

Basil O'Connor - 1942 - 1944

Box 161

For F. D. R.

From B. O'C.

PSF: O'Connor Folder

file
Personal

February 4, 1942.

MEMORANDUM

I don't know much about this subject, therefore can write about it fluently.

All of us are being literally swamped doing nothing but talking to boys who are not seeking to avoid military service, but want to go into some particular branch of the service rather than go through the draft. If it is as bad there as it is with those of us who are not in Washington, it must be a nightmare to those in Washington!

I think you would do the boys themselves, the people in Washington, and the country at large a great favor if all enlistments were stopped up to a certain age, say twenty-two at least.

All of these younger boys are obsessed with the idea that if they wait and take their turn in the draft, there will be so many ahead of them they won't have a chance to get a commission, etc. There is no point in talking with them -- I know that from personal experience.

Furthermore, all of these boys (and the rest of us for that matter) through the draft, are really now under Governmental orders. Why isn't it fairer and certainly more democratic that they all be treated in one way, namely through the draft?

I have always said that I am not a student of this situation!

1

PSF O'Connor Folder

February 9, 1942.

MEMORANDUM FOR

DOC O'CONNOR:

In regard to 47-49 East 65th Street, 47 has never been rented and has been continuously occupied by my mother since 1909. 49 was rented by us first to Mrs. Howard when we were in Albany in 1911 and 1912 and later to Mr. Thomas W. Lamont, who occupied it while I was Assistant Secretary of the Navy and up to 1920. Since then, we have occupied it off and on ourselves, or it has been occupied by one of the children.

I cannot give you the exact rental between 1911 and 1920, but it was, as I remember it, about \$3,600 a year.

On several occasions when I was in Albany, it was offered for rent through several brokers but the prospective tenants were in no case satisfactory to me, in view of the fact that my mother's house next door had the same entrance.

Between ourselves, I think I have found a buyer for the two houses for \$50,000 -- which is much better than your man or Brown, Wheelock and Co. estimated.

F.D.R.

BASIL O'CONNOR
JOHN C. FARBER
ARNOLD T. KOCH

KENNETH L. HOFFMAN
HENRY K. URION
WILLIAM F. SNYDER
MAURICE MOUND
EARLE R. KOONS
STEPHEN V. RYAN, JR.

O'CONNOR & FARBER
COUNSELORS AT LAW
120 BROADWAY
NEW YORK

February 5, 1942.

Dear Mr. President:

Will you please advise me if you have ever rented 47 and 49 East 65th Street, New York City, and if you have, kindly give me the following information:

- (1) The name of the tenants.
- (2) The period of each tenancy.
- (3) The amount of rent paid by each tenant.

Also please advise me whether or not you have ever listed the premises with a broker for lease or sale, and if so, when and with whom.

Faithfully yours,

Do

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

*file
personal*

PSI

Basil O'Connor Folder

MEMORANDUM FOR THE PRESIDENT

Re: Mrs. Katherine Tuck (Mrs. S. Pinkney Tuck)

IMPORTANT THAT SOMETHING BE DONE BEFORE FEBRUARY 21

Mrs. Tuck has been trying to join her husband who, as you know, is now Consul General (?) at Vichy. She's been on every Pan American plane since December 29, 1941, but she has not yet left New York.

She originally had a State Department commercial priority which was then revoked because the State Department thought she had gone to Europe. I think that commercial priority has been reinstated by the State Department.

She is now scheduled to leave on a Pan American plane this Sunday, February 22nd, and I hope that there will be no impropriety in word being sent to Sam Reber or Ray Heatherton in the State Department that it would be pleasing if she were permitted to go on that plane this Sunday.

2/18/42

PSF: O'Connor Folder

*File
Personal*

THE WHITE HOUSE
WASHINGTON

February 20, 1942.

MEMORANDUM FOR

B. O'C.

The items of shortages from the TIMES are interesting BUT while there is hoarding by private families and very small business people on food-stuffs, etc., at the present time, the total of that hoarding is not a real problem. The hoarded stuff will soon be brought out of the cupboard and used, as the storage for such articles is very small. The real hoarding that is being dug out today is among the larger manufacturers.

If Elvira is hoarding sugar, she will have to use it soon or the ants will get it. If you are hoarding soap, you will be safe if you get into those old working clothes -- because you won't need it!

F. D. R.

Memorandum for F. D. R.

from BO'C.

PSF: O'Connor

February 17, 1942.

MEMORANDUM

How do you expect to stop hoarding, when
announcements of shortages appear daily in the
newspapers?

Attached is a list of items from just
the past week's NEW YORK TIMES.

February 17, 1942.

ITEMS RE SHORTAGES APPEARING IN

THE NEW YORK TIMES

From February 9th to February 16th, 1942

<u>Date</u>	<u>Item</u>	<u>Date Line</u>
Monday Feb. 9th	<u>NO SHORTAGE OF SOAP</u>	Washington, 2/8
Tuesday Feb. 10th	FUEL OIL STOCKS SHOULD BE BUILT UP	Washington, 2/9
	USE OF VITAMIN A RESTRICTED BY WPB	Washington, 2/9
	WPB READY ON TIN RESTRICTIONS; ALSO COPPER, SILK, LEAD, AGAR	Washington, 2/9
Wednesday, Feb. 11th	PANIC-BUYING SPEEDS TEA RATIONING; ALSO SPICES - CINNAMON AND NUTMEG	Washington, 2/10
	SYDNEY HOGERTON STATES TIGHTER PRIORI- TIES IN VIEW FOR WOOL, SILK, RAYON, COPPER, BRASS, ALCOHOL, BRISTLES, CHLORINE AND OTHER MATERIALS NOW IN MOST INSTANCES CRITICALLY SHORT	-
Thursday, Feb. 12th	RETRADING OF TIRES PUT ON RATION BASIS EFFECTIVE FEBRUARY 19th	Washington, 2/11
	TEA SUPPLY NORMAL FOR SIX MONTHS	Baltimore, 2/11
	WPB LIMITS TIN FOR CANNED GOODS INCLUDING BEANS, SOUPS, BAKING POWDER, SPICES, CONDIMENTS, CEREALS, FLOUR, ETC.	Washington, 2/11

Friday,
Feb. 13th

GASOLINE RATIONING IN EAST IS EXPECTED

Washington, 2/12

WPB ACTS TO RATION NEW TIN SMELTERS;
COAL STOCK PILES URGED; OTHER ACTION
BY WAR AGENCIES INCLUDING COAL, COKE
AND CHINA

Washington, 2/12

Saturday,
Feb. 14th

FARM FERTILIZERS MAY BE RATIONED;
SHORTAGES OF FERTILIZERS, MACHINERY,
PROCESSING EQUIPMENT, ETC.

Washington, 2/13

WPB EXTENDS DEADLINE ON SMALL ELECTRIC
APPLIANCES

--

GAS AND OIL CURBS IN EAST PLANNED

--

Sunday,
Feb. 15th

SHORTAGE OF SOUPS -- 75% CURB ON CANNING --
CANNED SAUSAGES, LEMON AND LIME JUICE,
PRUNES AND RIPE OLIVES; SOFT DRINKS

--

PARLEY WILL MAP FURNITURE NEEDS

Chicago, 2/14

Monday,
Feb. 16th

ALL RUBBER HEELS TO GO TO ARMED FORCES -
CIVILIANS TO GET SUBSTITUTES. PRODUCTS
FOR WHICH TIN CONTAINERS HAVE BEEN
PROHIBITED ARE PORK AND BEANS, TOBACCO,
BEER, MUSHROOMS, DOG FOOD AND APPLE
BUTTER

--

PSF O'Connor Folder

copy

February 23, 1942.

MEMORANDUM FOR THE PRESIDENT:

Mr. Hegeman's company has a one-third interest in a \$32,000,000 job now being done in Panama. He states this work will be finished in September. Rear Admiral Moreell thinks it won't be done at that time. This job did not go well at first. It was necessary for Yards and Docks' "trouble shooter" (Captain Manning) to make two trips to Panama to get things straightened out.

Mr. Hegeman called on Rear Admiral Moreell Friday morning and was told that every consideration would be given him in connection with work which might develop in the near future. Mr. Hegeman is anxious that his New York organization (his own company) which is completing certain Army work be kept intact.

Very respectfully,

John L. McCrea

Original sent to Mac O'Connor. 2/25/42

THE WHITE HOUSE
WASHINGTON

*Pending further
for ans.*

February 21, 1942.

MEMORANDUM FOR

CAPTAIN McCREA

Will you ask Moreell whether
he has any more work for Hegeman
& Company whose Panama work will
run out in September?

F. D. R.

MEMORANDUM FOR THE PRESIDENT

Re: John C. Hegeman

You will remember that you sent me a copy of Admiral Moreell's memorandum dated November 12, 1941, in which he commended very highly Hegeman's work in Panama. Moreell closed his memorandum with the following paragraph:

"Mr. Hegeman spoke to me about work in other areas and I assured him that, if and when funds are made available for such work, I will be pleased to give his organization every consideration."

Although Hegeman has been in contact with Moreell all during this period, he has been unsuccessful in obtaining additional work.

Hegeman's work in Panama is running out and should be completed fully in September.

In view of the unusual commendation contained in Admiral Moreell's memorandum of November 12, 1941, with respect to Hegeman's work, I should think Hegeman would be the kind of person that the government would wish to continue to use.

2/18/42

PSF: O'Connor file

THIS REFERS TO MEMORANDUM SENT YOU
YESTERDAY ABOUT ALUMINUM IN ECONOMISERS

Attached is a clipping from yesterday's Herald Tribune.

From the clipping it is indicated that more than sufficient aluminum is used in one economiser than would be necessary to make a fighter plane. Therefore 1,000 economisers mean 1,000 fighter planes.

2/25/42

HERALD TRIBUNE

W. P. B. Calls In Idle Aluminum Stock in Plants

Hopes to Buy Up 20 Million
Pounds of Metal Enough
for 2,857 Fighter Planes

By Frank Kelley

WASHINGTON, Feb. 12.—The War Production Board asked today to round up an estimated 20,000,000 pounds of vital aluminum lying idle in fabricators' inventories enough metal to build 7,357 fighter planes or 664 four-engined bombers.

In what was described as the first of a series of nation-wide hunts for idle metal, J. B. Knowlson, director of industry operations for the W. P. B., sent letters to more than 500 manufacturing users of aluminum, requesting them to sell to the government their excess stocks of the tough, lightweight metal, of which there is a critical shortage.

He appealed to all holders of aluminum not to wait for the government to seek them out, but to make their excess inventories available for the war effort immediately and voluntarily.

Idle Metal To Be Remelted

Where it can be used in its present form, the aluminum sought by today's action will be shipped immediately to defense plants. A high percentage will have to be remelted, however, but prices offered by the government take into consideration the existing form of the material and the form in which it will be used.

The prices are said to reflect the fact that the aluminum owners have metal which they cannot use and which the government cannot use in its present form but must obtain for reworking.

Established public and private agencies are assisting the War Production Board in its aluminum search.

Because of its extensive field organization, the Federated Metals division of the American Smelting and Refining Company has been designated the Metals Reserve Company's agent and will handle the transactions.

It takes of refusal to accept the established prices, the W. P. B. warned, the agency probably will have to requisition the material and leave that question of compensation to be determined in accordance with procedures established under requisitioning statutes.

The government and industry will share the expense of reworking processed aluminum into suitable metal for war. Salvage prices run from current market quotations for ingots and scrap including castings and forgings for 50 cents a pound for finished items valued at 90 cents a pound or more, on last Oct. 21, 1942.

Regardless of the prices paid by the government, the companies to which the government sells the aluminum will pay no more than the maximum scrap prices established by the Office of Price Administration for aluminum, which must be remelted.

