

FREDERIC A. DELANO
1018 INTERIOR DEPARTMENT
WASHINGTON, D. C.
1 570 LEXINGTON AVENUE
NEW YORK CITY

Box 43 - Democrat (S) (1)

*PSF
Fred Delano*

Washington, D.C.,
January 9, 1935.

PERSONAL AND CONFIDENTIAL FOR
THE PRESIDENT.

January 10, 1935.

Dear F. D. R.

I am enclosing herewith a check representing payment for three shares of New Boston Land Company stock at par, made as of January 1, 1935. This payment is made for the purpose of eventually retiring all this stock and should be treated as retirement of capital. There has been deducted from the \$300.00 which you would have received \$.33 for United States, New York State and Pennsylvania State transfer taxes, so that the check appears \$299.67.

I am also delivering on behalf of Mr. Schwerin, President of the New Boston Land Company, a certificate for $41\frac{1}{2}$ shares of New Boston Land Company preferred stock. I am going to ask you to sign this certificate and return it to me so that when another six months rolls around I will be able to handle it for you without again bothering you to sign the certificate.

Respectfully

Fred Delano

January 10, 1935.

Dear Uncle Fred:-

Many thanks for your check
for \$299.67 for retirement of three shares
of New Boston Land Company stock.

I have signed the certificate,
as you ask, and am sending it back to you.

Affectionately,

Hon. Frederic A. Delano,
2244 S Street,
Washington, D. C.

(Enclosure)

NEW BOSTON LAND COMPANY

(INCORPORATED IN PENNSYLVANIA)

350 MADISON AVENUE

NEW YORK, N.Y.

REMOVED TO 510 LEXINGTON AVENUE

Jan. 7, 1935.

The President,
White House,
Washington, D. C.

Dear Mr. President:

Enclosed please find our check in the amount of \$299.67, covering the purchase from you of -

Three (3) shares of New Boston Land
Company Preferred Stock @
\$100.00 per share - - - - - \$ 300.00


Less deduction for United States, New
York State, and Pennsylvania
State transfer taxes - - - - -

We also enclose Certificate No. 74 covering 41-1/8 shares of New Boston Land Company Preferred Stock.

Will you kindly sign the enclosed copy of this letter and return to us as an acknowledgment of receipt.

Yours very truly,

NEW BOSTON LAND COMPANY


President.

OGS/MF
Enc.

323
(14) Cont
VIEW 8021

January 10, 1935.

City Bank Farmers Trust Company,
22 William Street,
New York City,
New York.

Gentlemen:-

Please place to the credit of my
account enclosed check from New Boston Land
Company for \$299.67.

This check represents retirement
of capital by purchase of three shares of
preferred stock at par, less taxes of thirty-
three cents.

Very truly yours,

(Enclosure)

FREDERIC A. DELANO
1018 INTERIOR DEPARTMENT
WASHINGTON, D. C.
870 LEXINGTON AVENUE
NEW YORK CITY

M 629
1499.45
Washington, D.C.,
August 2, 1935.
w 2-4 136/24
v r i n e
W V Z 3

Dear F.D.R.:

I am just back from a three-weeks trip to the Pacific Coast, covering over 8,000 miles by air, by rail and by water, and had a most interesting trip. I am planning to go to ALGONAC tomorrow afternoon, and I shall make a brief report to Secretary Ickes of the ground I have covered and the things I have seen.

I am leaving with you -

- (1) a check for \$500 less deduction for New York State and Pennsylvania transfer tax;
- (2) a certificate of stock for 36½ shares of the New Boston Land Company preferred stock, 30% of this stock having now been bought in in liquidation.

If you will sign this certificate in blank on the back and send it to me by registered mail at Newburgh, New York, I will attend to it within six months' time, when we expect to retire another 10%. I have been working out this method of liquidation of the old New Boston Company, and while I do not expect to be able to liquidate the whole thing, I am in hopes of liquidating at least 60% of the stock.

Affectionately yours *Tracy*

Enclosures

Frederic A. Delano

REPRODUCTION
OF THE ORIGINAL DOCUMENT
BY MICROFILM

by L. C. 287
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- L. C. 287
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July 9, 1935
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The President
White House
Washington, D. C.

Dear Mr. President:

Enclosed please find our check in the amount of \$499.45,
to your order, covering the purchase from you of -

Five (5) shares of New Boston Land Company Preferred Stock @ \$100.00 per share	\$500.00
Less deduction for United States, New York State, and Pennsylvania State transfer taxes55
	\$499.45

We also enclose Certificate No. 98 covering 3 1/2 shares
of New Boston Land Company Preferred Stock, in your name.

Will you kindly sign the enclosed copy of the letter and
return to us as an acknowledgement of receipt.

Yours very truly,

NEW BOSTON LAND COMPANY

President

CGM:DEG
Enc.

*This is a 10% liquidation at
 par of the stock in your name
 Bernard Weiss
 Aug 2, '30*

NEW BOSTON LAND COMPANY
 (INCORPORATED IN PENNSYLVANIA)
 350 MADISON AVENUE
 NEW YORK, N. Y.
 REMOVED TO 670 LEXINGTON AVENUE

July 9, 1930

The Trustees
Trust
Washington, D. C.

Dear Mr. President:

Enclosed please find our check in the amount of \$499.45, to your order, covering the purchase from you of -

Five (5) shares of New Boston Land Company Preferred Stock @ \$100.00 per share	\$500.00
Less deduction for United States, New York State, and Pennsylvania State transfer taxes	505
	\$499.45

We also enclose Certificate No. 28 covering 36 1/2 shares of New Boston Land Company Preferred Stock, in your name.

Will you kindly sign the enclosed copy of the letter and return to us as an acknowledgment of receipt.

Yours very truly,

NEW BOSTON LAND COMPANY



President

CGM:DCG
 Enc.

To F.D.R

The above rec? while I was on my trip to the Coast - so please pardon delay - had

Box 43-Diener 1,

PSF
Fred Selano

August 8, 1935.

August 8, 1935.

City Bank Farmers Trust Company,
22 William Street,

Dear Uncle Fred:-

Gentlemen:- Many thanks for the check for \$499.45, in liquidation of the New Boston Land Company. I have endorsed the certificate for thirty-six and a half shares, and I am sending it herewith to you at ALGONAC by registered mail.

Five shares of New Boston Land Company preferred

stock at \$133.40 per share

Affectionately,

Very truly yours,

Honorable Frederic A. Delano,
"Algonac"
Newburgh,
New York.

(Enclosure)

August 8, 1935.

City Bank Farmers Trust Company,
22 William Street,
New York, N. Y.

Gentlemen:-

Will you be good enough to place the enclosed check for \$499.45 to the credit of my account?

This represents purchase from me of five shares of New Boston Land Company preferred stock at \$100.00 per share in liquidation.

Very truly yours,

(Enclosure)

FEDERIC A. DELANO
INTERIOR DEPARTMENT
WASHINGTON, D. C.
1000 LEXINGTON AVENUE
NEW YORK CITY

*file
"private"*

*PSF F.A. Delano
Subject File*

Washington, D.C.,
April 28, 1936.

VERY PERSONAL AND CONFIDENTIAL

MEMORANDUM

FOR

F.D.R.

I don't know what is going to happen when Mr. Eastman's term of office is over, nor do I know whether you care to have my views on this subject. I think very highly of Mr. Eastman, but I am afraid he has no capacity as a Coordinator.

There is another man on the Commission who would be much more successful in this capacity, and that is Commissioner Charles D. Mahaffie.

What would you think of appointing a commission of two which would include Mr. Mahaffie and Mr. Jesse Jones?

Pardon me if I am butting in "where angels fear to tread"!

Federic A. Delano

F.A.D.

PSF: J. G. Delano

Aug 2nd 36

ALGONAC
NEWBURGH, NEW YORK

J

1936

Dear Eleanor

In checking myself up on the spelling of Province & Provincie in French, I find that F. D. R. seems to be right. The word "Province" applies to a particular province of France, and the dictionary definition spelled out as in my Dictionary reads as follows: -

"Provincie; Ancienne province du Midi de la France, etc "

Under, Province it says; Les Romains

Donnaient le nom de provinces
aux Etats conquis par leur armes.
etc, etc, "

So I think F. D. R. and the
State Dept were right and I was
wrong. -

So please set me straight -

Your affectionate Nephew
Benjamin Delano

PSF: F. A. Delano

Sunday morning

Jan 18/37

FREDERIC A. DELANO
2400 SIXTEENTH STREET N. W.
WASHINGTON, D. C.

My dear Mr President -

I have been consulted by
the Brownlow Committee and I
am naturally greatly interested
in your success with the under-
taking in Congress. - I claim
no political sagacity, but I venture
to assert that it would be a great
mistake to transmit this Report
with a brief letter of transmittal.

Not many people will read the

entire report, and in any event
no one would comprehend its full
significance, but everyone
will read your message,
your explanation, and it is
most important for your re-
putation that you get it across.

Faithfully yours

Marica Delano

PSF F. A. Delano

FREDERIC A. DELANO

4048 INTERIOR DEPARTMENT
WASHINGTON, D. C.

570 LEXINGTON AVENUE
NEW YORK CITY

Washington, D.C.,
January 25, 1937.

Miss Marguerite Le Hand,
Secretary to The President,
The White House,
Washington, D.C.

My dear Miss Le Hand:

I enclose herewith a proxy to the
New Boston Land Company meeting on February
10th. This Company is in liquidation, and
as there are very few stockholders, we are
anxious to have The President's signature on
this proxy. Will you kindly direct his at-
tention to the matter?

Yours sincerely,

F. A. Delano

Enclosure

FREDERIC A. DELANO

4048 INTERIOR DEPARTMENT
WASHINGTON, D. C.

870 LEXINGTON AVENUE
NEW YORK CITY

*file
personal* PSF: J. Q. Delano

Washington, D.C.,
February 4, 1937.

