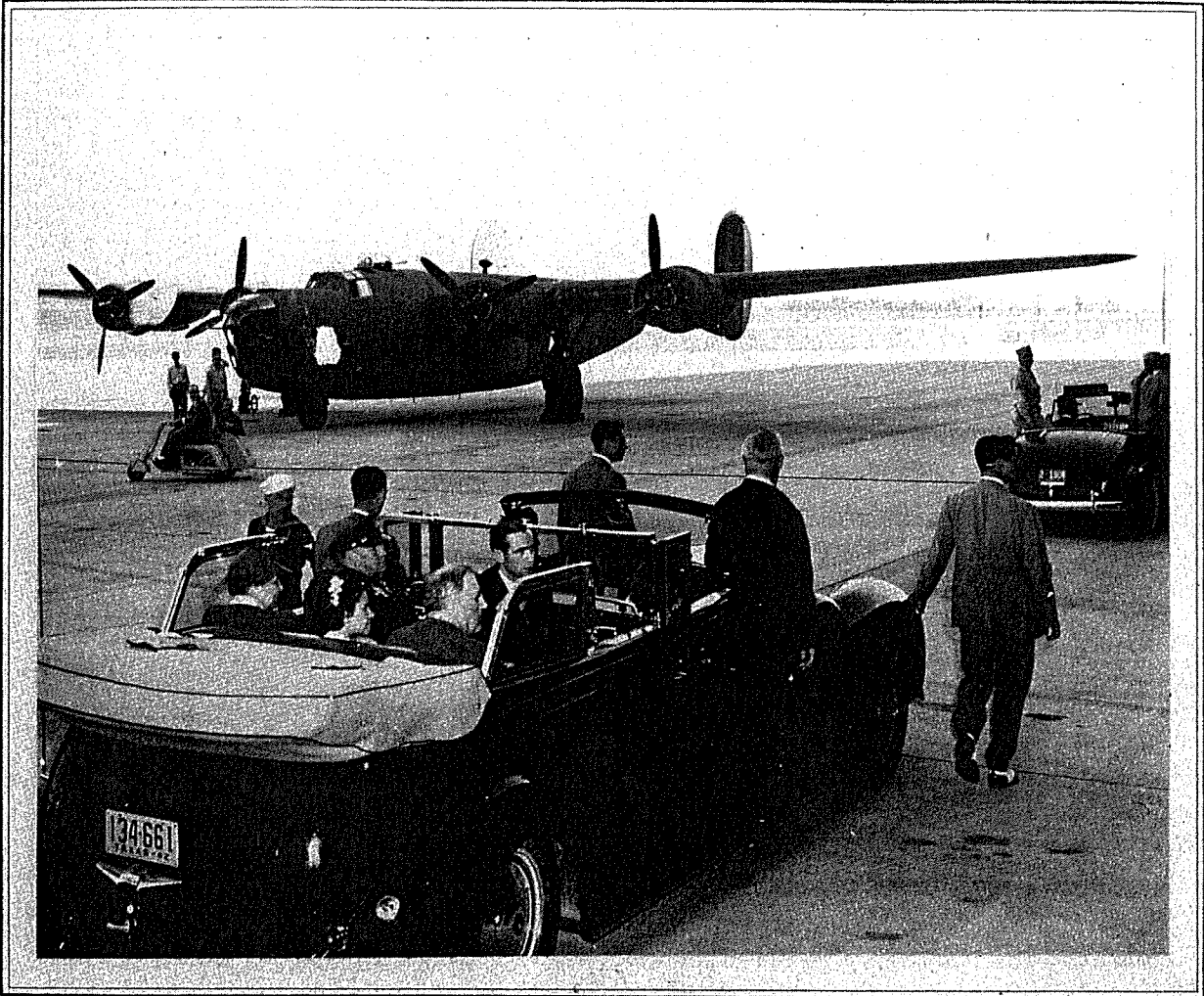
The train was underway at 6:30 p.m., en route to Fort Worth, Texas, where the President was to spend most of the day at the home of his son and daughter-in-law, Lieutenant Colonel and Mrs. Elliott Roosevelt, and then inspect a bomber assembly plant before departing for New Orleans, Louisiana, the next scheduled stop on his route.

Monday 28 September

The President's train arrived at Fort Worth, Texas, early this morning and was stopped some miles from the city itself to afford the President convenience in driving to the ranch home of his son, Elliott, which he did shortly after 9:00 this morning.

The President departed from his son's home in the late afternoon and arrived at the Bomber Assembly Plant of the Consolidated Aircraft Corporation at 4:30 to commence his inspection of this activity.

This assembly plant handles the assembling of the B-24 bomber



CONSOLIDATED AIRCRAFT CORP., FORT WORTH -- A SYMBOL OF THE
NATION'S GROWING MIGHT.