Copper Next on List

Copper is expected to be the next metal for which a nation-wide "smoke-out" of idle stocks will be instituted.

Other production news today follows.

Steel automobile and automobile body manufacturers were advised not to make shipments from their steel stocks except on orders bearing high preference ratings.

Steel producers supplying the petroleum industry were ordered not to ship casing tubing or drill pipe on or after March 14, or to ship this pipe on or after March 15 except on orders bearing a preference rating of "A-9" or higher.

Truck manufacturers who do not complete production of their February quotas of medium and heavy trucks by March 15 will be allowed to carry over the unused portion of the quota into March. The manufacturers were warned, however, that March quotas probably will be canceled. Their action has been taken because the civilian production schedules for several months

*Thursday
lunch*

THE WHITE HOUSE
WASHINGTON

*file
personal
Memor
Folder
PSF*

February 26, 1942.

MEMORANDUM FOR THE PRESIDENT:

I called Doc about the Warm Springs report on taxes for your income tax. He is sending a copy which he approved last night and you will get it up above, and an extra copy will be sent to Washington.

He said he would like to come and lunch with you one day next week, as he wishes to disillusion you about some deductions which he thinks you think you can take off this year!

Also he has a few other matters which should be taken care of. Should I ask Pa to arrange a date next week?

file
personal

PSF O'Connor Feltner

MEMORANDUM FOR F.D.R.

Leon Mandel - George Messersmith

I know both Leon Mandel and George Messersmith. In fact, you may have forgotten that I am somewhat responsible for the latter through your old classmate, Major John H. Stone, whose boy was with Messersmith in Germany and who is now in the State Department.

George's report on Mandel is exactly what I knew he would say, but, frankly, I didn't think he would dare to do it.

Between Mandel and Messersmith there is an old personal "Kentucky feud," but it's a little unfortunate that in his position George should let himself fall so low.

The situation might be summed up as follows:

Mandel, who is a Jew and the owner of one of the largest department stores in Chicago, could not be pro-Nazi, as intimated, without being crazy.

George Messersmith could be anti-Semitic, as is reported, unfortunately, from several independent sources, without being crazy.

Just put this in the Mandel file for future reference.

For F.D.R. from B. O'C.

file

*Doc O'Connor
folder*

March 9, 1942.

MEMORANDUM

Please read and return the attached,
with comments, if any.

I have tried to make Admiral Land
see the unfairness of his position, but the
"boys on the inside" are too much for me.

JOHN TILNEY CARPENTER
J. ROLAND STEVENSON
JOSEPH PINTO

CARPENTER & STEVENSON
COUNSELORS AT LAW
70 PINE STREET
NEW YORK

RECEIVED
O'CONNOR & FARBER
120 BROADWAY, N.Y.

1942 MAR 5 AM 9:45

TELEPHONE
WHITZALL 3-8888
CABLE ADDRESS
CARPACLAY

March 4, 1942

Basil O'Connor, Esq.
120 Broadway
New York

Dear Doc:

Herewith are clippings from the Journal of Commerce of February 26th and 28th. You will note that Admiral Land, War Shipping Administrator, has outlined a program for the operation of freight ships which continues to favor American owners and makes only a faint gesture toward allocating ships to companies which did not own and operate American flag vessels prior to September 1, 1939. This is "reserved for future determination".

It just doesn't make sense that American operators of foreign ships should be deprived of an opportunity to put their organizations and abilities at the disposal of the United States Government. Of course, the insiders who have fed at the public trough of Government subsidies, claim that they can take care of everything. Giving them a monopoly is sheer favoritism which is not only unfair but deprives qualified companies of an opportunity to serve their Government.

American companies which formerly operated foreign flag ships know the value of quick dispatch and economical performance. They had to, or they wouldn't have survived.

My client operated predominantly Norwegian and British vessels. Those countries are our Allies, and yet my client is forced to suffer because it operated ships of our Allies. It just doesn't make sense.

Have you any plan to suggest?

Sincerely yours,

John Tilney Carpenter

*U.S. Navigation
Co.*

JTC/m
Enclosures

JOURNAL OF COMMERCE- Feb. 26, 1942.

WASHINGTON, Feb. 25

Under the War Shipping Administration, the War Shipping Administration will have authority over all ships and shipping facilities, and will be responsible for the practical and financial operation of the common carrier lines, and for the support of the private lines. On September 1, 1918, the War Shipping Administration was created, with the War Shipping Administration as its principal agency for the war effort and for the operation of vessels and facilities, and as the principal shipping organization in order to make the greatest use of existing personnel and facilities. The War Shipping Administration was created through the medium of the Executive order under which it was created, the War Shipping Administration was to avail itself of all the charts and data gathered by the commission's Division of Emergency Shipping. According to

The Review of Fees Provided by the program also calls for a complete review and reduction of present fees now paid for both operation of vessels and agency and port services. The revised compensation formula will be placed on a sliding scale basis so that the compensation per unit will be reduced as the number of assigned vessels per operator increases.

The commission's goal of launching a day after the 26th was reached by April 1965, but it is expected that half of the fleet of 26 aircraft carriers will consist of two additional months. On April 1965, the commission reported that the fleet of 26 aircraft carriers will consist of two additional months. On April 1965, the commission reported that the fleet of 26 aircraft carriers will consist of two additional months.

No mention of quick despatch in which operations of ships without U.S. Gov't subsidy are proficient.
J.R.C.

TRAMP SHIP ROLE IS SEEN FOR U. S. FLEET AFTER WAR

Charterers Forecast Entry of U. S. Ships in Tramp Trades With Subsidy

Extensive postwar employment of American flag tonnage in tramp ship operations was forecast here yesterday in shipping quarters predominantly composed of American companies which, prior to the war, operated only in a restricted series of prescribed trades, including foreign flag vessels. Some of them also operate both owned and chartered American ships.

These companies reacted with delight to the announcement yesterday from Washington that the War Shipping Administration has determined upon a policy of allocating tonnage for operation to all available American ship operating companies. Such a move, which they long have advocated, they pointed out, will enable a large number of experienced American ship operators to continue to remain active in the duration of the war and to be in position to take over American shipping instead of foreign vessels at the end of the conflict.

Potential Market

Regarding themselves as a potential market for the purchase or charter of the vast fleet which the United States Government will have on its hands at the war's end, these operators took issue with the contention that they will return to the charter of foreign ships at the close of the war.

They advise that American flag ships will be made available on a basis comparable to that of foreign tonnage. This will be accomplished by the payment of subsidies by the Government for tramp service. Just as subsidies have been paid for liner operations, it was believed, the same could be equalized through the lowering of the excessive American wartime construction prices and an operating subsidy to take care of the higher crew wages and other expenses. It was pointed out there will be no reason why American operators to turn to the foreign charter markets and take British, Scandinavian and other vessels in hand.

The companies pointed out that they have agency facilities and personnel in all parts of the world that has fallen into practical disuse because of the lack of demand. They hope that shortly after the war the War Shipping Administration will call for the utilization of both facilities and personnel.

It was pointed out that it is not possible for every American ship to obtain a subsidy from the United States for the operation of American ships, although it has been impossible for the most part to operate in foreign trades without a Federal grant. They believe it is to their credit that, through efficient handling of such tonnage as they have operated, both American and foreign, they have been able to operate profitably.

They pointed out that the "Loser" they not chartered the foreign tonnage, the companies contend; the foreign owners would have set up their own offices in the United States and operated the ships in competition with subsidized American liner services. The United States, they assert, would have been the "loser" in business, revenue, and in the possession of trained personnel which is invaluable at the present time.

"It seems quite probable," said one spokesman, "that upon termination of the war there will be such a surplus of American freighters that American tonnage will probably have to compete for the tramp business which up to the outbreak of the war was carried by British, Scandinavian, Japanese and tonnage of other nations, and for which American tonnage hardly ever competed. For that purpose alone the American foreign flag operators would be of great service to the American merchant marine in placing it in a competitive position with the tramp tonnage of other nations."

Expansion of fleets in the hands of a limited number of companies has not seemed logical to them; the spokesmen for three companies declared they pointed out that in a competitive tramp trade, such as the liner trade, a fleet of reasonable size might be doubled without requiring material additions in personnel.

Long Voyage Trade

However, in the long voyage trades, such as to India and South Africa, it was asserted, substantial increases in tonnage operated most certainly would entail a material increase in staff. It was pointed out that in one instance the staff of twenty-five employees serviced 1,563 clerical office man-hours for the loading of one ship alone in the preparation of papers, documents, etc. On that basis, it was stated, the staff could handle only four ships a month.

Considering that shipowners are apt to be slow unless the paper work is finished, the fact that ships are being sent off to sea with only a skeleton crew of deck and stowage men was pointed out. The number of ships which could be handled would be reduced to a very small number.

It was pointed out that the companies which have been subsidized by the Government should not be allowed to operate in the tramp trade, but should be allowed to operate in the liner trade, which is a ship-owning business. It was pointed out that the companies which have been subsidized by the Government and assigned to other American operators for operation in the tramp trade, which they previously ran, should be allowed to operate in the tramp trade.

SHIP ALLOCATIONS SHOULD BE GIVEN SMALL COMPANIES

General Steamship Executive
Condemns Discrimina-
tion as "Un-American"

Any discrimination against American steamship agents, brokers or operators is wrong because such organizations are small and because they did not have sufficient funds to purchase the new vessels being constructed by the Maritime Commission in the Democratic and Republican administrations, declared Harry H. Scott, president of the General Steamship Corporation, San Francisco, in a statement made available to the press yesterday.

The allocation was made in a statement published in the statement made last month by Basil Harris, executive vice president of the United States Lines, in which first preference in the allocation of Government tonnage was declared to be the "rightful demand" of American shipowners who have invested their funds in American flag tonnage.

Concentration of tonnage in the hands of a few large operators, Harris Scott will result in a monopoly, and the very foundation of business in our democracy depends upon freedom and open competition where every citizen, every corporation has a free and untrammelled right to enter into business and handle their business without having to meet a combination, whether of capital or power, privilege, restraining him or it from doing business freely and openly and as ability and knowledge of that business permit.

Develop Foreign Trade
The allocation of ship operations should be based on a just and controlled basis to promote legitimate business enterprise and encourage American citizens to continue to develop foreign trade.

How can this purpose of the law that have been passed to regulate commercial combinations and to insure free competition in business and commercial transactions allocating to small as well as large organizations a fair share of tonnage so they can compete on an equal basis with the larger organizations and thus maintain the Constitution?

Mr. Scott expressed the view that the rights of the public also should be considered. He pointed out that the government's primary responsibility should be the development of trade with foreign and domestic and not the stimulation of competition on the part of experienced ship operators. He said that the planing of the hands of a few favored organizations with opportunity to represent to shippers that they will be exclusively favored is a monopoly. Mr. Scott said that the planing of the hands of a few favored organizations with opportunity to represent to shippers that they will be exclusively favored is a monopoly. He said that the planing of the hands of a few favored organizations with opportunity to represent to shippers that they will be exclusively favored is a monopoly.

Mr. Scott said that the planing of the hands of a few favored organizations with opportunity to represent to shippers that they will be exclusively favored is a monopoly. He said that the planing of the hands of a few favored organizations with opportunity to represent to shippers that they will be exclusively favored is a monopoly.

Mr. Scott called attention to the fact that the large American operators attained their positions while operating under subsidies, either mail or otherwise, while the smaller American companies operated foreign ships without the benefit of aid from any Government. They earned money with the ships they died, he said, and at present when they are needed for the solution of the transportation problem, as evidenced by the War Shipping Administration, they are not to be called upon for additional operating facilities.

Calling attention to the fact that American flag operators had to pay a total of \$1,000,000 in 1941, Mr. Scott showed that the United States Lines had a net worth of \$10,000,000 and the United States Lines had a net worth of \$10,000,000.