Dear F.D.R.:

Your Aunt Dora, knowing your fondness for ship models, has sent you a model of the French SS NORMANDIE, and I brought it down from ALGONAC to be sure that it would arrive safely. If you are going to continue to indulge your taste for models, I suggest that you let me include in the building program an addition to the White House.

Your affectionate uncle,

Frederic A. Delano

PSF F.A. Selano

THE WHITE HOUSE
WASHINGTON

March 30, 1937.

MEMORANDUM FOR

MRS. H. J. P. STARR

I am returning herewith
the papers which you sent for
the President's signature.

RECEIVED
MAR 29 1937
U.S. DEPARTMENT OF THE INTERIOR

RECEIVED
MAR 29 1937
U.S. DEPARTMENT OF THE INTERIOR
LHC MALLE MORSE

FREDERIC A. DELANO

4046 INTERIOR DEPARTMENT
WASHINGTON, D. C.

270 LEXINGTON AVENUE
NEW YORK CITY

P.F

Washington, D.C.,
March 29, 1937.

Memorandum for Miss Tully.

Confirming our telephone conversation, I am enclosing papers pertaining to subscription warrant for Texas Corporation stock, with Mr. Miller's explanatory letter to me. In the third paragraph you will note the acknowledgment requirements underscored in red pencil.

When The President has signed and acknowledged these papers, please return them to me at 4046 Interior Department. As soon as Mr. Delano is well enough, we will get from him information about the loss of the original warrant, and fill in the forms. I believe there is no deadline on this. The President's convenience is paramount.

Helen J. F. Starr
Secretary to Mr. Delano

Enclosures

PSF F.A. Delano

May 17, 1937.

Dear Uncle Fred:-

Ever so many thanks for that
delightful first trip cover from Hong-Kong.
As a specialist in the Hong-Kong stamps, I
find it a joy. I am sending a note to Mr.
Butler.

I enclose the checks duly
signed.

So glad you are back and
well again. Please don't over-do.

Affectionately,

Honorable Frederic A. Delano,
2400 Sixteenth Street,
Washington, D. C.

100 1A 722A

FREDERIC A. DELANO
2400 SIXTEENTH STREET N. W.
WASHINGTON, D. C.

May 15, 1937.

My dear Miss LeHand:

I am enclosing two personal things for The President. First, six checks in blank of the Roosevelt Trust on which I wish to get The President's signature. They are for small monthly bills that I have to take care of. An addressed envelope is enclosed for return to me when he has signed them.

Second, a note I have written to The President enclosing a letter by airplane to me from Hong King, China.

Yours sincerely,

Enclosures

F. Delano

1

BF F.A. Delano

Delano

August 3, 1937.

Dear Uncle Fred:-

I take it that these papers are in correct form. I have signed mine and also as one of the Trustees, and the necessary notarial acknowledgments have been made.

Will you be good enough to sign and send them to Curtis Hall who is to sign, I think, in three places?

As ever yours,

Honorable Frederic A. Delano,
Interior Building,
Washington, D. C.

(Enclosures)

CHARLES SCHNEIKRAUT
ATTORNEY AT LAW
16 COURT STREET
BROOKLYN, N. Y.
TEL. TRIANGLE 5-4740-4741



July 31, 1937

Hon. Franklin Delano Roosevelt
The White House
Washington D.C.

Dear President Roosevelt;

I have just received word that the City of New York will have its checks ready in payment of the award due yourself and due the Executors and Trustees of your Father's Estate at any time I call for the same after August 3rd next.

It will be necessary that the papers I have enclosed be executed in proper form and delivered to the City of New York at the time I pick up the checks. The amount of the award due you individually is the sum of \$662.41. The sum due the Executors and Trustees of your Father's will is the sum of \$662.44.

I am enclosing receipt, affidavit, release and a letter addressed to the Comptroller of the City of New York for execution by yourself individually and by yourself as a Trustee of your Father's will. I have also enclosed the papers to be executed by Curtis B. Dall, and Frederic A. Delano.

I have pencil marked the papers wherever the signature of yourself, Curtis B. Dall and Frederick A. Delano are necessary. I have also indicated by pencil mark the places the Notary should take verifications and acknowledgments and notarial certificates should be added where I have indicated.

I am also enclosing letters addressed to the Comptroller of the City of New York directing him to deliver checks to me. Upon receipt of your check I will send the same on to you with my bill for services rendered. I will await return of the papers. Thanking you, I remain

Respectfully yours,

CS:LG
Enc.

FREDERIC A. DELANO
4048 INTERIOR DEPARTMENT
WASHINGTON, D. C.
270 BOSTON AVENUE
NEW YORK CITY

At Newburgh, New York,
September 29, 1937.

P5F
F. A. Delano

Confidential
Dear F. D. R.

I am sending you herewith an interesting book, entitled "The Magic of Monarchy", which I commend to you. It points out some important facts which apply to us in our problems. It shows the ups and downs of public opinion, and yet it proves by long experience that regardless of the faults and short comings of Monarchy, the rank and file of the British people cling to it as a symbol of permanence which is very dear to their hearts. In our country the Constitution and the Supreme Court, in a sense, take the place of the Monarchy, because they change rarely and very gradually. In other words, these features of our Government have become relatively immovable and therefore a symbol of permanence. In the last few months a great deal of nonsense has been fed to the people to make them feel that the Constitution and the Court were about to be wrecked, whereas there was no such intention by The President.

What is the solution? To me the solution is with us as it has been in Great Britain at various times, say in 1834 - in 1870 - and very recently - to-wit, save all that is good in the Constitution and the Court, but not to let the power of wealth run away with the whole institution, by spreading false propaganda. Of course, I see the importance of progress and the necessity of securing results within a reasonable time limit, but it will not be secured if the plain people, the people of small means, lose confidence in the permanence of our institutions.

The President has achieved much already by making the Supreme Court see that it was up to it to do its part and that it could not recklessly nullify legislation. Old Chief Justice White, whom I came to know well, always preached that doctrine. On the other hand, there is a feeling that the Supreme Court has been blamed for the faults or the carelessness of others. The most loyal adherents of the New Deal realize that some of the reform legislation was hastily drawn; that cases were presented for adjudication which had not been well chosen or were inadequately presented; that the Court was blamed for the faults of Junior Courts which went astray and left a tangled record. In short, bad cases make bad law, as has often been observed.

Good Presidents have made some very unfortunate appointments to the Court, and the selection of Junior Judges has too often been given too little study. It sometimes appears to me that we should develop a Corps of Career Judges just as we have been compelled to develop career men in the other Executive Departments of the Government.

Pardon the length of this letter. The purpose of it is, after all, to urge you to read this little book because it appears to me to have real merit.

Yours affectionately
F. A. D.

PSF: J. G. Delano

Aboard Presidential Special,
October 4, 1937

Dear Uncle Fred:-

Ever so many thanks for the book. I will read it as soon as I head East from Chicago. You are right about the Court and the Courts. The chief difficulty about all of them is that unlike the English Courts, the Judges do not help the Government and the people when the case is a "bad case" by pointing out how the case could be made a better case. Actual practice and procedure on the part of the lawyers and the bench must be greatly improved before we can seriously discuss Career Judges. Under present circumstances, I doubt if they would initiate great improvements.

Affectionately,

Hon. Frederic A. Delano,
4046 Interior Department,
Washington, D. C.

PSF
F. A. Delano

7939

November 7.

Interim
T

MEMO to Mr. Delano. (Left with The President - 11/9/37)

I have trustworthy information that Senator Hayden has not changed his mind about our Board. In this opinion, I feel sure, he represents certain Reclamation officials and others interested in water resources who are influential in his state and in adjacent states.

Senator Hayden was certain he had the votes in the Senate last session to make us permanent. As you know, he dropped his efforts.

If we are to achieve a permanent status by additional legislation the support of Senator Hayden and his group seems almost essential. And I do not think anybody short of the President can reconcile him, or rather his advisors, to the present set-up.

The additional fact that Senator Hayden is on Appropriations and is known to certain of his colleagues as an "authority" on the activities of our Board, seems to make his conversion desirable and I think I have named the only Apostle who can do it.

file

PSF: F. A. Delano

file

EXECUTIVE OFFICE OF THE PRESIDENT
BUREAU OF THE BUDGET
WASHINGTON, D. C.

OFFICE OF
THE DIRECTOR

August 25, 1939.

MEMO. FOR THE PRESIDENT

You may be interested in this
point of view.

HDS

Treasury Department

PSF: F. A. Delano

4W FN

TELEGRAPH OFFICE

WAA10 35 NL

NEWBURGH NY AUG 24-39

1939 AUG 25 AM 7 56

HAROLD B SMITH
DIRECTOR OF THE BUDGET

KINDLY TELL THE BIG CHIEF FROM ME THAT THERE IS ONE PERSON WHO CAN
BY FRIENDLY ADVICE PUT AN END TO THE PRESENT CRISIS AND AT THE
SAME TIME SAVE HIS FACE THAT IS STALIN

F A D

744A AUG 25

PSF F.A. Delano

THE WHITE HOUSE
WASHINGTON

February 13, 1940.

MEMORANDUM FOR

HON. FREDERIC A. DELANO

Will you be good enough
to sign the enclosed copy of
your letter to me and return it
unfolded, as I want to have it
framed with the Commission?

F. D. R.

*Done
FAD*

Jan 30/40
2400 SIXTEENTH STREET
WASHINGTON, D. C.

Dear Franklin

Perhaps it is a good way to celebrate your 58th anniversary by sending you the Commission which your Grate-Grand Father received when he was named Captain of the Good Ship "War-rington" 318 Tons on August 13th 1800, - and was comd-

by President John Adams
to transport "Passengers
Goods and Merchandise".