("Liberator") and the B-24 transport. The latter is a C-87 cargo airplane which has been modified as a transport and is commonly referred to as the B-24 transport.

Riding in the President's automobile at the time it arrived at the plant were:

Mrs. Franklin D. Roosevelt
Mrs. Elliott Roosevelt
Major General Richard Donovan, Commanding General,
Eighth Service Command
Mr. Newman of the Consolidated Aircraft Corporation
The two children of Lieutenant Colonel and Mrs.
Elliott Roosevelt

This bomber assembly plant contains what is probably the longest assembly line in the world - 3,000 feet, in a building 4,000 feet long. It employs about 8,500 people, 20 per cent of whom are women. It is expected that the percentage of women will later become 70 per cent.

It is expected that about 11,500 additional personnel will be employed in the next three to four months.

This plant is now assembling about 12 transports a week and expects to reach 75 a month in the not too far distant future. As soon as Ford completes the component parts, it also expects to turn out 100 assembled B-27's a month. Ground for this plant was broken on 17 April 1942.

There are three main buildings at Consolidated, but an additional parts plant is under construction. This will be 2,400 feet long and 360 feet wide, with a mezzanine in it which will give a total increase of 1,400,000 square feet. There are now 2,000,000 square feet in the main building.

The President's train was underway at 5:15 p.m., having been

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moved from the railroad station to the bomber plant at 3:00 p.m.

Tuesday 29 September

The special train carrying the President and his party arrived at the City Park Plant of the Higgins Shipbuilding Company, which is located on the extreme edge of the city of New Orleans, Louisiana, at 8:50. The President left the train at 9:13 a.m. and was met by the following people:

Rear Admiral Frank T. Leighton, Commandant,
Eighth Naval District
Captain Eugene T. Oates, the Admiral's
Chief of Staff
Mr. A. J. Higgins, Sr.

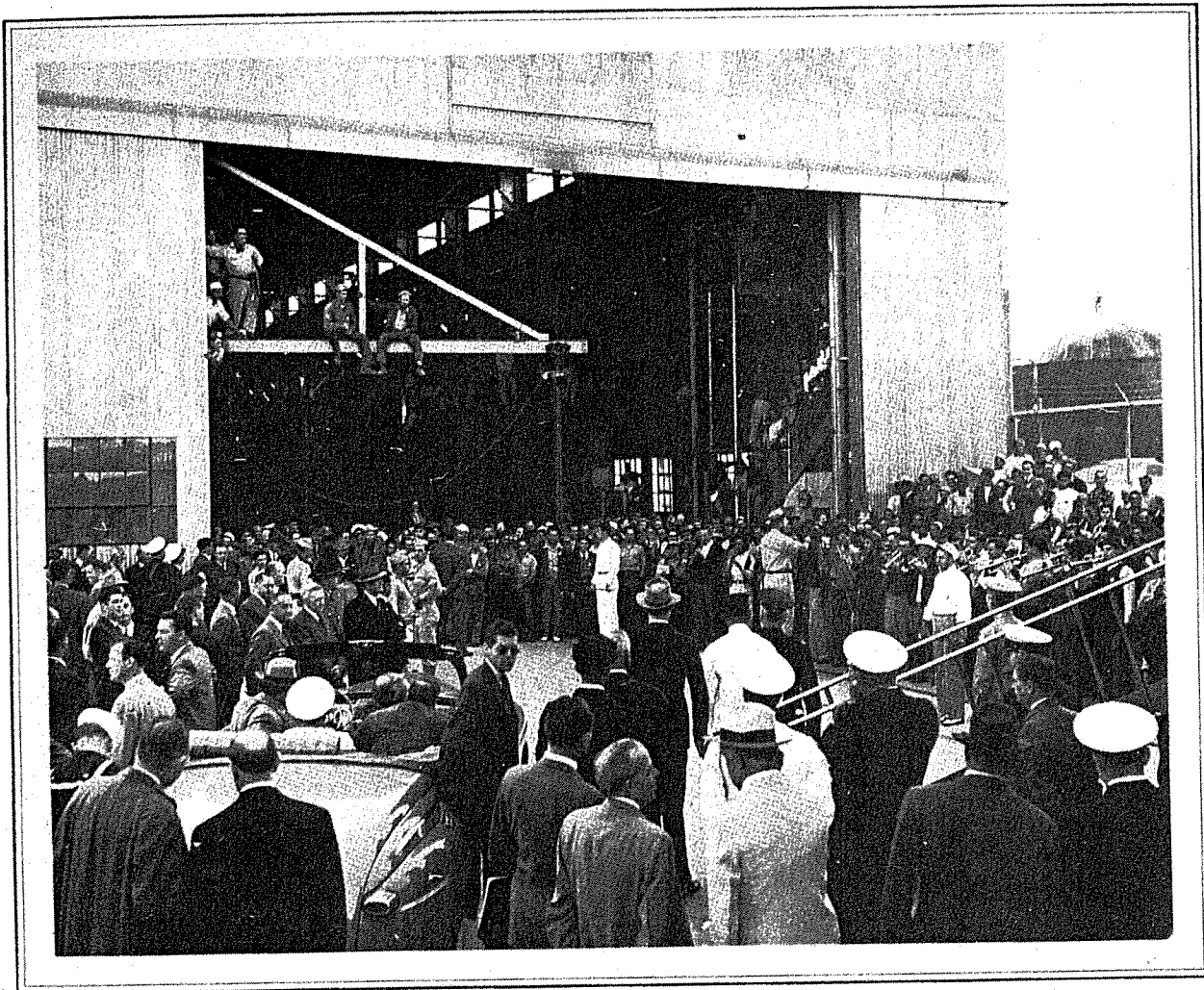
After the President had seated himself in the car, Mr. Higgins introduced to him relatives and executives who occupy positions of importance in the Higgins Company.