When Mr. Harris formally accused the American companies who operated foreign flag vessels for failing to invest in American ships and to employ their own men and to operate American tonnage organizations to compete with foreign lines in competition with American lines, he continued Mr. Scott, the other forgets, however, that the fact that the American companies operating American tonnage but has been on a new ship, the agent of some foreign line. To a shipping public with a knowledge of the facts we need not make the foreign ships that have been represented in the United States for years by large American operators, the very companies to whom Mr. Harris has assumed the right to speak.

Appeal to Prejudice
To criticize an American company for acting in a certain way for acting in a certain way is an appeal to prejudice. The purpose of ocean transportation is to handle the movement of imports and exports to and from United States ports. The shipping business is not a monopoly. It is a business that is open to all. It is a business that is open to all.

Because of the fact that the shipping business is a business that is open to all, it is a business that is open to all. It is a business that is open to all. It is a business that is open to all. It is a business that is open to all.

He pointed out that American shipowners are not generally engaged in foreign trade and cargo services except for the subsidized routes. He said that the subsidized routes are the only routes that are subsidized. He said that the subsidized routes are the only routes that are subsidized.

F.D.R.
B. O'C.

file
B.O.C.

psf

O'Connor Filds

March 18, 1942.

FROM A TOWN IN MICHIGAN -- FOR WHATEVER IT IS WORTH

"Mr. Basil O'Connor,
The National Foundation for Infantile Paralysis
120 Broadway
New York City

Dear Mr. O'Connor:

Our mutual friend Mr. X has just left the hospital here where he has been for the past two weeks for a prostatectomy. He was pretty sick when he came in but after drainage was instituted picked up quickly.

During the past week he has had a good many visitors of importance from Detroit and New York and is very much concerned over certain matters which were divulged to him. He would have telephoned you himself but he said to tell you that his voice was not very good on long distance yet. He asked me to send you the message and suggested that I telephone it to you. Because of its very confidential nature, I thought that it would be better to write.

He said to tell you that the leading industrialists and by this he meant the head men in the various organizations who really do the work have a growing dissatisfaction against Roosevelt because he is not dealing in an administrative way harder and harsher with the labor problem and with sabotage. He stated that the great body of men who are actively administering the large industrial plants, not just the men like Knudsen who are somewhat a figurehead, are so dissatisfied that they are holding meetings to find out just how much the other man is disgusted and what can be done about it. It was their opinion that the labor problem and sabotage will both grow worse unless dealt with vigorously. I asked X just what the various industrialists propose to do and he said that he did not know but he was told that there might be a serious blow up within three weeks. He is very anxious that this knowledge be transmitted to the President. He stated that he thought that the President probably knew of this growing unrest but he doubted if the President knew how very extensive it was and that something serious might occur in two or three weeks. He also wanted you to know and I think through you the Big Chief that apparently Baruch cannot be trusted. The latter has been talking, according to X's information, very much against the President. X says that Baruch is playing both ends. Very recently Baruch criticized the President in the presence of one of X's intimates."

file
personal

PSF Doc O'Connor
Folder
3-42

April 10, 1942.

MEMORANDUM FOR F. D. R.

Bill Hassett gave me your message.

It is very easy to be annoying these days, particularly when one just can't know everything that is going on.

I don't want to elect myself to the "annoying group" either consciously or unconsciously.

After all, you are the Commander-in-Chief -- but you are the Commander-in-Chief and if the smell is bad enough, you will get the credit for being the source of the aroma!!

As a result of my telephone conversation with General Watson this morning, Trippe is expecting you to see him on Monday.

Regardless of what eventually happens, I most sincerely urge you to see Trippe on Monday. I think you should in fairness to him, and to yourself, and to the country.

After all, he knows more about the problem involved than any other man in the world and, as the fellow says: "That ain't much, but just the same that's somethin'!"

PSF DocConnoir Folder

TULLY: DON'T READ -- YOU ARE TOO YOUNG!

April 16, 1942.

MEMORANDUM FOR F. D. R.

While I was sitting in the observation car this morning rolling across the State of North Dakota on my way back from Helena, Montana, in what might be called "the last lap of luxury", one of your eighth columnist friends, after paying his respects to the Administration and particularly to the WPB, said that he supposed it wouldn't be long before the Government put a ban on sex. To this I immediately responded that if the Government did that, it certainly would start whording!

Throw this one in the patent pool -- you can use it. I still say it's very good.

PSF O'Connor folder

There was a lady of fashion
Who had a terrific passion;
As she jumped into bed
She casually said,
"Here's one thing Ickes can't ration."

→ Since Homer Cummings papers were
destroyed by fire I thought you'd
like this in the FDR library!

Joe
2/20/41

PSF file
BASIL O'CONNOR
JOHN C. FARBER
ARNOLD F. ROCH
KENNETH L. HOFFMAN
HENRY S. LURCH
WILLIAM F. SNYDER
MAURICE WOODS
EARLE W. ADAMS
STEPHEN V. RYAN, JR.

O'CONNOR & FARBER
COUNSELORS AT LAW
120 BROADWAY
NEW YORK

April 24, 1942.

The President
The White House
Washington, D. C.

My dear Mr. President:

This is just a note to remind you that when you conveniently can, you should prepare a list of the specific items which you wish to give to individuals. When this is as complete as you can make it, send it on to me and I will put it in the form of a codicil to your will.

Faithfully yours,

Do

BF
O'Connor

THE WHITE HOUSE
WASHINGTON

May 4, 1942.

MEMORANDUM

This was found in going through my papers in the North Hall at the White House on the above date. It was written by Basil O'Connor, in collaboration with Sam Rosenman, etc., as a joke.

TO THE PEOPLE OF THE UNITED STATES AND TO MY RADIO FRIENDS IN GENERAL:

I wish to correct an entirely erroneous impression as to my attitude regarding public utility companies in general and the Niagara Hudson Company in particular. Like our great and worthy President, I am continually finding myself misunderstood and misquoted on the part of the public press; only the New York World consistently and always correctly represents my ideas. In this particular instance I am being put in the position of not favoring high rates for utility companies. I cannot imagine how that impression originated, unless it is because Sam Rosenman as usual writes my messages so no one on earth could understand what I really meant. As a general thing you can assume if anything is not right that it is Sam Rosenman's fault anyway. My real feelings towards the public utility companies is one of kindly benevolence. They do not get enough money; they do not charge high enough rates. The more money they get the more money gets into circulation. What is going to support our private yacht building industry and get our de luxe bootleggers by if we cut down utility company profits?

Before entering this Convention I wish to assure all the delegates, particularly those who are here who will directly represent the Water Power interests, that I am their friend at heart, and if I seem to be harsh at times I am only kidding.

FRANKLIN D. ROOSEVELT

T E L E G R A M

L Howe
Care Franklin D Roosevelt
Albany

Washington

Situation here red stop Shouse scotus Robinson first choice
Baker second stop Understood acting per instructions Wilmington-
wards stop I leaving tonite will ~~now~~ report at next stop enroute
convention

Early

~~Lloyd Garrison~~
Carlisle

TO THE PEOPLE OF THE UNITED STATES AND TO MY RADIO FRIENDS IN GENERAL:

I wish to correct an entirely erroneous impression as to my attitude regarding public utility companies in general and the Niagara Hudson Company in particular. Like our great and worthy President, I am continually finding myself misunderstood and misquoted on the part of the public press; only the New York World consistently and always correctly represents my ideas. In this particular instance I am being put in the position of not favoring high rates for utility companies. I cannot imagine how that impression originated, unless it is because Sam Rosenman as usual writes my messages so no one on earth could understand what I really meant. As a general thing you can assume if anything is not right that it is Sam Rosenman's fault anyway. My real feelings towards the public utility companies is one of kindly benevolence. They do not get enough money; they do not charge high enough rates. The more money they get the more money gets into circulation. What is going to support our private yacht building industry and get our de luxe bootleggers by if we cut down utility company profits.

Before entering this Convention I wish to assure all the delegates, particularly those who are here who will directly represent the Water Power interests, that I am their friend at heart, and if I seem to be harsh at times I am only kidding.

FRANKLIN D. ROOSEVELT

Newspaper
Party

There seems to be an unfortunate misconception regarding my brief absence from the Capitol on a short trip out of the State. As I have repeatedly announced, I am thinking only of my duties as Governor. I am interested, of course, in National problems and believe that the only hope of the country rests in the Democratic Party, but that is patriotism and not politics.

As you know, I am tremendously interested in all progressive and forward-looking policies and particularly in the problem of public utility regulation. The purpose of my little excursion is to look into the matter of municipal operation of heat and power electrical plants. I have been informed that the city in which the National Democratic Convention will be held affords some particularly interesting data on that subject, and it has been my intention for a long while to include that place in my tour. It is entirely a coincidence that my visit happens to coincide with the meeting of our National delegates.

How the absurd idea that I am a candidate for the nomination got abroad I cannot imagine. Let me again state that I am not a candidate; that I will not be a candidate and that I would refuse to be a candidate, should I be honored with the votes of two-thirds of the Convention. The New York delegation will go to the Convention, I have been told, uninstructed and prepared as usual to drive the best bargain it can. I will be too busy in my municipal research to even attend the sessions and will have to get my information of what is going on from the daily press. This is final.

*Newspaper party
Jan. 31 - 1931*

STATION G.O.P. Speaking, Executive Director Lucas at the Mike.

"Well folks we've got a big surprise for you tonight. We have a radio-dictaphone-television hidden in Johnnie Raskob's office. Our scout reports that Jouett Shouse and Johnnie have just got together behind locked doors to fix up the delegations.

"We're going to take you right inside that locked door to both hear and see 'em do the real democratic dirty work.

"There's a big joke in this. This seeing and hearing dictaphone was invented by Owen Young and his General Electric friends as they couldn't think up any other way to keep tabs on Johnnie and Jouett.

"Now here's the joke. A great engineer down in Washington invented a way to tap Young's wires and turned over to Station G.O.P. to broadcast on a national hookup that even includes Palo Alto and Hyde Park.

"Standby folks, we are going to cut you in now. The next voices you hear will be those of Raskob and Shouse, while the scratching noise won't be static, it will be Johnnie signing checks.

Raskob and Shouse

Raskob: "Well Jouett, I've a very busy day, can't spend more than ten minutes getting these delegates for our candidate. My, politics takes a lot of time - what's your final figures?

Shouse: "Mr. Chairman, here are detailed reports from every State.

Raskob: "Never mind detailed reports, can't bother about details want the whole situation. Where's your graph?

Shouse: "You mean my expense account.

Raskob: "No, no - not graft - your graph, your diagram showing delegates curves. Always insist on graphs in General Motors.

Shouse: "I'm sorry Mr. Chairman, but it's impossible to reproduce a delegates curve - they are too crooked.

Raskob: "Well, how many delegates - total figures?

Shouse: "I'm glad to tell you we have secured the delegates from every state Mr. Smith carried in 1924.

Raskob: "Humph, that all? Where's my check book. Go get some more.

Shouse: "Which ones Mr. Chairman?

Raskob: "How about Georgia? What do they want?"

Shouse: "Georgia says Roosevelt is an adopted son and they are going to vote for him from love and affection."

Raskob: "How much?"

Shouse: "Oh a great deal of love and affection."

Raskob: "Didn't mean that. What's our scheduled rates - love and affection? Where's that table. Here it is - love and affection \$900 each - 30 votes @ \$900. Here's the check. Now how about Nebraska?"

Shouse: "George Norris has them sewed up for Roosevelt I'm afraid on water power."

Raskob: "Norris - I thought he was a Republican."

Shouse: "Well, a lot of people thought that about you Mr. Chairman, They are voting on a sound principle."

Raskob: "Hum - let's look, sound principal- 30 cents each, that's cheap, here's the check."

Now what's next?