Ephraim DeLano lives
at Nasketucket (near
Fairhaven) but the House
his descendants live in
is not the original house
but is one built by my
Father about 1850. —

My records show that

Ephraim was born in
1733 and died in 1815
when my father his grand-
son was some 6 years
old. —

Perhaps this Commission
may find an appropriate
place in your new Library
at Hyde Park. —

With sincere greetings,
I am your affectionate
Nephew
Frederic

Checks returned 3/26/40

PSF

file 3

FREDERIC A. DELANO
220 STATE DEPT BUILDING
WASHINGTON, D. C.
570 LEXINGTON AVENUE
NEW YORK CITY

Washington, D.C.,
March 23, 1940.

Miss Le Hand,
Secretary to the President,
The White House,
Washington, D.C.

My dear Miss Le Hand:

As soon as he can conveniently
do so, will you kindly ask The President to
sign the enclosed checks for the Roosevelt
Trust, and return them to Mr. Miller direct
in the attached envelope?

Thanking you for attending to
this for me, I am

Yours sincerely,

Enclosures

Frederic A. Delano

PSF
F. A. Delano 3

May 24, 1940

MEMORANDUM FOR

F. A. D.

Have you any idea what this is all about? I am sure there is no Roosevelt trust connected with this delinquent tax property.

F. D. R.

Enclosures

Fdr/tmb

~~Exit~~

Statement of delinquent taxes from C. C. Hampton, Attorney at Law, Gatesville, Texas "To All Delinquent Taxpayers, Coryell County, Texas"

Assessed on J. T. Davis Est., Page 2, Line 19, Year Delinq. '37
Total taxes \$106.96, Penalty & Int. \$19.25, Costs \$.50,
Total tax Penalty, Int. and Costs \$126.71, Abst. or Lot #48,
Original Grantee, City or Town, S. Banks, Acres or addition,
280.

Also mimeographed let. from Hampton stating that due to the amount of delinquent taxes which have accumulated on the rolls, it has become necessary to make a special effort to collect same. Is under contract for a period of 12 months to perform that service and expects to collect a major portion of these taxes.

Sent
6/27/KD

PST

FREDERIC A. DELANO
280 STATE DEPT BUILDING
WASHINGTON, D. C.
—
870 LEXINGTON AVENUE
NEW YORK CITY

Washington, D.C.,
June 26, 1940.

Miss Le Hand,
Secretary to The President,
The White House,
Washington, D.C.

My dear Miss Le Hand:

If and when you can conveniently
do so, will you get the President to sign
the enclosed blank checks on the Sara Delano
Roosevelt account, and send them in the en-
closed envelope to Mr. Charles G. Miller?

Yours sincerely,



Enclosures

PSF FA Delano File
Volume 3

ALGONAC
NEWBURGH, NEW YORK

August 13, 1940.

PERSONAL

My dear Mr. Foster:

May I again ask your kind assistance in getting the enclosed personal letter into the hands of the President? I shall appreciate it very much.

Yours sincerely,

Enclosure

Frederic A. Delano
Frederic A. Delano

Mr. Rudolph Foster,
Executive Clerk,
The White House,
Washington, D.C.

This a letter to Mrs Forbes from a Paris friend of hers - and as I think very interesting
FAD

ALGONAC
NEWBURGH, NEW YORK

August 13, 1940.

Dear F.D.R.:

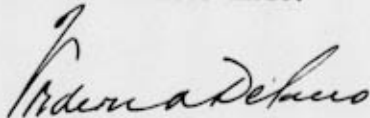
I am sending you a copy of a letter which your Aunt Dora received, and although to protect the writer I have left out names which might disclose her identity. I think you will find the letter well worth reading. Dora's maid Tercide tells me that this lady is quite a bit older than her husband, and that he is a scientific expert on the staff of the Embassy in Paris, not a diplomatic man: but I think you will agree that the letter makes a remarkably clear and fair statement in regard to an exceedingly bad situation.

A few days ago I was in New York on business and saw Elsie Perkins Hoover who arrived only a short time ago after many difficulties.

This carries my very best wishes.

Your affectionate uncle,

Enclosure



Dear Mrs. _____:

The news reached us today that the President has accepted the nomination and will run for a third term. And I feel a comfortable certainty that he will be re-elected with an enormous majority. I can't tell you how pleased I am, for who is there capable of stepping into his shoes? In fact, a mon avis, he is the one sane and capable leader in this mad world of today. May he be able to help this poor tortured continent out of its miserable plight. For your own sake I am very glad you did not come back, for the sight of our beloved Paris bereft of its liberty would, I am sure, be a great grief to you. Not that I have seen it thus, for I have been here in the country since the 25th of May.

On pain of losing our husband's jobs, the Ambassador ordered us to take the first available ship for home. I was ill, so Mr. _____ very kindly made an exception in my case, and allowed me to come down here to stop with some friends where I have got quite well and am now waiting until my husband can come to fetch me. I fear I should have refused to go in any case, for in the state I was in, I think that the separation from my husband under the circumstances would have killed me. Added to which, the only available berth was a cot in the ship's saloon, for which the American Line asked \$400. This disgraceful exploitation of the distress of American citizens I would have refused to have submitted to. I wonder if Mr. Hull or the President has heard of this.

Knowing that Berlin would be bombed if Paris were, I felt quite sure that the center of the city at least would not be, and I would have stayed there if I had been allowed to. And it turned out to be about the safest place north of Lyon. Fortunately the house I am in is off the main route, but even so, for one whole day I watched a French army in retreat from the Aisne and the Maginot Line, a grim faced looking lot of men, who made me fearful of what might follow. That night we heard the sound of distant guns and the next morning our windows shook with an explosion: the blowing up of a bridge about seven kilometers from here. The German commander of an advance motorized unit was just in the middle of the bridge when it blew up. I was looking at the remains of his car only this morning: not a pretty sight when one thought of the human beings who had been in it. That night I made my peace with death, for we all thought the fighting was coming our way. But the destruction of that bridge deflected it.

The route from Vichy (we are about 36 kilometers from there) however, was still open and the following day other motorized units of the German army passed over the road just below us. I watched them go by with mixed feelings, as you may imagine. From all the accounts we have heard from many of the people in the

trians without even stopping them. Only where they were opposed were they ? In the town from which we get our supplies, two kilometers from here, they demanded the arms of the few soldiers there, and when they were given up said: "Now let's have a drink together."

I am amused at the omniscience of the American press in regard to what the French people want, when those of us who are in France, talking to men and women of every class, can form no opinion of their wishes. A few of those I have talked with look to England to free them, but a very large majority seem now to hate the English much more than they do the Germans. They say they were pushed into the war by England who made them bear the brunt of the fighting, and then when their beloved France, overrun and devastated, was forced to surrender, they knifed them in the back by destroying their navy. Personally I think the way the English radio attacked and insulted Marshal Petain for demanding an armistice was not only in extremely bad taste - to its ally destroyed and beaten to its knees. - but extremely bad psychology because of its effect upon the French people. One does n't kick a man when he is down and fair play is what the British so pride themselves on.

It will take another generation, I fear, to wipe out the effects of it upon the French amour propre. From which you may gather that I do not like Winston Churchill. I don't and haven't since, against all the expert advice of the British admirals, he sent all those ships to Gallinoli in the last war and the men on them to their deaths. One of the finest of those admirals, Sir Richard Poor (you may have read his wife's two books of his distinguished career). I knew very well, and he told me that every commander in those waters told Churchill that they were so mined that the ships could not get through them, and he went right ahead and sent all those men to a certain death, and nothing gained by it. If that is the mental make up of an efficient leader, it doesn't seem so to me. Mais, on verra!

One of the saddest sights of this ^{war} ~~are~~ are the refugees, both Belgian and French. About three million of them have come south, and made a very serious shortage of food, as well as of many other necessities, the most important being gasoline. Most of us are compelled to walk or bicycle to our nearest town for supplies, ours being over two kilometers away. Sugar and soap are also becoming annoyingly scarce. If the American Red Cross or the government does not organize some method of supplying France's, Holland's and Belgium's needs during this coming winter, the suffering is going to be something awful. The lack of coal, too, I hate to think of. But I feel sure the President will find some way of doing it - if he can bring pressure upon England to let our ships through the blockade. Such is my opinion of Winston Churchill that I believe he would quite cheerily let the French starve to gain his ends, - he is so enraged at not having been able to "fight to the last Frenchman". I suppose you know that Englishmen of 28 were only recently called to the colours, while from

the beginning of the war men of up to 45 were mobilized here in France. My heart bleeds for France. From all the welter of rumours, radio propaganda, stories one hears directly, lies and a few truths, one gleans two facts: that the army was tragically unprepared, badly officered and equipped, the result of 20 years of misrule and corruption. "Candide" attributes the reports of treason to communist propaganda.

The son of the nearest farmer to us has just come back with 20 others brought out by an officer because they had no ammunition: the poor things walked all the way from Alsace. Another, an officer, the nephew of an intimate friend of this household, writes from a hospital in Germany, that he was abandoned, wounded, by the retreating British army in Flanders, but rescued and well treated by a German ambulance corps. Another assures us that there were Germans on the French war ships at Oran and that is why the English sank them. Another will tell you that that sinking was without an atom of excuse as the French ships would never have been surrendered to the Germans. These sinkings have gone further than anything else to alienate the French. They do seem to think very genuinely that the English have let them down, as the English seem as genuinely to believe that they have been let down by the French because they wouldn't allow themselves to be pushed into the sea. So does self-interest influence our thinking. Some day a good part of the truth will come out but never all of it. The relativity of truth is such a terrible opportunity for the journalist or the propagandist. I am getting so I believe but a small part of what I read in the papers or hear over the radio of any country. One has only to listen to a half dozen of them to know how they all deliberately, or through ignorance, lie.