While the workers were not aware who their visitor was to be, they realized that something important was about to happen, and they were all pressing forward, each trying to obtain an advantageous position. Higgins Company guards ordered most of these back in the building before the President disembarked. But the handful that remained gave the President a hearty welcome when he appeared.

Riding in the President's car when the inspection started were the following:

Mr. A. J. Higgins, Sr.
Rear Admiral Frank T. Leighton

When the President had gone about half way through the plant, he was joined by the Honorable Sam Jones, Governor of Louisiana.



HIGGINS' INDUSTRIES, NEW ORLEANS -- EMPLOYEES' BAND STRIKES
UP "HIGGINS' VICTORY MARCH."

As the President's car entered the plant, it drove between two large wooden boats in the process of construction. As soon as the workers who were standing near these boats saw the President, they gave a tremendous cheer. The President waved his hand in acknowledgment.

Our first stop was to view a number of wooden 37-foot anti-submarine boats in the process of construction. Each boat had equipment on its stern for the throwing of depth charges. An interesting feature of this boat was the power-driven turret containing two machine guns, the turret being housed in the superstructure.

Next was a demonstration of a hook developed by the Higgins Company for loading torpedoes. The special feature of this hook is that it will not release the torpedo until the weight is off the hook. In other words, the torpedo has to be safely on the deck before the hook will release it.

The Higgins Company has done a number of exceptional things with wood. One of the most interesting of these is a wooden-woven waterproof pipe. It is both lighter and stronger than aluminum.

At this point the President's car was forced to halt while a number of workers raced by carrying musical instruments.

Our next stop was to see a scale model of the ships that the Higgins Company would have built for the government if its contract had not been cancelled.

As the President's car pulled out of the building and alongside the train, the band, portions of which we had seen earlier, struck up with "Hail to the Chief." Next they played "Anchors Aweigh;" then the crowd of workers sang the "Higgins Victory March," accompanied by

Collection: Grace Tully Archive, Series: Grace Tully Papers
Box 7, Folder 1, Log of the President's Trip, Inspection Trip
October 17, October 18, 1942

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the band, which is considered to be an exceptionally good one.

Mr. Higgins, Sr., stood up by the President and announced, "For the world's greatest man, three cheers," and the crowd responded lustily. Following this, Mr. Higgins said, "Now everyone show him how fast you can get back to work."

Governor Jones and Mr. Higgins talked to the President for about 15 minutes.

The President boarded the train again at 9:55 a.m.

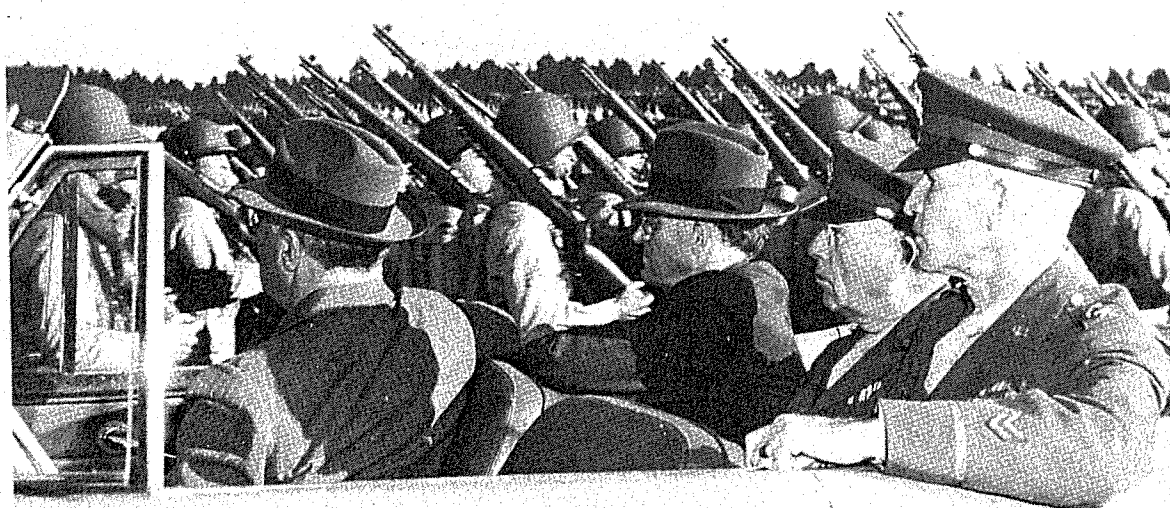
Shortly thereafter, the train was underway, this time en route to Camp Shelby, Mississippi.