Shouse: "Here's a flock of states that - well to put it bluntly - Mr. Chairman, say they won't vote for any candidate you back. They'll be very expensive I'm afraid."

Raskob: "Yes that's a lot of money with General Motors where ~~there~~. I have it, I can give them half a million dollars without it costing me a cent."

Shouse: "How's that Mr. Chairman?"

Raskob: "See this bunch of notes - all signed by the National Committee? I'll endorse them over to you and you divide them up between them."

ANNOUNCER:

"Sorry folks, this is Director Lucas again. We got out off on that Raskob-Shouse scene just when it was going good. Gerald Nye's senatorial snelling committee got to sniffing around and we had to shut off for fear they'd try to charge this all up to our campaign expenses. We had to duck."

Good night, this is Station G.O.P. signing off - away off.

AL: "Well, here's that damn nominating speech. God knows I don't want to give it, but what's a feller to do. Frank has got me in a jam. He nominated me and I suppose I have got to nominate him, so I am going through with it. Is this going on the radio?"

BELLE: "Yes Governor we have a nation wide hook-up."

AL: "Well be sure the announcer says that I am delivering it by request. Here she is."

BELLE: "Gentlemen of the Convention":

BELLE: "But Governor you forget that we have women delegates now, that wants to be 'Ladies and Gentlemen'."

AL: "Aw, to hell with the women. They never done me no good any how. Forget it."

BELLE: "GENTLEMEN OF THE CONVENTION:

"In 1923 I was elected Governor of the State of New York. Thanks to my forward looking policies and a good trade with Sam Koenig down in the City, I was reelected Governor of the State of New York. Let's look at the record. You will find everything that has made New York prosperous in the last ten years were things I did. When I was selected to be your standard bearer on the national ticket, I looked around for a nice young man who did not know too much about politics to nominate for Governor and keep my seat warm. Of course, when I picked Frank Roosevelt to keep my seat warm, I didn't know he was going to put glur on his trousers and stick there. But that's another story.

"When I spoke in New York during my presidential campaign, I told all my friends to vote for Frank Roosevelt for Governor if they remembered it. A lot of them remembered to vote for Frank but a hell of a lot of them forgot to vote for me for president. But never mind that.

"This young man has carried out so far as he was mentally capable, my forward looking and progressive policies. He has done what I told him to do about water power and then some. In spite of this he was in a devil of a hole last election thanks to playing around with John Curry, McCoskey and that bunch of crooks. But what did I do? Let's look at the record. I came out and spoke for Frank Roosevelt. I made three speeches and mentioned his name twice and as a result all my friends voted for Frank Roosevelt giving him a wonderful majority, almost as much as I would have got had I been running, perhaps.

Now that's the record of the candidate I propose.

"If you want a man who will carry out my policies as well as he knows how and Tammany will let him, I urge you to nominate him.

"Of course, I believe what my old boss, Mr. Murphy of Tammany Hall always said, 'Let the Convention decide'.

"You may feel that he is not big enough for the job. You may feel like Mr. Raskob, that he is not safe for the big business interests of the country. You may not feel that he has the brains to do the things which I would do. Of course, if you feel that way and it develops that you cannot with a good conscience make him your selection and that you feel that it is your duty, instead of taking the imitation, to elect the old original, why gentlemen my room is #438 on the fourth floor and I will be glad to go over the situation with you."

BELLE: "Governor that's a wonderful speech - almost as good as if I had written it for you but you forgot one thing.

AL: "What's that?

BELLE: "You haven't mentioned who you are nominating.

AL: "The hell I haven't. Who do you think I am really nominating any way? There's no need of dragging Frank Roosevelt into into thing. He has made me enough trouble already.

There seems to be an unfortunate misconception regarding my brief absence from the Capitol on a short trip out of the State. As I have repeatedly announced, I am thinking only of my duties as Governor. I am interested, of course, in National problems and believe that the only hope of the country rests in the Democratic Party, but that is patriotism and not politics.

As you know, I am tremendously interested in all progressive and forward-looking policies and particularly in the problem of public utility regulation. ^{which of course must not injure the utility companies} The purpose of my little excursion is to look into the matter of municipal operation of heat and power electrical plants. ^{one of the} I have been informed that the city in which the National Democratic Convention will be held affords some particularly interesting data on that subject, and it ^{has} ~~has been~~ my intention ~~(for a long while)~~ to include that place in my tour. ~~(It is entirely a coincidence that)~~ my visit happens to coincide with the meeting of our National delegates.

How the ~~(absurd)~~ idea that I am a candidate for the nomination got abroad I cannot imagine. Let me again state that I am ^{not} ~~a~~ candidate; that I ^{may} ~~(will)~~ not be ^{the} ~~a~~ candidate ~~and that I~~ ~~would refuse to be a candidate~~, should I be honored with the votes of two-thirds of the Convention. The New York delegation will go to the Convention, I have been told, ~~uninstructed and~~ ~~prepared as usual to drive the best bargain it can.~~ ^{may} I ~~(will)~~ be too busy in my municipal research; to ~~(even)~~ ^{all of} attend the sessions and ^{may} ~~(will)~~ have to get my information of what is going on from the daily press. ~~This is final.~~

STATION G.O.P. Speaking, Executive Director Lucas at the Mike.

"Well folks we've got a big surprise for you tonight. We have a radio-dictaphone-television hidden in Johnnie Raskob's office. Our scout reports that Jouett Shouse and Johnnie have just got together behind locked doors to fix up the delegations.

"We're going to take you right inside that locked door to both hear and see 'em do the real democratic dirty work.

"There's a big joke in this. This seeing and hearing dictaphone was invented by Owen Young and his General Electric friends as they couldn't think up any other way to keep tabs on Johnnie and Jouett.

"Now here's the joke. A great engineer down in Washington invented a way to tap Young's wires and turned over to Station G.O.P. to broadcast on a national hookup that even includes Palo Alto and Hyde Park.

"Standby folks, we are going to cut you in now. The next voices you hear will be those of Raskob and Shouse, while the scratching noise won't be static, it will be Johnnie signing checks.

Raskob and Shouse

Raskob: "Well Jouett, I've a very busy day, can't spend more than ten minutes getting these delegates for our candidate. My politics takes a lot of time - what's your final figures?

Shouse: "Mr. Chairman, here are detailed reports from every State.

Raskob: "Never mind detailed reports, can't bother about details want the whole situation. Where's your graph?

Shouse: "You mean my expense account.

Raskob: "No, no - not graft - your graph, your diagram showing delegates curves. Always insist on graphs in General Motors.

Shouse: "I'm sorry Mr. Chairman, but it's impossible to re-produce a delegates curve - they are too crooked.

Raskob: "Well, how many delegates - total figures?

Shouse: "I'm glad to tell you we have secured the delegates from every state Mr. Smith carried in 1934.

Raskob: "Humph, that all? Where's my check book. Go get some more.

Shouse: "Which ones Mr. Chairman?

Raskob: "How about Georgia? What do they want?"

Shouse: "Georgia says Roosevelt is an adopted son and they are going to vote for him from love and affection."

Raskob: "How much?"

Shouse: "Oh a great deal of love and affection."

Raskob: "Didn't mean that. What's our scheduled rates - love and affection? Where's that table. Here it is - love and affection \$900 each - 26 votes @ \$900. Here's the check. Now how about Nebraska?"

Shouse: "George Norris has them sewed up for Roosevelt I'm afraid on water power."

Raskob: "Norris - I thought he was a Republican."

Shouse: "Well, a lot of people thought that about you Mr. Chairman, They are voting on a sound principle."

Raskob: "Hum - let's look, sound principal- 30 cents each, that's cheap, here's the check."

Now what's next?

Shouse: "Here's a flock of states that - well to put it bluntly - Mr. Chairman, say they won't vote for any candidate you back. They'll be very expensive I'm afraid."

Raskob: "Yes that's a lot of money with General Motors where it is. I have it, I can give them half a million dollars without it costing me a cent."

Shouse: "How's that Mr. Chairman?"

Raskob: "See this bunch of notes - all signed by the National Committee? I'll endorse them over to you and you divide them up between them."

ANNOUNCER:

"Sorry folks, this is Director Lucas again. We got cut off on that Raskob-Shouse scene just when it was going good. Gerald Nye's senatorial smelling committee got to sniffing around and we had to shut off for fear they'd try to charge this all up to our campaign expenses. We had to duck."

Good night, this is Station G.O.P. signing off - away off.



Form 70 2000 4th ed. Y Allen, Lane & Scott, Philada.

New York and Washington
Schedule in effect December 1, 1920
EASTERN STANDARD TIME

Pennsylvania Railroad

The Standard Railroad of the World



Time Tables

New York—
Washington

Special Schedule

Roosevelt
Convention
Extra

Subject to Delays.

F. W. CONNER
Passenger Traffic Manager
Broad Street Station
Philadelphia

A. H. SHAW
Passenger Traffic Manager
Pennsylvania Station
New York

Sing Song | *cap*
Howe
Fish

Leave Albany

3.a.m (when no one
is looking-)

INTERLUDE

THE GOVERNOR ISSUES HIS FINAL (MAYBE) STATEMENT
Arrive New York 8.a.m (No public reception
by Tammany Hall)

Meet cap
INTERLUDE

2AP AL WRITES HIS NOMINATING SPEECH
Arrive Wilmington 2.p.m (General Motor Bus
to Raskob Estate)

Salads Hotel
INTERLUDE

THE NATIONAL CHAIRMAN ROUNDS UP THE DELEGATES
Arrive Convention Hall

Don't
California
* Time and place and year
uncertain. Subject to
delay and change with-
out warning.

FOR

FAR
from
Boe

DATE

5/12/42

SPECIAL

*I promised this earlier;
I hope you will read it
Doe*

*file
personal* *Doc O'Connor* *PSF* *Folder* *4-42*

OVERSEAS AIR TRANSPORTATION

No one needs to be told that adequate overseas air transportation is one of the problems that is most serious to the United Nations. Sufficient facilities for moving cargo, passengers and military personnel are still not available. As our production output increases - particularly as our output of munitions increases - this problem will become more and more acute.

The overseas transport problem relates to situations between:

- United States - United Kingdom
- United States - Africa - Middle East
- United States - Middle East - India - China
- United States - Canal Zone
- United States - Puerto Rico - Trinidad - Brazil
- United States - Alaska
- United States - Honolulu - Australia

The President's disposition of the merchant shipping problem gives a cue as to how the overseas air transport problem might well be satisfactorily disposed of.

Under the President's Executive Order, dated February 7, 1942, 85% of the American Flag merchant shipping fleet is now operated by the shipping companies under the direction of the War Shipping Administrator for a single purpose - the successful prosecution of the war; 10% of the American Flag tonnage is owned and operated by the Army through the Army Transport Service; and the remaining 5% of the American Flag overseas shipping tonnage is owned and operated by the Navy. The War Shipping Administrator is charged with the responsibility for construction of new overseas tonnage and the special training of officers and seamen to man the enlarged merchant fleet.

Pan American Airways System now operates the overseas civil air fleet. Pan American services extend to Latin America, to Lisbon and Ireland, to Africa and the Middle East, on the Pacific and to Alaska. In this service 25,000 employees are used in operating 235 aircraft. Pan American already operates nearly all the critical services listed above.

American Export expects shortly to supplement the service to Ireland and will operate under a contract with the Navy.

Pan American operates certain services under contract with the Navy, others under contract with the Army, and still other services under contract with the Defense Supplies Corporation or under the control of the Civil Aeronautics Board on schedules designated by the Post Office.

Unlike overseas merchant shipping, no single authority has been designated to direct the operation of American overseas air transport. No Administrator is coordinating the United States overseas air transport fleet with those of other Allied Nations. No one is charged with the responsibility of procuring overseas transport aircraft for the needed expansion program. No one is charged with the responsibility of arranging for the training in air transportation of 50,000 additional ground and flight personnel.