For an entire month I could get no word either to or from my husband. I did not even know for certain where he was, for different sections of the Embassy have been traveling about: to Tour, La Bourboule and Bordeaux, Vichy. But I have learned at last that he has remained in Paris. For a time he slept at the Embassy. As most of the best hotels were commandeered, the Tremoille among them, the Hotel Bristol was taken over for Americans, and he went there. I don't know when I shall be able to get back to Paris, for there is so little essence that my husband may not be able to obtain enough for the trip here and back. We can't even get enough to go to Vichy, only 36 kil. from here; and it is more than problematical when one can get onto any train, for, first, three million men must be demobilized and returned to their homes, and then those three million more refugees. I go on hoping that the Embassy will be able to provide my husband with the petrol. In any case, one must be patient these days, there is so much grief and suffering, and if one is com-

were not for the fact that I am never happy away from my husband for long, and that I know he is very lonely without me, I'd not mind being here at all. There is one thing for which we both may be profoundly grateful, and that is that the beautiful Paris that both you and I love so much has not been destroyed.

If you have not been able to hear from your maitre d'hotel I feel sure that all is quite safe in your apartment. The Embassy has certainly put a notice on your door that it is the property of an American, as I know has been done with others. But undoubtedly Mr. Bullitt has been able to get some word through to you about it, as well as to the welfare of your nieces and nephews. An article in the Progres of Vichy of yesterday states that the Germans are not occupying Paris, with but a few exceptions: they come to it from outside the banlieu merely as tourists. I fancy these must be rather numerous as they appear to occupy most of the best hotels, as I see I said above. My husband writes me that the city is deserted and very sad, the people appearing crushed and stunned.

When you have a spare moment, and are not too tired, do send me a line care of my husband at the Embassy to let me know how you are. I suppose we can ~~never~~ not hope to see you in France again until the war is quite over, and when, oh when will that be? We missed you very much this winter, and shall not cease to miss you as time goes on, for as I said of your nephew, there is no one who can replace you. It would seem to be a Delano trait. Hoping, though, that we may meet again before very long,

As Always.

Very affectionately .

PSF: J. A. Delano

FREDERIC A. DELANO
220 STATE DEPT BUILDING
WASHINGTON, D. C.
—
270 LEXINGTON AVENUE
NEW YORK CITY

Sept 22/40

Dear F. D. R.

I read your Univ^t of Penn^a
address, because I could not be
on hand to hear it on the Radio,
and I pronounce it very fine
and up to your already
High Standard —

Warty congratulations!

Affly

Your Uncle F. A. D.

PSF
F.A. Delano ^{William}

October---1940

Re:-Receipt and Release connected with Mrs. Forbes
will sent to the President by Mr. Frederic Delano

See: Personal Financial-Drawer 3-1940

file
personal

3-40

PSF. Z. A. Delano
Christmas Day
1940

2400 SIXTEENTH STREET
WASHINGTON, D.C.

My dear F.D.R.

RECEIVED
DEC 26 12
THE WHITE HOUSE

Thank you sincerely
for the handsome "porte
folio" you sent me &
notably for the lettering
upon it - FAD from FDR ^{Christmas} 1940

It is a useful and very delight-
ful keepsake. -
Yours affec- Mueli F.A.D.

FSF F.A. Delano Folder
3-41

November 21, 1941

Dear Uncle Fred:

Naturally I am disappointed that the time for the close of Fairhaven seems to have come -- but I suppose that it is the only thing we can do as none of us of the younger generation are in a position to do what you and Uncle Warren and the sisters have done through all these years. Nevertheless I shall always look back, not only to my visits at the homestead, but also to the thought that I could go there at any time.

All of my generation and for that matter, the grandchildren, are so scattered to the four winds that there seems to be no one of them that could take over the responsibilities and the management. Therefore, I think that your suggestion is the only thing possible. I hope that the plan for small homes on the property can be put through though, of course, this is a time of high building costs. On the other hand, prospective purchasers of small homes ought greatly to prefer the site with its beautiful trees to some new development out in the country.

Do let me know if there are any developments in the situation and also if there is anything I can do.

Affectionately yours,

Honorable Frederic A. Delano,
2400 Sixteenth Street,
Washington, D. C.

fdr/tmb

FREDERIC A. DELANO
220 STATE DEPT BUILDING
WASHINGTON, D. C.
—
270 LEXINGTON AVENUE
NEW YORK CITY

Washington, D.C.,
November 19, 1941.

Dear F.D.R.:

I enclose herewith copy of a letter I wrote to Mr. Morris Brownell under date of September 10 which explains itself. Since then I spent three days at Fairhaven studying the problem on the ground, and found the following facts:

My sister Kassie and I as the last survivors of the original Trust, must dispose of the property before our death or it will automatically go to the Town of Fairhaven, together with a Trust Fund of some \$50,000 which was set up by my Father and uncles in order to pay the expenses of operation. At one time this Fund, which was invested in mill stocks, yielded a very high return, but the bottom dropped out of the mill business in part quicker than I could sell the stocks. So the principal of the Fund is about what it was when first set up, to-wit, \$50,000 to \$55,000.

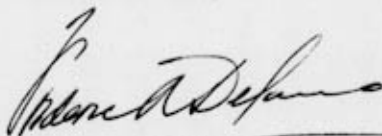
Your Aunt Kassie and I, as well as the heirs of your Uncle Warren, think there is nothing to do but to sell the property. Furthermore, as near as I can find out, the townspeople of Fairhaven do not want any more playgrounds in the center of the Town, and would rather have the property sold to people who would pay taxes. In this connection I may say that the taxes in Fairhaven are exceedingly high, and while the property and the house are valued at something like \$26,000 for tax purposes, it is considered by those I have consulted that I will be lucky to get \$10,000 for it; but I may point out that unless the property is sold, the Trust Fund can not be distributed.

Last, but not least, under the terms of the Trust, the Trust Fund must be divided among the six heirs of my Father and Mother, and in the case of the four heirs who have died, to their estates. This means that approximately \$10,000 will go to the estate of Annie Delano Hitch, although this will require opening the estate to do it; the same amount to the estate of your Aunt Dora and your Mother, and to the estate of Warren Delano, which of course has long since been closed. The remaining two shares will go to your Aunt Kassie and to me.

I have hesitated to write to you about this matter, but I feel you ought at least to know about it, and perhaps you would like to bid \$10,000 and take the property. I made this same offer to George St. George who at one time expressed great interest in the property, but he has declined it. Lyman has also declined it. Catherine, who is sincerely interested, must necessarily decline it, and the opportunity comes to you if you are interested.

Your affectionate uncle,

Enclosure



2400 Sixteenth Street,
Washington, D.C.

September 10, 1941.

Mr. Morris R. Brownell,
1 Masonic Building,
New Bedford, Massachusetts.

My dear Morris:

The death of Mrs. Forbes a year ago, now followed by Mrs. Roosevelt's death, makes necessary for Lyman Delano and me, as Trustees for the Fairhaven Homestead -- and Mrs. Collier and me, the sole residuary owners -- to make a decision in re selling the Homestead property, or turning it back to the Town as a playground.

It has become more or less evident to me that the Town does not need a playground in that section, and that it might really do more harm than good! It is also probably true that if some plan were drafted which would lay out sixteen or more suitable house sites -- with houses built by the F.H.A. on the usual basis of a down payment of ten per cent of the cost of land and building -- this would in the end greatly benefit the town by bringing in desirable citizens. I am sending an identical copy of this letter to William Tallman with the hope of getting the opinion of both you gentlemen on the project. What would you as friends of the Town of Fairhaven, as well as family friends of ours, say?

In making these suggestions, I realize that a good deal depends on the price to be agreed upon, say, with the Town authorities and the F.H.A. authorities. That price must obviously bear a relation to the value now put upon the property for taxes, and the reclamation value of the building material in the present house, barn, shed and walls in the construction of the sixteen or more cottages for sale.

Along with this question is the one that we must find some contractor or real estate developer who would be willing to take a leading part in making such a scheme a practical success.

These are all questions upon which I would like your opinion and suggestions as to the next step; and in asking this, please understand that I am consulting you in your professional capacity.

Very sincerely yours,

(sgd) FREDERIC A. DELANO

PSF: *Frederic G. Delano*

THE WHITE HOUSE
WASHINGTON

September 15, 1943

MEMORANDUM FOR DOROTHY BRADY:

Here is the duplicate copy of the Congressional Record for Thursday, January 21, 1943, requested by the President. It contains the extension of remarks of Congressman Angell from Oregon re "The Telegraph Trail" written by Richard L. Neuberger.

W. D. H.

"ALGONAC"
NEWBURGH, NEW YORK

September 8, 1943.

My dear Mr. Shipman:

When I was in Alaska this summer, a young man named Neuberger told me an interesting story which he had dug out from original documents in the Public Library of Portland, Oregon, to-wit:

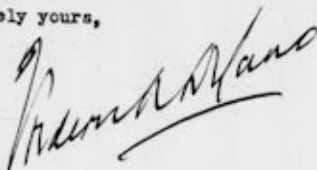
In the early days of the telegraph, immediately after the Civil War, when the obstacles in laying a cable across the Atlantic seemed insurmountable, work was started to build a telegraph line from Portland to Alaska, by cable across the Bering Sea, thence through Siberia to Russia. The whole story is so interesting, that I believe it will interest you, and I dare say the President would be glad to hear it.

Neuberger was a Lieutenant on the staff of Colonel (now General) O'Connor when I first met him, but has since been advanced to a captaincy. He is quite remarkable in his ability to dig up interesting research material. I am sending you a copy of his letter to me, and a re-print from the CONGRESSIONAL RECORD of his article on the famous "Telegraph Trail" which appeared originally in the VANCOUVER DAILY PROVINCE of April 24, 1943. I think this is worthy of preservation.

Incidentally, as you probably know, Morse, inventor of the telegraph, lived a good share of his life at

Poughkeepsie, and I have more than once visited the house where he lived and died.