The President's train arrived at Camp Shelby, Mississippi, just a few miles from the city of Hattiesburg at 3:00 this afternoon. The President left the train at 3:05, the guard presented arms, the band played "Hail to the Chief," and the inspection tour started at 3:10.

The President was met at the train by the Honorable Paul B. Johnson, Governor of Mississippi, Major General Griswold, Commanding the Fourth Army with headquarters at Camp Beauregard, Louisiana, Major General John C. Persons, Commanding the 31st Infantry Division, Major General W. H. Haislip, Commanding the 85th Infantry Division, and Colonel Geo. M. Holloran, the Commanding Officer of Camp Shelby.

The President, riding with the Governor, General Griswold, General Persons and Captain McCrea, passed most of the 31st Division, which had lined each side of the roadway for a distance of $13\frac{1}{2}$ miles. There are 33,500 men at Camp Shelby just now, the expected total being 79,000. Recruits are coming in at the rate of 400 a day.

At 3:40 p.m., the President arrived at a huge parade ground



FORT JACKSON, SOUTH CAROLINA -- TROOPS MARCH IN REVIEW
BEFORE THEIR COMMANDER-IN-CHIEF.

where the 85th Division, about 13,000 men, was formed for inspection. Honors were accorded the President, and he then drove past the various units of this Division. Troops lined each side of the roadway during the 13 miles back to the train, where the President arrived at 4:05. He chatted with the Governor for a short time and then entered his train.

Train was underway at 6:00 p.m., en route Camp Jackson, South Carolina, where the President is to make his last scheduled inspection stop before returning to Washington.

Wednesday 30 September

The President's train arrived at Camp Jackson, South Carolina, at 5:00 p.m. today. Upon leaving the train at 5:05, the President was accorded honors by the guard and band following which his Naval Aide, Captain McCrea, presented the following persons to the President:

Lieutenant General Ben Lear, Commanding Second Army
Major General W. H. Simpson, Commanding 12th Corps
(4 divisions)
Major General R. B. Woodruff, Commanding 77th Division
Major General L. S. Hobbs, Commanding 30th Division
Brigadier General R. E. Beebe, Commanding Camp Jackson
The Hon. R. M. Jefferies, Governor of South Carolina

The President remarked to Governor Jefferies that he had been here before and that he was glad to be back again. (Note: The President last stopped at Camp Jackson in the spring of 1941 on his return to Washington from a short fishing cruise in the Bahamas on board the POTOMAC.)

When the President started his inspection at 5:10 p.m., Governor Jefferies and Generals Lear and Simpson were riding in his car

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with him.

A double line of troops from the 77th Division lined the roadway en route to the parade ground. The 77th is the "Metropolitan" Division and is composed mostly of men from New York City and Brooklyn.

The President arrived at the parade ground at 5:15 where two regiments of the 77th Division were formed for inspection. Following rendition of honors to the President, Brigadier General Harris M. Melasky, Assistant Commander, 77th Division, replaced Major General Simpson in the President's automobile and the President drove past the assembled troops.

Upon the President's return to the reviewing stand, the regiments started passing in review, the last unit of foot soldiers passing at 5:40. This review was a short one, lasting only 12 minutes.

On leaving the parade ground the President's route took him past many units of the 30th Division which were formed along the roadway in double lines. It was also noted that a number of barracks were under construction for an expected contingent of WAAC's.

There are a number of units composed of colored troops here. Just before returning to the trainside, the President's route took him past a unit of mounted colored troops. This is one of the only two pack troops in the United States.

After driving about eight miles in all, the President returned to the train at 5:55 p.m., chatted a few minutes with Governor Jefferies and Lieutenant General Lear, was accorded honors, and went on board at 6:15.

The train was underway for Washington shortly after 7:00,
where we were due to arrive at noon tomorrow, Thursday.

Thursday 1 October

Arrived Washington, D. C., at noon.