Overseas air transportation is similar in nearly every respect to overseas shipping. A solution is urgently needed, and the proper solution need not in any way interfere with whatever the War and Navy Departments wish to do with respect to overseas air transport.

The War and Navy Departments should be left free to conduct such military air transport and ferrying services overseas as are required by these Departments.

They now operate their marine transports overseas and their requirements in overseas air transport need not be interfered with.

On the other hand, the Army and Navy should not take over or operate civil air transport overseas. Air transport, like shipping or like railroad transportation, is a technical, highly organized business. Years of experience and a trained administrative and operating organization are required. Efficiency is measured in ton miles and seat miles actually transported.

The "know-how," the knowledge of local conditions in foreign countries, the ground organizations along the routes, the overhaul and maintenance procedure, the pre-flight planning and control - these things are what keep the transports in the air.

When war broke out, the R.A.F. took over a large part of the British Airways organization to staff the Air Ministry and to supplement the limited pilots available for home defense. In six months, however, the decision was made to expand greatly British Airways and to delegate to civil aviation the job of overseas air transport to all British war areas and on British routes of communications and transportation throughout the world.

In the United States also there should be substituted for the several departments and agencies now controlling overseas air transport a single agency, "an Overseas Air Transport Administration," within the Office for Emergency Management of the Executive Office of the President.

The Overseas Air Transport Administration would include an Administrator appointed by and responsible to the President and a policy-making board consisting of senior officials of the State, War and Navy Departments and the Administrator.

head responsible to the Prime Minister. Policy is coordinated through a Board consisting of senior representatives of the Air Ministry, Foreign Office and Colonial Office.

The establishment of unified control in the United States would permit the American overseas air transport fleet to be immediately coordinated with the British service. Arrangements could be quickly made for the common utilization of ground facilities, inventories and communication facilities. British Airways which operates transatlantic service and services throughout Africa, the Middle East and India, favors such a plan.

United States overseas air transport, if coordinated and expanded, within eighteen months could add considerably to the cargo-carrying capacity of the United States merchant marine.

Overseas air transport within thirty-six months could more than double the passenger or troop-carrying capacity of the United States merchant marine.

May 11, 1942.

THE WHITE HOUSE
WASHINGTON

O'Connor Folder
PSP

May 22, 1942.

MEMORANDUM FOR

DOC O'CONNOR:

The President asks me to send
you the enclosed for your information.

G.G.T.

2 carbons May 1 on Respirators - Iron Lungs
and answers to questions

May 1, 1942.

MEMORANDUM FOR THE ARMY

Respirators -- Iron Lungs

Please let me have in duplicate the following information:

1. How many respirators or iron lungs has the Army purchased during the last twelve-months period?
Nine since May 15, 1941.
2. What type -- cabinet or chest?
Cabinet type.
3. By whom were these respirators manufactured?
(Give the number manufactured by each manufacturer.)
Warren E. Collins, Inc. (9)
4. From whom were they purchased? (Give the name and address of seller and number purchased in each instance.)
Warren E. Collins, Inc., 555 Huntington Avenue, Boston, Massachusetts.
5. What was the cost of these respirators?
(Give that figure in each instance.)
\$1,085.00 including delivery to destination.
6. How many respirators has the Army ordered or is it under contract to purchase?
(Give the same information as that requested in connection with respirators already purchased.)
One - It must be a tilting and rotating model, the equal of the J. H. Emerson Company's "Adult Model" or the Drinker-Collins "Duplex." To be purchased by New York Medical Depot on SGO Requisition 78305.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

May 21, 1942.

MEMORANDUM FOR GENERAL WATSON:

The information on respirators has been obtained
from The Surgeon General.

M.D.T.
M.D.T.



**THE WHITE HOUSE
WASHINGTON**

Mat 7, 1942

MEMORANDUM FOR GENERAL WATSON:

Get this information from the
Surgeon General of the Army or the Quarter-
master General but don't bring Doc into
it.

F.D.R.

BASIL O'CONNOR
JOHN C. FARBER
ARNOLD T. KOCH
KENNETH L. HOFFMAN
HENRY A. LINDEN
WILLIAM F. SWIDER
MAURICE HOUND
EARLE M. KOCHS
STEPHEN V. RYAN, JR.

O'CONNOR & FARBER
COUNSELORS AT LAW
120 BROADWAY
NEW YORK

May 5, 1942.

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

My dear Mr. President:

For reasons which I will
give you when I see you, I wish
you would pass along the attached
memorandum to the appropriate
authority in the Army and let me
know what answer you receive.

Faithfully yours,

Doel

Encl.

FOR FAR
from
Boe

DATE 6/2/42

SPECIAL

Please read all of this - it is
very important to you.

UNITED STATES--WEST AFRICA--MIDDLE EAST--INDIA--CHINA ROUTE

*file
pass mail
Base de
PSE
O'Connor*

In December, the United States Government authorized Pan American to operate air mail, passenger and air freight service over the route--which may be divided into four sections;

I. United States--West Africa. Pan American conducts a regular commercial service between the United States and Liberia, utilizing Boeing super-clippers based on New York City.

II. West Africa--Middle East. Connecting at Liberia, Pan American now maintains a service under contract with the United States Army and the British Government. This "contract service" extends across Africa to the Middle East. Airports and ground facilities on this sector have been provided largely at the expense of the United States and British Governments. Under the terms of the contract, all operating expenses and all transportation revenues on the trans-African sector are now for account of the United States Government.

III. Middle East--India. Pan American at present maintains only non-scheduled service over this sector--chiefly high priority passengers and critical materials and supplies including spare parts and ammunition for the "A.V.G. Squadron."

IV. India--China. Pan American, through its Chinese company, C.N.A.C., now maintains daily commercial service between Calcutta and Chungking. High priority passengers and critical supplies are carried into and out of China, outbound supplies being carried under arrangements with the Board of Economic Warfare.

Airports on the through route in Brazil and Africa are now operated by Pan American; in the Middle East and India, by the Royal Air Force. British Overseas Airways, the British civil airline, and R.A.F. communications squadrons operate over the route between West Africa and India. Pan American and the United States Army Ferrying Command also operate over the entire route between the United States and India.

The Army has just advised Pan American that it wishes to cancel the contract between Pan American and the Army covering the trans-African sector of the route, requesting Pan American to transfer to the Ferrying Command the ground facilities in Africa provided at Government expense. The Army also proposes to offer commissions to certain of Pan American's personnel now stationed in Africa who might meet physical and other Army qualifications. It has been inferred that this request is being made under instructions from the President.

If this program is carried out, it is hoped that at least 18 of the 39 DC type Army aircraft now assigned to Pan American for trans-African service be left with Pan American. The Boeing clippers in Pan American's service to West Africa (Sector I of the route) are owned by the Army and now assigned to Pan American to operate.

With these additional 18 type DC-3 aircraft, Pan American would be able to maintain a daily service for passengers, freight and air mail between the United States and Chungking, China. Without these 18 aircraft, the System could not now maintain connecting service over the middle sectors of the route across Africa and to the Middle East.

If these aircraft are assigned to Pan American, they would operate over the trans-African and Middle East sectors of the route just as will the civil aircraft of British Overseas Airways, utilizing United States Ferrying Command aerodromes in Africa and R.A.F. aerodromes in the Middle East and India. Maintenance and overhaul of these Pan American Aircraft and engines would be at the Douglas base at Gura, Eritrea, where British Airways has already made similar arrangements.

Pan American holds requisite operating permits from all countries on

the route. British officials concerned have stated that they would be happy to have Pan American continue to provide a through civil air transport service between the United States and China. Plans have already been worked out between British Airways and Pan American whereby schedules of the two companies can be coordinated, inventories and supplies pooled, and other cooperative arrangements consummated which would continue for the duration, permitting both companies to make a maximum contribution to the war effort.

If 18 of the DC-3 type transports were left with Pan American when the company's African facilities are transferred to the Army, it would also be possible by rotation to service the System's Chinese Douglas transports at the Gura overhaul base. Such a procedure is advisable, first, because the company's Chungking base is now cut off and can be supplied only by air from India, and second, the full capacity of the airline is required for critical supplies and munitions and should not be utilized to transport spare parts into Chungking, if the Chinese planes, by rotation with Pan American's can be serviced at Gura in Africa. Priority on the through route to China, of course, would continue to be controlled by "C-4, U. S. Army," as is the case on the United States-West Africa sector of the route.

1942 JUN 1 PM 3:07

THE WHITE HOUSE
WASHINGTON

June 9, 1942.

MEMORANDUM FOR

THE SECRETARY OF COMMERCE

The enclosed memorandum has come to me from a fellow in New York whose advice is often very good. He is not in the insurance business.

F. D. R.

Memorandum for the Pres. (from Basil O'Connor) re WAR DAMAGE CORPORATION.

PSF Doc O'Connor
Folder

WAR DAMAGE CORPORATION

Memorandum for F.D.R.

1. There is a great deal of discord in the insurance fraternity as to those whom it is rumored Jesse Jones will pick to run the War Damage Corporation.

2. The matter is of such significance that I do not think you should let Jones pick those individuals without first taking the matter up with you and getting your approval.

3. I will have a memorandum in your hands Wednesday morning on this subject. I hope that the matter can be deferred until you have had a chance to read that memorandum.

6/1/42



THE SECRETARY OF COMMERCE
WASHINGTON

file PSF O'Connor Folder
THE WHITE HOUSE
JUN 15 11 17 AM '42
RECEIVED

June 13, 1942

Dear Mr. President:

I am glad to have the attached memorandum which you sent me with the note that it came to you from someone in New York whose advice is often very good.

We have given a great deal of time to setting up the War Damage Corporation, and undoubtedly refinements will be necessary as we get to writing insurance.

We will bear in mind each of the suggestions in the memorandum, though I think they would all have been covered.

Sincerely yours,

Franklin D. Roosevelt

In addition to R F C Director
myself & Mr Clayton
plus Mr F A Wilson & George Allen
The President on the Board
The White House

[Signature]

weight with the public. WAR DAMAGE CORPORATION Lumbermen's Mutual
of Chicago; Marshall & Sells Memorandum for F.D.R. mutual in Boston; and

James F. Crafts of the Firemen's Fund Insurance Company which is the
Referring to my memorandum of yesterday:

largest fire group on the West Coast and also the largest fire group
The negotiations with Jones were necessarily carried on by a
in Boston.
small group of insurance representatives. That shouldn't mean, however,
that the advisory committee that he is to appoint should be confined to
that small group.

The war damage project requires the confidence of the public
and the insurance companies and to have that there should be fair repre-
sentation in the advisory group of kinds of insurance companies and of
different parts of the country. It is essential that:

1. Both stock and mutual fire insurance companies be repre-
sented.
2. So-called Association (tariff) companies and non-Associ-
ation (non-tariff) companies be represented.
3. One marine insurance man be on the advisory board.
4. The farm mutual companies in the Middle West should be
represented on the advisory committee to inspire confidence in the
farmers.
5. The advisory committee contain adequate geographical
representation, which would mean the West Coast, Middle West, the
South, New York and New England. Over-representation should by no
means be given to New York.
6. The men picked should, if possible, not only be good
insurance men but they should be men of such standing as to carry

weight with the public, such as J. S. Kemper of Lumbermen's Mutual of Chicago; Marshall Dalton of a large factory mutual in Boston; and James F. Crafts of the Firemen's Fund Insurance Company which is the largest fire group on the West Coast and also the largest fire group in Boston.

6/2/42

General Dyestuffs Corporation

full
personal

Grace I don't suppose the P

can read this just now.

What it means is that Leo Crowley
is alien custodian and not

The Treasury Dept should take
this Company over.