Very sincerely yours,

A handwritten signature in cursive script, appearing to read "Bernard H. Kern". The signature is written in dark ink and is positioned to the right of the typed name "Bernard H. Kern".

Enclosures

Mr. Fred W. Shipman, Director,
Franklin D. Roosevelt Library,
Hyde Park, New York.

C
O
P
Y

From the desk of
Captain Richard L. Neuberger,
Aide-de-Camp to General O'Connor,
Northwest Service Command,
Whitehorse, Yukon Territory

9/2/43

Dear Mr. Delano:

When you were here, you expressed considerable interest in the famous Telegraph Trail Expedition through British Columbia, the Yukon and Alaska in 1865. In view of your interest, I thought you would be interested in this article which I wrote on the Expedition for The Vancouver Daily Province of Vancouver, B.C.

The article was quite widely reprinted, and I am enclosing some Congressional Record reprints which were made of it. The original Journal kept by Colonel Bulkley of the U. S. Army Engineers, leader of the Expedition, is in the Portland, Oregon, Public Library.

With good wishes, I am

(sgd) DICK NEUBERGER

(Not printed at Government expense)



United States
of America

Congressional Record

PROCEEDINGS AND DEBATES OF THE 78th CONGRESS, FIRST SESSION

The Telegraph Trail

EXTENSION OF REMARKS

OF

HON. HOMER D. ANGELL

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Thursday, January 21, 1943

Mr. ANGELL. Mr. Speaker, during the closing days of the Civil War a project was initiated to extend a telegraph line from San Francisco overland to Siberia, Russia, and the Orient. It was a stupendous undertaking and was a project of vision and foresight on the part of our pioneer ancestors to bring into closer relationship the North American continent and the Old World. While the project was never completed due to the successful laying of the Atlantic cable, a considerable portion of it was successfully completed and is of great interest now in view of the successful completion of the Alcan Highway connecting continental United States and our Alaskan possessions.

An original journal and letters of Col. C. S. Bulkeley, of the United States Army, of this Telegraph Trail Expedition, 1855 to 1857, is now in the possession of the Portland Public Library and is a most treasured and valuable historic document.

Richard L. Neuberger, special writer for the Oregonian, living in Portland, has written an illuminating and intriguing article describing this noteworthy expedition. I include as a part of my remarks the article, which is as follows:

THE TELEGRAPH TRAIL—WHERE STRONGERS OF 1855 BLAZED A ROUTE NOW USED IN PART BY THE PLANNERS OF ALASKAN RAILROAD

(By Richard L. Neuberger)

The opening of the 1,630-mile Alcan International Highway has fired men's imaginations. Gov. Ernest Gruening, of Alaska, calls it "the new Northwest Passage," the start of the legendary route to Asia and the Orient.

On the day that the road was dedicated Vice President HENRY A. WALLACE wrote to Brig. Gen. James A. O'Connor, of the Northwest Service Command: "The Alaskan Highway is part of an eventual highway serving the New World from South America to Siberia. In the not too distant future I believe it will be possible to drive from Buenos Aires to Moscow."

Three-quarters of a century before the first trucks rolled on the Alcan Highway, adventurous men dreamed, too, of a land route northward across the North American Continent and then over the narrow gap of the Bering Strait to the vast continental domain of Asia. This route was the Telegraph Trail. It was the first of all efforts

to make British Columbia and Alaska an immense land bridge between the United States and the vital centers of Siberia, Russia, and the Orient, an effort now under way with the construction of the Alcan military highway.

In March of 1864, as the Civil War was drawing to a bloody climax, the Western Union Telegraph Co. completed a line northward from San Francisco to Portland, Ore. This was the beginning of an ambitious and historic project, a telegraph system penetrating 5,000 miles of measureless solitudes. Hiram Sibley, second president of Western Union, visioned it as a system which would link in communication the great cities of both hemispheres.

LINE WOULD REACH EUROPE VIA BERING STRAIT

The line was to stretch through British Columbia for approximately 830 miles starting at the international boundary. Then it was to thread across 1,800 miles of Russian-America, as the then almost unknown land of Alaska was called. After a 40-mile thrust by cable over the Bering Strait, the line would span Siberia for 2,450 miles to the mouth of the Amur River, on the Sea of Okhotsk north of Vladivostok.

Attempts to lay a cable across the Atlantic Ocean were meeting with scant success. Perhaps this line through the fastnesses of North America and Siberia was the only way to join the New World and the Old by telegraph. The line would enter Europe at the back door via Moscow, rather than at the front portals via London. Russia agreed to do its part by constructing 7,000 miles of line across the Siberian tundra to Nikolayevsk near the mouth of the Amur.

In 1854 Queen Victoria's government granted Western Union a right-of-way through British Columbia. Preparations were thus completed. The line would go northward from Portland, along the shores of Puget Sound to the United States-Canadian border. It would span British Columbia via New Westminster and Quessnel, and it would cross the wide neck of Russian-America. Much of the territory to be traversed was blank space on the maps. The expedition was to explore as well as build.

To lead this venturesome undertaking, the Western Union Co. selected a colonel in the United States Army engineers, Charles S. Bulkeley. He knew telegraphy and telegraphic construction. During the critical days of the Civil War he had been in charge of the military telegraph in the Southwest. He had constructed the line down the Atlantic seaboard to New Orleans and he was the inventor of important electrical instruments. He had strung wires through the Indian domain of the American Southwest. He was aware of what perils and hardships meant.

In an old ledger Colonel Bulkeley kept the account of this first trek into Alaska's far-flung hinterland. In it, too, he kept the letters and reports which came to him from his subordinates—from Serge Abasa, a Russian nobleman, chief of the Siberian undertaking; from Edmund Conway, another American Army officer, who explored the Skeena River watershed in British Columbia;

from Frank L. Pope, who also probed British Columbia's timbered fastnesses.

Nearly a year ago, while engaged in research for an article on the Alcan Highway for the Reader's Digest, the present writer was shown a valued document from the vaults of the Portland Public Library. It was a frayed ledger, of the kind that apothecaries and general-store proprietors once used for all their bookkeeping. At the front was written in faded but neat handwriting: "U. S.-Russian Telegraph Expedition, Charles S. Bulkeley, engineer in chief."

This was it; this was the story of the Telegraph Trail, the most fabulous attempt in American history to open the mythical Northwest Passage.

Here was Colonel Bulkeley himself, in the bitter winter of 1855 and 1856, reporting to his superiors on places which now have a niche in world strategy: "We arrived at Petropavlovsk and found the steamship Golden Gate lying in harbor. Mr. Abasa (chief of the Russian engineers) and one of his party started from this place moving northward through the Peninsula of Kamchatka, intending to arrive at the head of Thynak Bay in time for snow, traveling westward. The Russians, sensible of the importance of the enterprise, have neglected no opportunity to express the most kindly and highest interest in our success, receiving us with unbounded hospitality."

Today, Petropavlovsk and the dagger-like Kamchatka Peninsula figure in all speculation over Russia's ultimate role in the war against Japan. So, too, does the Soviet naval base at Nikolayevsk, where long ago Abasa conducted his telegraph surveys. In one of the ledger's faded letters the Russian nobleman, Abasa, wrote Colonel Bulkeley, "No mail has been received at Fort Petropavlovsk since nearly 3 years ago. This seacoast province is so thinly populated that travel is extremely difficult."

Abasa was also concerned about day-to-day operating handicaps. "Colonel," he asked, "don't you feel alarmed about the glacial insulator? Will not the severe cold affect it? I am also told that the wind blows fearfully during storms. I will use strong poles and put up stations at shorter distances. In winter, if the cold is not too severe, we can easily put up a reel on a sleigh and string the wire nicely. But in summer, as no wheel vehicles are to be had here, could we not fit a reel on a special saddle and uncoil the wire from horseback?"

Northward from Portland, in the United States, the line was strung. Under E. R. Haines and James Gamble, the telegraph trail was hewed 500 miles to New Westminster, British Columbia. When the line reached the Fraser River, British Columbia's Governor, Frederick Seymour, was on hand himself to aid in spanning the surging stream. He piloted the launch with his own hands.

POLES CUT ON PUGET SOUND AND RUSSIAN NORTH
In the primal forest along Puget Sound men cut and trimmed countless poles. These were rushed to the workers setting up the line. And always ahead of this operation, trailblazers were exploring and reconnoitering.

Captain Richard L. Neuberger

CONGRESSIONAL RECORD

Conway chartered the little steamer *Union* and investigated the basin of the Skeena River. To Colonel Bulkley he sent this bill, which was duly entered in the thick ledger:

Wages.....	\$930
Charter for steamer.....	1,325
Sundries.....	603
	<hr/>
	2,858

And from Quesnel, Conway sent this report on the region: "The country is extremely favorable. In general it is open. Beautiful prairies are scattered along the route, which, in every direction seems to be covered with lakes. Occasionally we pass over a swamp, but most of the swampy country can be avoided by following the high knolls. Hay and pasturage can be had in abundance, and, by preparing for it in time, sufficient hay can be secured to winter any number of stock. This section of the country will also be found well adapted for raising stock and growing vegetables for the subsistence of employees."

Here, again, history has a contemporary application. In this area which Conway described, United States Army engineers have recently surveyed a route for a proposed railroad to Alaska. And by "following the high knolls," General O'Connor succeeded in building the Alcan Highway around the muskeg swamps in the vicinity of Fort Nelson and Fort St. John, British Columbia settlements across the Rocky Mountains.

While his subordinates toiled over the ranges, Colonel Bulkley called into the folds and coves of the Inside Passage looking for places to land supplies. President Lincoln had instructed the American Navy to lend aloops and cutters for this purpose. From Fort George one of Bulkley's assistants, Frank L. Pope, wrote to him:

"I have preferred to use the original Indian names of rivers, lakes, and mountains in cases, not only as they are more appropriate, but also from the fact that they are distinguished by the Indian appellations in those portions of the country in which they are located."

Reporting on possible sources of food in the area, Pope continued, "Whitefish are taken in the lakes from November 1 until the ice covers the water. They are excellent fish and are quite numerous. Trout may be taken in the lakes and large rivers in the spring. The scarcity of birds is partially compensated by the superabundance of insects such as mosquitoes, black flies, gnats, and ants, with which the whole country literally swarms during the summertime."

In this instance, too, modern developments highlight the Telegraph Trail report. Fort George, from where Pope wrote to Colonel Bulkley, is now Prince George, the southern terminus of the proposed rail route to Alaska. And, as for the gnats and flies which mantle the uplands in the summer, the men who built the Alcan Highway have an appropriate story. They claim that one of them came down on an airpot and the attendants

thought it was a Flying Fortress and filled it with 180 gallons of high octane.

North of Quesnel in the British Columbia solitudes the Western Union party hewed a 50-foot right-of-way out of the forests. For nearly 8 decades this swath has been known throughout British Columbia and Alaska as the Telegraph Trail. Aviators have used it as a route to guide them to Alaska. Near the British Columbia-Yukon line the Telegraph Trail becomes part of the Alcan highway.

COLONEL RECEIVED REPORTS FROM WILDERNESS

As the work progressed, Colonel Bulkley received his reports from the wilderness. Pope wrote back that the Hudson's Bay Co. "has charged us most exorbitant prices for all that we have received, as you will perceive by the vouchers." The vouchers listed \$3 for a blue serge shirt, 50 cents each for combs, \$5 for beaver traps, \$9 a pair for blankets, 50 cents each for calico handkerchiefs, and \$3 for scarlet-lined belts. Pope also boasted that he and his men were learning more about the country than the Hudson's Bay factors ever had known.

As some of the parties entered Russian-America and others roamed across Siberia, hardships multiplied. The temperature crowded 70 degrees below. Men's eyelids froze shut. Beards became as hard as the telegraph wire. Colonel Bulkley complained to Secretary of State Seward that the Navy was failing to deliver the promised supplies. Capt. R. J. Bush, in a masterpiece of understatement, wrote from Bush's station in Siberia.

"I regret very much that the crowded state in which our house has been during the past winter prevented me from taking any observations of the effect on the line by the Aurora Borealis. A house 25 feet square occupied by from 30 to 60 men to eat and sleep in leaves but little room for experiments."

Slowly but steadily the adventure went forward. Poles were erected, lines strung, and routes surveyed. Negotiations even were started to extend the line to China. Then in the summer of 1866 the steamship *Great Eastern* miraculously laid the Atlantic cable. Europe and America were thus united across the ocean. The long, tortuous route via North America and Siberia seemed unnecessary. The Western Union Co. issued orders to stop work.

These orders did not reach the parties in Alaska and Siberia for nearly a full year. Glass insulators were sold to Indians and natives for drinking cups. Ponderous spools of telegraph wire were bartered for furs, the wire became suspension bridges and fashets. To this day Indians in British Columbia still ride on packhorses along the trails blessed by Bulkley, Conway, and Pope. On the map appear Telegraph Creek and the Bulkley River, and in Alaska a lake, a glacier, and a mountain are named for another member of the expedition, Robert Kennicott.

When at last all the adventurers had returned to San Francisco, the main outfitting point, Colonel Bulkley told them: "Over nearly one-quarter of the circumference of the globe in frozen wilds, among savage tribes, and in unknown regions, you have steadily pursued your way, and, although the telegraph is unfinished, the world will recognize and applaud the knowledge you have added to its stores, and the daring spirits who have accomplished so much."

Part of Bulkley's ledger is the map he used. It is listed in the ledger as "Map of Russian America, or Alaska Territory, compiled for charts and surveys of Western Union Telegraph Expedition, Charles S. Bulkley, engineer-in-chief." On the map appear many places easily recognizable in Alaska today, even though the spelling has slightly changed: Fort Kadiak, Fort Sitka, Fort Wrangell, Fort Youkon, Behring Strait, Kodiak Island, Bristol Bay, Mount Fairweather.

The Lewis River, along which is located Whitehorse, main base on the Alcan Highway, appears as the Lewis River on Bulkley's map. The Andreanof Islands appear as the Andreanofski Islands, and Unalaska Island is Unalaska Island. But most points are instantly familiar to Alaskans—for example, the St. Elias Mountains, Cumnak Island, Norton Sound, Cook's Inlet and the Taku River. In fact, the reports which Colonel Bulkley forwarded to Secretary of State William M. Seward may have been the determining factor in the latter's decision to purchase Alaska from the Czar's Government in 1867 for the pittance of \$7,200,000.

The Telegraph Trail did not accomplish its mission, because an easier route for wires to Europe had been found. Yet it played a vital role in America's acquisition of Alaska, a step of immeasurable historic significance, particularly in the light of present-day events. It also pointed the way overland across America to Asia. The Alcan International Military Highway is one of the first efforts to follow that trail.

"Whenever I think we have difficulties," said General O'Connor, the commander of the Alcan Highway, "I can thumb through the journal kept by Colonel Bulkley and see the practically insurmountable obstacles which he and his men subdued." Although the Bulkley journal is still in the Portland library, copies have been photostated at the order of Lt. Col. Paul W. Thompson, a noted author in his own right and head of intelligence for the Army engineers.

A copy is now in General O'Connor's office and another in the office of Brig. Gen. Clarence L. Sturdevant, assistant chief of Army Engineers, who outlined the basic plan for constructing the Alcan Highway. General O'Connor has said he hopes to be able to present additional photostatic copies to libraries in such cities as Seattle, Vancouver, Victoria, Prince George, Juneau, Whitehorse, Fairbanks, Ketchikan, Edmonton, and other places directly or indirectly associated with the Alcan Highway and the Telegraph Trail.

The spectacular achievements of gliders in warfare has started the air-transportation industry thinking about their commercial adaptation and value. Air-cargo men particularly have been interested because the glider appears to offer a practical and economical means of augmenting the payload of the transport plane, which would be one approach to the problem of reducing ton-mile costs. The study of their utility has provoked controversy as to whether better results could be obtained by building the extra capacity afforded by the glider directly into the tug. That question has yet to be satisfactorily answered. A very thorough analysis of this subject has been made by Richard C. du Pont, president of All-American Aviation, Inc., who was among the first to introduce gliding in this country. All-American pioneered the development and now operates the air pick-up system which is being rapidly adapted for military use in launching gliders. A program that is being carried on by All-American under contract with the Army Air Forces. Mr. du Pont has expressed the conclusion that the best prospect for the use of gliders in commercial operations is on short-haul or feeder routes. Over long routes, he has said, the airplanes would be more efficient. However, Mr. du Pont has qualified his opinions to some extent by saying that the success of gliders in short-haul operations will depend on the use of the air pick-up whereby they can be picked up as well as delivered at intermediate points en route. He has emphasized that if landings are necessary at these points, the size of the airports required for launching the gliders, the time lost on the ground in loading and discharging cargo would make their value in air transportation dubious. On the other hand, he said, flexibility and speed, factors indispensable to the success of short-haul lines, would be afforded glider operations by the pick-up method of operation.

In forecasting the future of air transportation in a post-war period, it appears that there will be—

1. A tremendous expansion, both in service and equipment, in international operations where surface transportation is slow, the routes few and the stage few, which will permit the maximum utilization of the higher speed transport aircraft of tomorrow.
 2. An intensive rather than extensive expansion of the domestic trunk-line system because of the inflexible pattern which large and fast aircraft have automatically imposed on its growth. For the same reason, expansion in terms of equipment will be moderate because the air transport of the future will be able to carry the same volume of traffic that several now handle.
 3. A moderate expansion of air cargo through the development of a heavier volume of air mail, air express, and perhaps an air parcel post rather than through heavy freight.
 4. A widespread expansion of feeder lines, including air pick-up routes, passenger feeder routes, glider routes, and helicopter routes. If nothing else, one thing that will bring about this expansion is, should an air parcel post system be established, Congress will not be willing to restrict the service to a few cities and a fraction of the population.
- This picture will undoubtedly disappoint the visionaries. Yet their more extravagant predictions may eventually become realities. In view of the progress made by aviation, which all began as a fool's idea, anyway, their opinions cannot be entirely discounted by those who in trying to fly forward are constantly looking back at the past. Unquestionably, the world has entered the air age, and this age may produce a new economy and a new social and cultural structure in which all of the old concepts will have no importance.

The Telegraph Trail

EXTENSION OF REMARKS

HON. HOMER D. ANGELL

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Thursday, January 21, 1943

Mr. ANGELO. Mr. Speaker, during the closing days of the Civil War a project was initiated to extend a telegraph line from San Francisco overland to Siberia, Russia, and the Orient. It was a stupendous undertaking and was a project of vision and foresight on the part of our pioneer ancestors to bring into closer relationship the North American continent and the Old World. While the project was never completed due to the successful laying of the Atlantic cable, a considerable portion of it was successfully completed and is of great interest now in view of the successful completion of the Alcan Highway connecting continental United States and our Alaskan possessions.

An original journal and letters of Col. C. S. Bulkeley, of the United States Army, of this Telegraph Trail Expedition, 1855 to 1857, is now in the possession of the Portland Public Library and is a most treasured and valuable historic document.

Richard L. Neuberger, special writer for the Oregonian, living in Portland, has written an illuminating and intriguing article describing this noteworthy expedition. I include as a part of my remarks the article, which is as follows:

THE TELEGRAPH TRAIL—WIRE-STRINGERS OF 1855 BLENDED A ROUTE NOW USED IN PART BY THE PLANNERS OF ALASKAN RAILROAD

(By Richard L. Neuberger)

The opening of the 1,630-mile Alcan International Highway has fired men's imaginations. Gov. Ernest Gruening, of Alaska, calls it "the new Northwest Passage," the start of the legendary route to Asia and the Orient.