Do you suppose the P could send
word to Henry to do nothing until
he hears from the P?

Keep us out of it!

Joe

6/22/42

PSF Doc Common Files

MEMORANDUM

re

GENERAL DYESTUFFS CORPORATION

MEMORANDUM

RE GENERAL DYESTUFFS CORPORATION

General Dyestuffs Corporation is a corporation organized under the laws of the State of New York with its principal place of business at No. 437 Hudson Street. The stockholders of said corporation are substantially all employees of the corporation and all of them are citizens of the United States, all but three of them are native born Americans; all but two are employees of the corporation. These two hold a small minority of the stock. The three naturalized citizens hold a very small percentage of the stock - one of whom was born in England, one of whom was born in Germany and came to this country when he was two months old and has never left this country, and the third of whom came to this country from Germany in 1921. All three have very small stock holdings in the company.

Approximately 55% of all the stock of the company is in the hands of the President of the company, Mr. E. K. Halbach, a native born American who has accumulated this stock over the past 14 years. All stock in case of sale must be offered to the other stockholders at \$100. a share under a stockholders' agreement. That was done in order to perpetuate the company in the hands of the employees. The present value of the stock is well over \$300. per share.

The General Dyestuffs Corporation is the exclusive sales agent for the General Aniline Works Division of the

General Aniline and Film Corporation, and as such sales agent fixes the price of all products sold and spends approximately two and one-half million dollars a year in studying market demands and technical developments of products sold. Roughly 90% of all its business is with the product of the General Aniline Works Division. The other 10% develops from sales of products purchased from other producers, such as Dupont, American Cyanamid, Allied Chemical Company and also from foreign sources, which formerly included products of some German firms and particularly the I. G. Farben company.

The General Aniline and Film Corporation is now and for some time past has been under the control and supervision of the Alien Property Custodian, Leo Crowley, he having taken this firm over from the supervision of the Treasury Department. Practically the whole profit of the General Aniline and Film Corporation is derived from products sold by the General Dyestuffs Corporation. This business of dyestuffs was developed by the General Dyestuffs Corporation from an original gross sale of a million and a half dollars in 1925 to approximately \$28,000,000. in 1941.

Approximately 77% of the total business of the General Dyestuffs Corporation is for government agencies in the war effort in our present war with the Axis powers. The General Dyestuffs Corporation has worked closely with the Secretary of State's office for the development of foreign markets, formerly under the control of German business.

Treasury Department designations -
ROBERT E. WILSON, ROBERT C. McCONNELL, GEORGE MOFFETT and
A. E. MARSHALL.

3

This branch of the business the General Dyestuffs Corporation never did before. In the handling of the 77% of their present sales with the national defence and war efforts, close association and work has been had between the General Dyestuffs Corporation and the various procurement divisions of the various branches of the Army and Navy and Maritime Commission. Today the General Dyestuffs Corporation has increased its business to approximately \$28,000,000. of which 77% for war effort has been developed with the national government by means of sacrificing their own civilian markets to such extent as may be necessary to fulfill the demands of our nation. This civilian market has been sacrificed by General Dyestuffs Corporation. This business is now handled by other domestic companies.

The Alien Property custodian, Leo Crowley, took the General Aniline and Film Corporation over from the Treasury Department which had taken control of said corporation many months ago and has replaced management of the General Aniline and Film Corporation with men of its own designation. * The business of the General Dyestuffs Corporation has been conducted in a business way with the General Aniline and Film Corporation under the supervision of the Alien Property Custodian, Leo Crowley. The sales of the General Dyestuffs Corporation consume all of the dyestuffs manufactured by the General Aniline and Film Corporation. It is vitally essential to our war effort that no interruption of the proper production and distribution of these dyestuffs be made possible. Any attempt to dis-

turb this production and distribution to our war efforts is unpatriotic and dangerous to our nation.

The Treasury Department over the course of the last six months has made three distinct and separate investigations of the General Dyestuffs Corporation, its organization and personnel and as far as the officers and directors of the General Dyestuffs Corporation are informed, there is absolutely no question of their patriotism, nationality, loyalty or business ability. Furthermore, it is the understanding of such officers and directors that the only reason for such investigations was because General Dyestuffs Corporation's business consists of 90% of the business done with products of General Aniline and Film Corporation. The reports of these investigations, we have been informed, have been submitted to the Alien Property Custodian, Mr. Leo Crowley, through the Treasury Department - Mr. Edward Foley, General Counsel for the Treasury Department. The General Dyestuffs Corporation officers and directors have been informed that the Alien Property Custodian has been considering vesting the controlling stock of the General Dyestuffs Corporation in the Alien Property Custodian as a precautionary measure and said officers and directors have been led to believe that such action would take place on Wednesday, June 24, 1942. The General Dyestuffs officers, directors and employees have no objection to the Alien Property Custodian vesting the stock of the General Dyestuffs Corporation in the Alien Property Custodian for the duration of the war. They wish in every way to be co-operative and are doing their utmost to carry on their patriotic duty.

On Friday, June 19, at 5 minutes after 5, the President of the corporation was informed that the Treasury Department had frozen his stock and bank accounts, such stock being approximately 55% of the total stock of the General Dyestuffs Corporation and constituting the controlling stock of said corporation.

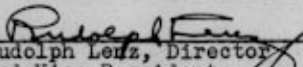
The officers and directors of the General Dyestuffs Corporation represent and guarantee that the stockholders of record are the true and beneficial owners of the stock of the General Dyestuffs Corporation. If it be the intention of the Treasury Department of the United States to take over the control and the management of the General Dyestuffs Corporation - which is essential to the operation and effort of the General Aniline and Film Corporation, which is under the supervision of the Alien Property Custodian, Mr. Leo Crowley - there is the grievous danger of divided direction and the officers and directors of the General Dyestuffs Corporation are vitally concerned, from a patriotic motive exclusively, that such divided responsibility and direction will result in serious and damaging effects to a constructive war effort on the part of these two corporations. It seems vitally necessary and essential to the 100% efficiency of the organization of the General Dyestuffs Corporation that if the stock of the General Dyestuffs Corporation is to be under the control of a government agency, it is essential that such control be vested

in the Alien Property Custodian who is now in the possession of the manufacturing company, the General Aniline and Film Corporation.

The officers and directors of General Dyestuffs Corporation are men of long business experience in that industry, most of them having been connected with the dyestuffs industry for 25 to 40 years, are completely familiar with the requirements of the World War and have made a detailed study of the dyestuff requirements of our government in the present war. They are concerned solely and exclusively with the welfare of our government and have no desire in any way, form or fashion, to subordinate the government interests for their own. They believe that it is their patriotic duty to see that the President is fully informed and that the thing which they know is absolutely essential to a 100% effort requires that the Alien Property custodian have control of the stock of both corporations, if control of the stock is deemed advisable.

OFFICERS AND DIRECTORS OF
GENERAL DYESTUFFS CORPORATION

By


Rudolph Lenz, Director
and Vice President.

Dated, New York, N. Y. June 22, 1942.

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 10, 1938

*file
Personal*

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

COPY

Basil O'Connor, Esq.
Harkness Pavillion
Medical Center
New York City, N. Y.

Perfectly delighted to know that it is safely out and that you are getting on well. If there is any law work you want me to do for you during the next few weeks let me know. If you don't obey the doctors I will make you an Admiral and proceed to court martial you.

Franklin D. Roosevelt

FROM

PSF: O'Connor Folder
The White House
Washington

July 17, 1942

...

PSF: O'Connor Folder

THE WHITE HOUSE
WASHINGTON

September 1, 1942.

MEMORANDUM FOR

DOC O'CONNOR

I am going to make you a
Navy cook, Third Class, which being
translated into English means "Scullery
Maid" and that will entitle you to get
buried in Arlington next to the tomb
of the unknown soldier.

F.D.R.

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 19, 1935

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

BASIL O'CONNOR
WEST HAMPTON BEACH
LONG ISLAND
NEW YORK

YOU'RE A FRESH KID.

F. D. R.

FROM

The White House
Washington

OCTOBER 22 1942

PSF: O'Connor file
4-42

PSF: O'Connor

The White House
Washington

OCT 17 9 54 PM 1942

W7 6

S SOUTHAMPTON, LI, NY OCT 17 1942 621P

PRESIDENT

WHITEHOUSE WASHINGTON DC

THEM DARTMOUTH BOYS MAKE GREAT FIGHTERS

DOC..

PSK: O'Connor plan
received
4-42
12/2/42
THE WHITE HOUSE
WASHINGTON

November 30, 1942

MEMORANDUM FOR

BASIL O'CONNOR

The President would like to have a few more copies of the exchange of letters, which the National Foundation sent out in connection with the Celebration of the President's Birthday.

I hope you are feeling as fit as you looked.

This memo takes to you, Elvira and the children my very best.

As ever,

RECEIVED 30 OCT 1942
WASHINGTON
THE WHITE HOUSE

"We must help them
win their Victory
over disease today"

FRANKLIN D. ROOSEVELT

NOVEMBER 10, 1942

THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS
INCORPORATED

120 BROADWAY
NEW YORK

BASIL O'CONNOR
PRESIDENT

November 5, 1942.

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

My dear Mr. President:

As you know, January 30, 1943 will mark the tenth public celebration of your birthday in the fight against infantile paralysis. In the same month The National Foundation for Infantile Paralysis, which you sponsored in 1938, will observe its fifth birthday.

During the past ten years, the public has given generously of its dollars and dime for the fight against infantile paralysis. During the past five years — using those dollars and dime — The National Foundation for Infantile Paralysis has led, directed and unified that fight, with the result that real progress has been made in the crusade against this crippling disease.

The work which the National Foundation has done in the fields of research and treatment of infantile paralysis is well known to you and is also well known to the public. For that work of research, which all of us realize is so vital, the National Foundation has enlisted the interest of the finest minds of the country and has supported them in their efforts to conquer this disease. In the field of the treatment of those who have been afflicted by infantile paralysis, the National Foundation has spared no money to care properly for those victims. Through its Chapters covering 2,900 counties, it has made relief immediately available to all who needed it — regardless of age, race, creed or color. In every epidemic the National Foundation has sent its own staff into the affected area and has given every assistance possible.

The demands on the National Foundation become greater each year and the amount which it spends for research constantly increases. In the fiscal year ended September 30, 1942, the National Foundation made grants and appropriations for the accomplishment of its work totaling \$1,152,191.17, which, except for the year 1942, exceeds the amount which the National Foundation has received in any one year. This increased need for funds is

The President

-2-

November 5, 1942.

due to the fact that the very existence of the National Foundation has stimulated additional research in important fields — fields that otherwise could not have been explored. Scientists now know that from the National Foundation they can receive continued support and not be compelled to give up their work at the very time when it begins to show promise.

In addition to its policy of making one-year grants, the National Foundation is now making some long time grants which calls for the earmarking of larger amounts of money over a period of time, but which fits into what the National Foundation considers a sound policy of fighting this disease.

There is no doubt in my mind or in the minds of the Trustees of the National Foundation that the fight against infantile paralysis should continue. We all believe that it would be a great mistake to permit a lapse in this great work which you have sponsored and which has been going on intensively for ten years. This too is a war and the advantages gained should not be sacrificed. It takes time and patience and money to bring into existence and put in proper working condition an organization for such a concerted attack. It can disintegrate, if permitted, far more quickly than it can be put together. In an undertaking such as that in which we are engaged, results are rarely, if ever, spontaneous or spectacular. They represent the accumulation of such work by many people over many years. Any gap in such a continuous fight may not soon be bridged — if bridged at all.

We are convinced, therefore, that there should be the usual fund-raising activity for The National Foundation for Infantile Paralysis in January 1943 through the means of the celebration of your birthday. In expressing this conviction we are not unmindful of existing conditions. It is our belief that these very conditions furnish additional reasons for pursuing the fight against this disease relentlessly and uninterruptedly.

Although you have dedicated your birthday to the National Foundation for this purpose, nevertheless I feel that before officially announcing plans for the 1943 celebration of your birthday, I should obtain your views on this subject.

Faithfully yours,

Basil O'Connor
President.

THE WHITE HOUSE
WASHINGTON

November 10, 1942.

Dear Basil:

I have considered carefully your letter of November 5, 1942 requesting my views as to whether or not my birthday in January, 1943, should be publicly celebrated as heretofore in the fight against infantile paralysis.

In times such as these, that question cannot be decided entirely by itself. It must be judged in relation to other activities that we know are necessary to accomplish the one thing we all seek -- Victory in this war.

At any time disease is a powerful enemy of man. In time of war, disease -- particularly epidemic disease -- is a factor which continuously gives us great concern. We know from history what can happen. We are constantly on the alert to prevent the start or spread of any of the epidemic diseases. There are no limits to which we will not go to accomplish that result. Such a policy is not only sound military strategy, but eminently humane.

And until it is definitely known how to prevent a disease from occurring or how to prevent it from spreading, the threat of that disease -- if it is epidemic -- is one of our greatest dangers, even though the actual number of cases at any given time may be relatively small. As long as there are some cases the danger exists.

The intensive fight we have been carrying on against infantile paralysis over these ten years -- a short time in the history of any disease -- has shown remarkable results, as you say; but more than that, it has followed a course which indicates that we will succeed in this struggle. Through intelligent planning and wise coordination, we are prepared, if necessary, for a long time fight against this disease.

I feel as you do, that any interruption in this work would be extremely inadvisable unless absolutely necessary. More than that, I also think that such a fight as that being waged

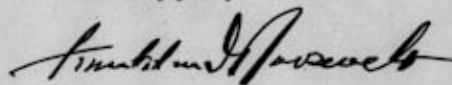
against infantile paralysis or any other as yet uncontrolled disease is an essential part of the main struggle in which we all are engaged -- a struggle to make tomorrow's world a better world in which to live. While we fight this global war, we must see to it that the health of our children is preserved and protected so that they may enjoy that better world -- for tomorrow's America will be as strong as today's children. We must help them win their Victory over disease today.

As I have said in the past and repeat now -- nothing is closer to my heart than the health of our boys and girls and young men and young women. To me it is one of the front lines of our National Defense.

I feel strongly, therefore, that the work of the National Foundation must be continued and I am happy to have it use my birthday in its 1943 fund-raising drive.

With my best wishes for a successful Campaign, I am

Sincerely yours,



Mr. Basil O'Connor,
President, The National Foundation
for Infantile Paralysis, Inc.,
120 Broadway,
New York City.

THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS
INCORPORATED

Annual Fund Raising Drive

THROUGH

THE CELEBRATION OF THE PRESIDENT'S BIRTHDAY
342 MADISON AVENUE
NEW YORK, N. Y.

F.D.R.

file
personal. 12/8/42

PSF O'Connor folder
4-42

The attached story about the
Red Cross may or may not
be true - but -

I think the whole Red
Cross picture is one we
might well discuss
sometime - not this Saturday.

Do not pass this note
along

Joe.

Memo from: BASIL O'CONNOR

Blood Plasma

CIVIL DEFENSE DIRECTOR JAMES LANDIS has written a polite but pointed note to American Red Cross Director Norman Davis regarding the hullabaloo the Red Cross staged in sending blood plasma to the Cocoanut Grove night club victims in Boston.

Truth about the picture of Red Cross workers rushing plasma by plane to Boston, with the caption, "The Red Cross Comes Through," was it was just ballyhoo.

There was plenty of plasma in Boston—collected and in reserve by the OCD—2,708 units on hand. Only 1,303 units were used in the fire.

Red Cross sent only two to three hundred units. When an official was asked why any was sent, when there was plenty on hand, he replied:

"Oh, it was a good chance to get a little extra publicity."

PSF O'Connor folder
4-43

THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS
INCORPORATED

120 BROADWAY
NEW YORK

BASIL O'CONNOR
PRESIDENT

*file
personal*

January 21, 1943.

The President
The White House
Washington, D. C.

My dear Mr. President:

They gave a big dinner to Lehman here on January 9th, and announced that the proceeds of that dinner would go to a charity to be designated by Lehman.

On November 25th I wrote him that since this dinner fell in January and since that month to a very large extent had become the period during which the public's attention was directed toward the fight against infantile paralysis, I hoped he would have the President's Birthday in mind in designating the fund to which would go the proceeds of the dinner on January 9th.

On November 27th he wrote me that he would be "very glad indeed to bear your (my) letter in mind."

After the dinner on January 9th Lehman designated the USO to receive the funds therefrom.

Faithfully yours,

Basil O'Connor

President.

*You don't live and Pran -
You live and find out -
Only some of us find out sooner!
Joe*

*Hand
16th & 17th*

THE WHITE HOUSE
WASHINGTON

March 1, 1943.

MEMORANDUM FOR THE PRESIDENT:

Doc O'Connor called this morning and said he and a group of about 8 or 9 would like to come down on March 9th or 10th to present you with a scroll in connection with the moving picture which you saw a couple of weeks ago -- the profits of which will go to the National Foundation. They may even present you with a copy of the film if you would like to have it for your archives.

They would like to have photographs taken of the ceremony as it will be very helpful. Doc suggests noon or 2:30 on either of those dates, if convenient with you. What may I tell him?

G.

THE WHITE HOUSE
WASHINGTON

March 3, 1943.

MEMORANDUM FOR THE PRESIDENT:

Doc O'Connor called again to ask if he and a group of eight or nine could come in and present you with a scroll or a copy of the film which you saw a couple of weeks ago. They want to arrange for still pictures to be taken at the time. He would like to come down on March 16th and the whole thing would only take about 20 minutes.

or 17th
G.

PSF

O'Connor folder
4-43

THE WHITE HOUSE
WASHINGTON

March 5, 1943.

MEMORANDUM FOR GENERAL WATSON:

Doc O'Connor came down several weeks ago with a Mr. Rathvon and had dinner with the President and afterwards showed him a film, the proceeds of which are to be given to the National Foundation for Infantile Paralysis.

Doc spoke to the President about bringing down a group of 8 or 9 people, including Mr. Rathvon and Sir Cedric Hardwicke, to present the President with a scroll and perhaps a film of the picture for his archives. Doc would like to have this arranged for March 16th or 17th at about noon or not later than 2:30. He says the whole thing will take about 20 minutes. He asks that still photographers be there to take a picture of the ceremony.

Will you be good enough to check this with Mr. Early and let Doc know as soon as you possibly can which date is more convenient? The President has said he would see him on either date.

Grace Tully

file

*PSF from
BOC man folder*

March 31, 1943.

INTERNATIONAL AVIATION

The British have only one international aviation company -- British Overseas Airways Corporation, referred to in Great Britain as BOAC or "the Corporation."

The British did have Imperial Airways which operated throughout the Empire and to the United States, and British Airways which operated from London to European countries.

In 1939 by Act of Parliament, Imperial Airways and British Airways were merged into British Overseas Airways Corporation.

(990)
hm

PSF O'Connor folder

THE WHITE HOUSE
WASHINGTON

April 30, 1943.

MEMORANDUM FOR

DR. McINTIRE:

Will you be good enough to
do the necessary and return for my
files?

F.D.R.

Letter from Basil O'Connor, President,
The National Foundation for Infantile Paralysis,
Inc., 120 Broadway, NYC, 4/26/43, to the
President, with attached draft of letter for
the President's signature to Major General
Lewis H. Brereton, Commanding General of the
Forces in the Middle East, introducing
Dr. John R. Paul, Director of the Commission
on Neurotropic Virus Diseases of the Board
for the Investigation of Influenza and other
Epidemic Disease in the Army.

GEORGIA WARM SPRINGS FOUNDATION

120 BROADWAY

NEW YORK

PRESIDENT
FRANKLIN D. ROOSEVELT
TREASURER
BASIL O'CONNOR

file
Pw
May 3, 1943.

Rear Admiral Ross T. McIntire,
Navy Department,
Washington, D. C.

Dear Ross:

Will you let me know as soon as you can just who is making what financial arrangements with respect to the Darlan cavalcade? The last twenty-four hours have indicated to us that up to date the government agencies interested in this particular case and its accompanying observers include the State Department, the Army and the Navy. Whether other governmental agencies, such as Public Health, the Children's Bureau of the Department of Labor, NPS and CPA, will also become interested in this international affair, is a subject with which I am not acquainted. At twelve o'clock last night there were five going to Warm Springs; at twelve o'clock this noon, that number had been increased to eight. It's always serdid to refer to money. Serdid or not, it is one of the duties of the treasurer of an organization now and then to consider the financial aspects of a situation.

The purpose of this letter, therefore, is merely to ascertain how many of the cavalcade we are supposed to maintain and support and whether or not we are to support whatever number that may be in the manner to which they have been accustomed.

Seriously, let me have this information as soon as you can. I, at least, want to have the Foundation's position perfectly clear before anybody else starts digging trenches north and east, I think it is, of Benning!

I hope that neither you nor the President will by any chance gain the impression from any of the foregoing that I am annoyed!

Faithfully yours,

(Sgd.) Basil O'Connor

Chairman Executive Committee

PSF O'Connor for 4

May 10, 1943.

MEMORANDUM RE SISTER KENNY

This is a confidential and very frank memorandum about Sister Elizabeth Kenny.

We Irish have a saying about our females that they are frequently "devils at home and angels abroad." It apparently is true of females other than those of Irish extraction. Sister Kenny fits this description perfectly.

As you know, I have spoken to you on several occasions with respect to a lunch for Sister Kenny and you and myself at the White House. The only question involved has been one of finding a convenient time. When I was in Washington last week, I suggested to Grace Tully that it might be the 18th or the 20th -- that is, Tuesday or Thursday of next week.

Sister Kenny knows that I have been trying to find a convenient date for you to receive her at lunch and for that reason, her conduct referred to later in this memorandum is annoying.

Sister Kenny has written you requesting two things: (1) permission to dedicate her autobiography to you and (2) an audience on May 20th.

I suggest that you refer both of these requests to me. In the first place, I am certain that your answer to the autobiography should be "No" but I don't think that you should make that answer. She writes horribly, is apt to say most anything, and for you or anyone else to let her dedicate her book to you without seeing the manuscript would be very unwise.

As to the appointment, that should not be made through her or Dr. Evatt, the Australian minister, but should be made through me, since she knows very well I have been trying to arrange it.

In view of this activity of Sister Kenny, I suggest that you refer her letter to me and that we make no appointment for you to receive her until after June 1st. If Dr. Evatt communicates with you in respect to this matter, I think you can say to him that it is a matter you have had up with me as President of the National Foundation and will arrange through me.

PSP *O'Connor folder 4-43*
file Personal
O'CONNOR & FARBER
COUNSELORS AT LAW
120 BROADWAY
NEW YORK 5

August 12, 1943.

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

My dear Mr. President:

Some time ago you
were good enough to give an
autographed photograph to the
writer of the attached commun-
ication who had been in charge
of many convoys traversing
the Atlantic.

I wouldn't take
his comments too seriously!

Faithfully yours,

Gap

Encl.

C O P Y

H.M.S. ATTACK
C/o G. P. O.
London

8th July, 1943.

Dear Sir:

In the early part of this year I received from America the signed photograph of Mr. Franklin D. Roosevelt, which, by your kind offices, was obtained for me.

I may say that this picture of the great President of the United States is unquestionably my most treasured possession, and it hangs at present on the wall of my room, opposite one of President Lincoln.