On the day that the road was dedicated Vice President HENRY A. WALLACE wrote to Brig. Gen. James A. O'Connor, of the Northwest Service Command: "The Alaskan Highway is part of an eventual highway serving the New World from South America to Siberia. In the not too distant future I believe it will be possible to drive from Buenos Aires to Moscow."

Three-quarters of a century before the first trucks rolled on the Alcan Highway, adventurous men dreamed, too, of a land route northward across the North American Continent and then over the narrow gap of the Bering Strait to the vast continental domain of Asia. This route was the Telegraph Trail. It was the first of all efforts to make British Columbia and Alaska an immense land bridge between the United States and the vital centers of Siberia, Russia, and the Orient, an effort now under way with the construction of the Alcan military highway.

In March of 1854, as the Civil War was drawing to a bloody climax, the Western Union Telegraph Co. completed a line northward from San Francisco to Portland, Ore. This was the beginning of an ambitious and historic project, a telegraph system penetrating 5,000 miles of measureless solitudes. Hiram Sibbey, second president of Western Union, envisioned it as a system which would link in communication the great cities of both hemispheres.

LINE WOULD REACH EUROPE VIA BERING STRAIT

The line was to stretch through British Columbia for approximately 550 miles starting at the international boundary. Then it was to thread across 1,000 miles of Russian-America, as the then almost unknown land of Alaska was called. After a 40-mile thrust by cable over the Bering Strait, the line would span Siberia for 2,450 miles to the mouth of the Amur River, on the Sea of Okhotsk north of Vladivostok.

Attempts to lay a cable across the Atlantic Ocean were meeting with scant success. Perhaps this line through the fastnesses of North America and Siberia was the only way to join the New World and the Old by telegraph. The line would enter Europe at the back door via Moscow, rather than at the front portals via London. Russia agreed to do its part by constructing 7,000 miles of line across the Siberian tundra to Nikolaev, near the mouth of the Amur.

In 1854 Queen Victoria's government granted Western Union a right-of-way through British Columbia. Preparations were thus completed. The line would go northward from Portland, along the shores of Puget Sound to the United States-Canadian border. It would span British Columbia via New Westminster and Quanaan, and it would cross the wide neck of Russian-America. Much of the territory to be traversed was blank space on the maps. The expedition was to explore as well as build.

To lead this venturesome undertaking, the Western Union Co. selected a colonel in the United States Army engineers, Charles S. Bulkeley. He knew telegraphy and telegraphic construction. During the critical days of the Civil War he had been in charge of the military telegraph in the Southwest. He had constructed the line down the Atlantic seaboard to New Orleans and he was the inventor of important electrical instruments. He had strung wires through the Indian domain of the American Southwest. He was aware of what perils and hardships meant.

In an old ledger Colonel Bulkeley kept the account of this first trek into Alaska's far-flung hinterland. In it, too, he kept the letters and reports which came to him from his subordinates—from Serge Abasa, a Russian nobleman, chief of the Siberian undertaking; from Edmund Conway, another American Army officer, who explored the Skeena River watershed in British Columbia; from Frank L. Pope, who also probed British Columbia's timbered fastnesses.

Nearly a year ago, while engaged in research for an article on the Alcan Highway for the Reader's Digest, the present writer was shown a valued document from the vaults of the Portland Public Library. It was a frayed ledger, of the kind that apothecaries and general-store proprietors once used for all their bookkeeping. At the front was written in faded but neat handwriting: "U. S.-Russian Telegraph Expedition, Charles S. Bulkeley, engineer in chief."

This was it; this was the story of the Telegraph Trail, the most fabulous attempt in American history to open the mythical Northwest Passage.

Here was Colonel Bulkeley himself, in the bitter winter of 1855 and 1856, reporting to his superiors on places which now have a niche in world strategy; "we arrived at Petropavlovsk and found the steamship Golden Gate lying in harbor. Mr. Abasa (chief of the Russian engineers) and one of his party started from this place moving northward through the Peninsula of Kamchatka, intending to arrive at the head of Thymak Bay in time for snow, traveling westward. The Russians, sensible of the importance of the enterprise, have neglected no opportunity to express the most kindly and highest interest in our success, receiving us with unbounded hospitality."

Today, Petropavlovsk and the dagger-like Kamchatka Peninsula figure in all speculation over Russia's ultimate role in the war against Japan. So, too, does the Soviet naval base at Nikolayevsk, where long ago Abasa conducted his telegraph surveys. In one of the ledger's faded letters the Russian nobleman, Abasa, wrote Colonel Bulkley: "No mail has been received at Port Petropavlovsk since nearly 3 years ago. This seacoast province is so thinly populated that travel is extremely difficult."

Abasa was also concerned about day-to-day operating handicaps. "Colonel," he asked, "don't you feel alarmed about the glass insulator? Will not the severe cold affect it? I am also told that the wind blows fearfully during storms. I will use strong poles and put up stations at shorter distances. In winter, if the cold is not too severe, we can easily put up a reel on a sledge and string the wire nicely. But in summer, as no wheel vehicles are to be had here, could we not fit a reel on a special saddle and uncoil the wire from horseback?"

Northward from Portland, in the United States, the line was strung. Under R. R. Haines and James Gemble, the telegraph trail was hewed 500 miles to New Westminster, British Columbia. When the line reached the Fraser River, British Columbia's Governor, Frederick Seymour, was on hand himself to aid in spanning the surging stream. He piloted the launch with his own hands.

POLES CUT ON POWER SOURCE AND KIDNEY NORTH

In the primeval forest along Puget Sound men cut and trimmed countless poles. These were rushed to the workers setting up the line. And always ahead of this operation, trailblazers were exploring and reconnoitering. Conway chartered the little steamer Union and investigated the basin of the Gesena River. To Colonel Bulkley he sent this bill, which was duly entered in the thick ledger:

Wages.....	4900
Charter for steamer.....	1,325
Sundries.....	605

3,860

And from Quesnel, Conway sent this report on the region: "The country is extremely favorable. In general it is open. Beautiful prairies are scattered along the route, which, in every direction seems to be covered with lakes. Occasionally we pass over a swamp, but most of the swampy country can be avoided by following the high knolls. Hay and pastures can be had in abundance, and, by preparing for it in time, sufficient hay can be secured to winter any number of stock. This section of the country will also be found well adapted for raising stock and growing vegetables for the subsistence of employees."

Here, again, the line has contemporary application. In this area, which Conway designated, United States Army engineers have recently surveyed a route for a proposed railroad to Alaska. And by following the high knolls, General O'Connor succeeded in building the Alcan Highway around the musk-swamp in the vicinity of Fort Nelson and Fort St. John, British Columbia settlements across the Rocky Mountains.

While his subordinates toiled over the ranges, Colonel Bulkley sailed into the fjords and coves of the Inside Passage looking for places to land supplies. President Lincoln had instructed the American Navy to land supplies and cutters for this purpose. From Fort George one of Bulkley's assistants, Frank L. Pope, wrote to him:

"I have preferred to use the original Indian names of rivers, lakes, and mountains in most cases, not only as they are more appropriate, but also from the fact that they are distinguished by the Indian appellations in those portions of the country in which they are located."

Reporting on possible sources of food in the area, Pope continued, "Whitefish are taken

in the lakes from November 1 until the ice covers the water. They are excellent fish and are quite numerous. Trout may be taken in the lakes and large rivers in the spring. The scarcity of birds is partially compensated by the superabundance of insects such as mosquitoes, black flies, gnats, and ants, with which the whole country literally swarms during the summer months."

In this instance, too, modern developments highlight the Telegraph Trail report. Fort George, from where Pope wrote to Colonel Bulkley, is now Prince George, the southern terminus of the proposed rail route to Alaska. And, as for the gnats and flies which mantle the uplands in the summer, the men who built the Alcan Highway have an appropriate story. They claim that one of them came down on an airport and the attendants thought it was a Flying Fortress and filled it with 150 gallons of high octane.

North of Quesnel in the British Columbia solitudes the Western Union party hewed a 50-foot right-of-way out of the forests. For nearly 8 decades this swath has been known throughout British Columbia and Alaska as the Telegraph Trail. Aviators have used it as a route to guide them to Alaska. Near the British Columbia-Yukon line the Telegraph Trail becomes part of the Alcan highway.

COLONEL RECEIVED REPORTS FROM WILDERNESS

As the work progressed, Colonel Bulkley received his reports from the wilderness. Pope wrote back that the Hudson's Bay Co. "has charged us most exorbitant prices for all that we have received, as you will perceive by the vouchers." The vouchers listed \$5 for a blue serge shirt, 50 cents each for comb, \$5 for beaver traps, \$9 a pair for blankets, 50 cents each for calico handkerchiefs, and \$3 for scarlet-bud belts. Pope also boasted that he and his men were learning more about the country than the Hudson's Bay factors ever had known.

As some of the parties entered Russian-America and others roamed Siberia, hardships multiplied. The temperature crowded 70 degrees below. Men's eyelids froze shut. Beards became as hard as the telegraph wire. Colonel Bulkley complained to Secretary of State Seward that the Navy was failing to deliver promised supplies. Capt. R. J. Bush, in a masterpiece of understatement, wrote from Bush's station in Siberia:

"I regret very much that the crowded state in which our house has been during the past winter prevented me from taking any observations of the effect on the line by the Aurora borealis. A house 25 feet square occupied by from 30 to 60 men to eat and sleep in leaves but little room for experiments."

Slowly but steadily the adventure went forward. Poles were erected, lines strung, and routes surveyed. Negotiations even were started to extend the line to China. Then in the summer of 1866 the steamship *Great Eastern* miraculously laid the Atlantic cable. Europe and America were thus united across the ocean. The long, tortuous route via North America and Siberia seemed unnecessary. The Western Union Co. issued orders to stop work.

These orders did not reach the parties in Alaska and Siberia for nearly a full year. Glass insulators were sold to Indians and natives for drinking cups. Ponderous spools of telegraph wire were bartered for furs, the wire became suspension bridges and fishnets. To this day Indians in British Columbia still ride on packhorses along the trails blazed by Bulkley, Conway, and Pope. On the map appear Telegraph Creek and the Bulkley River, and in Alaska a lake, a glacier, and a mountain are named for another member of the expedition, Robert Kennicott.

When at last all the adventurers had returned to San Francisco, the main outfitting point, Colonel Bulkley told them: "Over

nearly one-quarter of the circumference of the globe in frozen wilds, among savage tribes, and in unknown regions, you have steadily pursued your way, and, although the telegraph is unfinished, the world will recognize and applaud the knowledge you have added to its stores, and the daring spirits who have accomplished so much."

Part of Bulkley's ledger is the map he used. It is listed in the ledger as "Map of Russian America, or Alaska Territory, compiled for charts and surveys of Western Union Telegraph Expedition. Charles F. Bulkley, engineer-in-chief." On the map appear many places easily recognizable in Alaska today, even though the spelling has slightly changed: Port Kadlak, Port Sitka, Fort Wangel, Fort Yukon, Behring Strait, Kodiak Island, Bristol Bay, Mount Fairweather.

The Lewis River, along which is located Whitehorse, main base on the Alcan Highway, appears as the Lewis River on Bulkley's map. The Andreanof Islands appear as the Andreanofski Islands, and Unalaska Island is Unalaska Island. But most points are instantly familiar to Alaskans—for example, the St. Elias Mountains. Comanok Island, Norton Sound, Cook's Inlet and the Takli River. In fact, the reports which Colonel Bulkley forwarded to Secretary of State William H. Seward may have been the determining factor in the latter's decision to purchase Alaska from the Czar's Government in 1867 for the pittance of \$7,200,000.

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"Whenever I think we have difficulties," said General O'Connor, the commander of the Alcan Highway, "I can thumb through the journal kept by Colonel Bulkley and see the practically insurmountable obstacles which he and his men subdued." Although the Bulkley journal is still in the Portland library, copies have been photostated at the order of Lt. Col. Paul W. Thompson, a noted author in his own right and head of intelligence for the Army engineers.

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The Congress and 1943

EXTENSION OF REMARKS

HON. FOREST A. HARNES

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, January 21, 1943

Mr. HARNES of Indiana. Mr. Speaker, under leave to extend my remarks in the Record, I include a featured editorial which appeared in the Indiana Farmers Guide, issue of January 1, 1943.

This editorial is so pertinent and timely that it needs no comment. In calling it to

*file
personal PSF F.A. Delano ~~of the~~*
3-44

March 17, 1944.

Dear Uncle Fred:-

I still think I am right. I conducted a test several years ago and proved by actual count that when they wanted to say "It is a lovely day" or "The horse is running away", it took Hon. G. Washington and Hon. W. G. Harding just five times as many words to emit those simple thoughts as I use. Perhaps I was a little sore at the time because some half-witted Republican wrote to me to say that my style reminded him a lot of W. G. Harding's. I am still sore!

That is another reason why I mistrust all editors. Harding was one.

Affectionately,

Honorable Frederic A. Delano,
1530 P Street,
Washington 5, D. C.

FREDERIC A. DELANO

1530 P STREET, N. W.
WASHINGTON, D. C.

2400 SIXTEENTH STREET, N. W.
WASHINGTON, D. C.

1530 P Street, Washington 5, D.C.,

March 15, 1944.

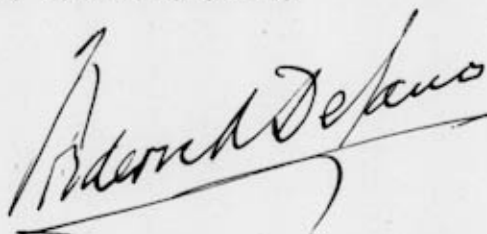
His Excellency
The President of the United States,
Washington, D.C.

My dear Mr. President:

I beg to acknowledge receipt with thanks of your letter of March 7th in regard to a photostat copy of a letter I sent you written by George Washington to the Earl of Buchan.

I may be guilty of lese majeste in criticizing your letter, but I take the liberty on account of my advanced years and relationship to find fault with the comparison you make of George Washington and a later President of the United States, Warren Harding. It is sometimes said that comparisons are odious, and I certainly think in this case they are. I can not bear to hear Warren Harding mentioned in the same breath with George Washington.

Very sincerely yours,

A handwritten signature in cursive script, reading "Frederic A. Delano". The signature is written in dark ink and is positioned below the typed name "Frederic A. Delano" which is partially visible at the top of the signature block.

Hand

P. R. F.

72

Series "A"

March 7, 1964.

Dear Uncle Fred,

Many thanks for that gift of the photostat copy of a letter written by George Washington from Philadelphia on April 22, 1793, to the Earl of Dundas. Although late in acknowledging it, I want you to know that I deeply appreciate this gift. It will find a place in the Hyde Park Library.

xPP7168

xPP75720

I agree with you that the letter is somewhat ponderous in style. That is evidence of its authenticity. No one else that I know of could write quite like Washington, unless Warren Harding.

x254

xPP7769

Ever affectionately,

FRANKLIN D. ROOSEVELT

Honorable Frederic A. Delano, #
2400 Sixteenth Street, N. W.,
Washington, D. C.

wdh:jhl

FREDERIC A. DELANO
WASHINGTON, D. C.
870 LEXINGTON AVENUE
NEW YORK CITY

1530 P Street,
Washington 5, D.C.

October 29, 1943.

*Bill Stewart
to pay for rights -
P...
Library A**

*ackd 3-7-44
JHE*

His Excellency
The President of the United States,
Washington, D.C.

My dear Mr. President:

Some years ago there came into my hands a photostat copy of a letter written by George Washington from Philadelphia on April 22, 1793, to the Earl of Buchan. This letter is somewhat ponderous in style, but is interesting because he attempts to describe the form of Government which we were setting up in this country, and then goes on to tell about the Nation's Capital which was being developed on the Potomac. *PP72219
x51

I think you will find this interesting reading, and I am sending it to you with the thought that you will be glad to keep it in the Hyde Park Library.

Very sincerely yours,

Frederic A. Delano

Enclosure

3-7-44

*checked address:
2400 16th St. NW
Washington DC
JHE*

FREDERIC A. DELANO

1890 P STREET, N.W.
WASHINGTON, D. C.

870 LEXINGTON AVENUE
NEW YORK CITY

Washington, D.C.
October 29, 1943.

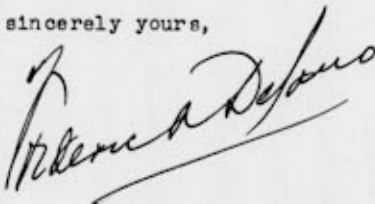
Miss Grace Tully,
Secretary to the President,
The White House,
Washington, D.C.

My dear Miss Tully:

I am sending herewith a photostat copy of a letter addressed by President George Washington to the Earl of Buchan, which I think the President may be interested in reading, and put in the Library at Hyde Park.

Very sincerely yours,

Enclosures

A handwritten signature in cursive script, reading "Frederic A. Delano", with a horizontal line underneath.

Mrs. Eben

Copy
of
the
letter
from
Mr. Wagner
about
the
photos
showed
to
the
library.
Will
you
have
copy
made
please?
Mrs. Eben

Vin. Ingling

This was taken
care of as indicated
in note
Adams Rema

T-273

PSF

Belano folder
3-44

THE WHITE HOUSE
WASHINGTON

April 8, 1944.

~~Confidential~~

MEMORANDUM FOR

F.A.D.

I am almost prevented from thinking of anyone for the I.C.C. who comes from outside of New England. There is no one on the Commission from there today since Joe Eastman's death. I am very keen, however, to get a man who is more favorable -- or at least open-minded -- in relation to the southern rate differential. I think that Mr. Reidy, who is from New England, is open-minded.

F.D.R.

RECEIVED
THE WHITE HOUSE

FREDERIC A. DELANO

1830 P STREET, N. W.
WASHINGTON, D. C.
—
2400 SIXTEENTH STREET, N.
WASHINGTON, D. C.

1530 P Street,
Washington 5, DC,

April 7, 1944.

Miss Grace Tully,
Secretary to the President,
White House,
Washington, D.C.

My dear Miss Tully:

I am sending the enclosed letter
to the President through your hand in
order that it may get to him as promptly
as possible.

Very sincerely yours,

Enclosure

Frederic A. Delano

FREDERIC A DELANO

1530 P STREET, N. W.
WASHINGTON, D. C.

1400 SIXTEENTH STREET, N. W.
WASHINGTON, D. C.

1530 P Street,
Washington 5, D.C.

April 7, 1944.

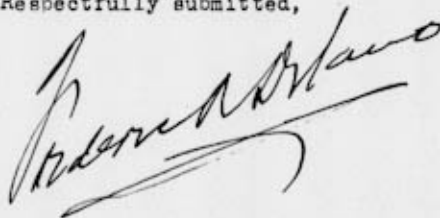
His Excellency
The President of the United States,
Washington, D.C.

My dear Mr. President:

I enclose herewith a letter from Mr. J. C. Nichols of Kansas City whom I have known for at least thirty years. A good share of that time he has served on the National Capital Park and Planning Commission here in Washington, a non-salaried post in which he has given freely his services and experience. Added to this he is a public spirited citizen in Kansas City whose judgment about that section of the country is worth listening to. I know Senator Capper thinks very highly of him.

I do not know Mr. Scott, but I think Mr. Nichols' endorsement of him for appointment to the Interstate Commerce Commission is a pretty good indication that he is a competent man and well thought of in the community.

Respectfully submitted,



Enclosure

enclosed ltr from Mr. Nichols returned to Mr. Delano, with
DR memo, 4/8/44.)