The United States, in their 170 years as a republic, have produced great men, and outstanding figures; men who have been great, not only in the eyes of their own countrymen, but in the eyes of all the world. Of all these great men, I consider that Mr. Roosevelt stands amongst the highest, and in my estimation I place him beside the Father of the Republic, George Washington, and Abraham Lincoln, the Saviour of the Republic, in his greatness, and in the great service which he has rendered to the United States, and to humanity in general.

Mr. Franklin D. Roosevelt's name was known to me, as a British Naval Officer in 1918, when Mr. Roosevelt was Assistant Secretary to the Navy. I followed his career as Governor of New York, and realised that when he was selected as the Democratic candidate by the Chicago Democratic Convention of 1932 that the American scene was about to change, and change for the better.

At a time when the whole structure of finance and of economic security had been broken down, Mr. Roosevelt took over the helm, and saved the ship of state from final shipwreck. During the crowded years that followed, Mr. Roosevelt's leadership was an inspiration to all thinking men and women, and he, of all men, pointed the road along which true democracy must travel. He showed the way to security for all peoples, making no distinction of race, creed or class. His labour legislation showed him to be a man whose sympathies were with the struggling millions who lived so close to the borderline of security. His consideration for the unemployed wage-earners gained him the love, attention and confidence of countless millions. In peacetime Mr. Roosevelt was an inspiring leader and a man of great and noble sentiments.

With the breakdown of national understandings, with the rise of tyrants, and with the tragedy of War over the world, Mr. Roosevelt has again proved himself to be, not only a national leader, but an international figure, whose very word is awaited and depended upon. Under such leadership the democracies cannot fail, and, because we have together Mr. Churchill in Britain and Mr. Roosevelt in the United States, the cause of liberty will not fail, and freedom and justice will reign again over the earth when these dread days are past.

I therefore, sir, wish to thank you for obtaining for me this photograph of Mr. Roosevelt, and most humbly beg you to convey to the President my regards, my admiration, and my appreciation of all that he has done for mankind as a whole.

I am, sir,

Yours very sincerely,

(Sgd) GERALD N. JONES

C.B.E., D.S.O., R.D., Captain, R.N.R.

Mr. Basil O'Connor
New York City

PSF O'Connor folder

file
plus mail

August 28, 1943.

Dear Elvira:-

How you have done it during all these twenty-five years is almost beyond my comprehension. Such fortitude, such sheer courage to have lived with "IT" means that you are one of those angels of mercy and light.

However, I must admit that your intuitive genius and foresight twenty-five years ago turns out to have been justified. I have always felt that when you said "Yes" there must have been some hope! It is truly remarkable what you have done for "IT" -- a hopeless case, taken firmly in hand and turned into one of the swiftest people I have ever known. Of course, I realize that some people are late developments, but I still think that it was your influence that made that shy fellow into the confident, table-pounding success that "IT" now is.

Even when I first married him -- twenty-two years ago -- you had already brought him so far along the road that I, too, shared your confidence. It is, therefore, a matter of congratulations for both of us that we have never divorced him.

We have gone so far along the common road that I think we will see it through without resorting to the Courts.

Affectionately,

Mrs. Basil O'Connor,
Westhampton Beach,
Long Island,
New York.

COPY

PSF: O'Connor folder
4-43
THE WHITE HOUSE
WASHINGTON

August 30, 1943.

MEMORANDUM TO DR. MCINTIRE:

To prepare reply.

F.D.R.

From Doc O'Connor re Committee on
War and Post-War Health Problems.

file
personal
B. J. C.

PSF

O'Connor folder
4-113

September 3, 1943.

MEMORANDUM FOR F. D. R.

Re: Pan-American Airways

Please read the attached, and then let me talk to you about it on the telephone.

It is an obvious attempt on the part of the steamship companies, under the front of W. R. Grace & Co., to have decided by the C.A.B. the important questions of policy relating to international airways that are now before the Joint Committee and which ultimately must be decided by you and Congress.

The proposed hearing is entirely unnecessary and should be adjourned for the duration.

You can confirm this with Hull of the State Department or Biddle of the Attorney General's office. They both agree, I am informed.

Because of recent developments, Hull doesn't want to take the initiative and go out on the front in this matter.

Because the Department of Justice were not unduly favorable toward the postponement of Anti-Trust cases, Biddle doesn't think he can take the initiative here in urging that this hearing be postponed for the duration. He does think it should be so postponed, I am informed.

I understand that Hull would welcome a word from you that this hearing should be postponed for the duration. I think it is in the interest of everybody that it be so postponed.

MEMORANDUM

1. A public hearing has been set for September 15th by the Civil Aeronautics Board (Docket No. 779) at the request of W. R. Grace and Co. for the purpose of determining whether the public interest requires that the Pan-American-Grace Airways route between the Argentine, Chile and the Canal Zone be extended north from the Canal Zone to Miami, Florida.

2. Pan-American-Grace Airways was organized as an extension down the west coast of South America of the Pan-American route between Miami and the Canal Zone. Pan-American and Grace each own 50% of the stock of Pan-American-Grace Airways, Grace having exercised its option to acquire 50% ownership of the west coast airline.

3. The case is not an ordinary certificate of public convenience and necessity case for a new route. Involved are the basic questions of government policy:

- (a) Whether there should be competition abroad between American flag airlines.
- (b) Whether the present government policy, set forth in the Civil Aeronautics Act of 1938, prohibiting a steamship company from acquiring control of an airline, should be changed.

4. Requests have been made that proceedings under the Clayton Act should be instituted to determine whether Grace and Co., operating a competitive steamship service, is qualified to own 50% interest in Pan-American-Grace Airways, and whether Pan-American Airways, as operators of American flag air transportation elsewhere in Latin America, is qualified to hold its 50% interest.

5. The entire question of the relative desirability of competition abroad between American flag air carriers, over and above competition furnished by foreign flag air monopolies of other nations, as compared to a regulated monopoly compris-

ing the various American air transport interests, is now under study by interested departments of our government, including the Department of Justice; also the question of whether the law should be changed to permit steamship operators to control airlines.

6. The important issues that will arise in connection with the hearings now set for September 15th will all be automatically determined as soon as the fundamental policy with respect to international air transport is established by our government.

7. No improved service of value to the war effort, even were a decision made to extend Pan-American-Grace Airways from the Canal Zone to Miami, would be forthcoming. Pan-American Airways is maintaining frequent service over this route and is in a position to increase this service immediately if military considerations permit it to acquire additional flight equipment on order long before Pearl Harbor. Pan-American-Grace Airways has no excess equipment at the present time and could not operate the route at all unless additional flight equipment were released by the government.

8. It is expected that the hearing will last at least six and probably eight weeks and will involve many of Pan-American's chief executives and operating officials. In view of the fact that ownership qualifications of the parties under the Clayton Act are involved, the case has the same potentialities of adverse effect upon the war effort as would an anti-trust suit in a federal court.

9. Pan American is now engaged in performing important services for the Navy across the Pacific, to Alaska, between the United States and Europe and Africa. The interests of the Navy Department would be prejudiced if this hearing, instituted at the request of W. R. Grace and Co., is not deferred.

10. Neither the interests of W. R. Grace and Co. nor those of Pan-American Airways would be prejudiced by a reasonable postponement. Certainly, the war effort would be furthered thereby.

~~CONFIDENTIAL~~

September 8, 1943.

MEMORANDUM

Re: International Aviation

Air Vice Marshal Critchley, actually in charge of British international aviation (under Lord Knowles, formerly Governor of Bermuda who is really only a figurehead in British international aviation) is now in this country and either has or will confer with Churchill and request Churchill to point out to you two things:

- (1) That the British have only one international aviation company and intend after the War to have only one international aviation company. At present it is entirely government-owned.
- (2) To establish proper relations with the United States with respect to international aviation and other matters also, the United States should have only one international aviation company.

He will not ask Churchill to point out to you two other things, however:

- (a) That as coordinator of civil and military international aviation he is seeing to it that British aviation goes into places under military guise where it cannot go in in a civil capacity.
- (b) That when the British international aviation system is completely lined up, particularly with respect to other nations, there will still be only one British international aviation company, but it will very likely cease to be a government owned company and its stock will be distributed among the British steamship and railroad companies and British domestic air lines.

This is based on Critchley's opinion and the opinion of others that government ownership in Great Britain of international aviation has proved ineffective. There is not, however, complete agreement that this distribution of stock to private ownership will be made.

Critchley is said to be very wealthy and in this matter is acting entirely without any personal interest and performing a pure public service.

THE WHITE HOUSE
WASHINGTON

October 12, 1943.

MEMORANDUM FOR MISS THOMPSON:

FOR MRS. ROOSEVELT'S INFORMATION.

F.D.R.

PSF Basil O'Connor folder 4-43

THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS
INCORPORATED

120 BROADWAY

NEW YORK 5

BASIL O'CONNOR
PRESIDENT

October 6, 1943.

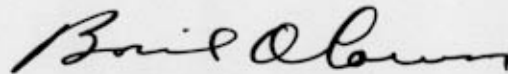
Miss Grace G. Tully
The White House
Washington, D. C.

Dear Grace:

Confidentially, between you and me and the President -- be sure to tell the President and Mrs. Roosevelt to make no commitments whatsoever about having any Hollywood stars at the White House in connection with the Birthday Celebration in 1944, until I have had a chance to discuss this matter thoroughly with the President.

This is very important!

Sincerely yours,



President.

PSF O'Connor folder 4-43

October 13, 1943.

Dear Doc:-

Please read enclosed. It was my thought that the Darlan family would come over in an empty transport and that they would not be charged for their passage and would be charged only for their food. Apparently, however, the Government regulations provide for payment of passage. Admiral Land suggests that the Government could take up the bill but I hesitate to do this. Don't you agree with me?

I, therefore, think the Foundation really ought to pay this bill for \$938.70. Otherwise the whole transaction might cause a lot of criticism.

Always sincerely,

"J. D. R."

Basil O'Connor, Esq.,
120 Broadway,
New York, N. Y.

(Enclosure)

O.
P
Y

WAR SHIPPING ADMINISTRATION

Washington 25, D.C.

File
October 2, 1943

MEMORANDUM FOR MISS GRACE TULLY,

SECRETARY TO THE PRESIDENT:

We were recently requested by one of our operating Agents to furnish instructions with reference to the matter of billing for passage fares and Government taxes thereon in connection with transportation furnished from Casablanca to New York during the Spring of this year in our SS MARIPOSA for the following listed passengers:

Darlan, Berthe - Female, 59 years
Darlan, Alain - Male, 29 years
Darlan, Annie - Female, 28 years
de Lavedan de Casaubon, Armand - Male, 33 years
Le Meur, Georges - Male, 22 years

According to records of the carrying vessel, the ultimate destination for all of the above-listed passengers was Warm Springs, Georgia. We are further advised that Mr. de Lavedan de Casaubon is a physician in attendance to the Darlan family and that Mr. LeMeur is a French Naval seaman, presumably also traveling in the service of this family.

As a matter of information, the total passage fare and taxes for each of the four adults traveling in first-class accommodations is \$200.50 and for the French seaman who traveled in troop class, \$136.70, or a total for the entire party of \$938.70.

It is our understanding that the President is aware of these arrangements and it would be appreciated if you will look into the matter and confirm this understanding and advise whether it is in order for the War Shipping Administration to defray the above expenses or whether this cost should be defrayed from special funds available for such matters.

(Signed) E.S. LAND

E.S. Land per Secretary
Administrator. Miss Vardaley

DECLASSIFIED

E.O. 11652, Sec. 3(E) and 5(D) or (E)

Commerce Dept. Letter, 11-15-72

By SLR

Date FEB 20 1973

WAR SHIPPING ADMINISTRATION
WASHINGTON 25, D.C.

ADMINISTRATOR

October 27, 1943

*O'Connor folder
file
Personal*


MEMORANDUM FOR MISS GRACE TULLY,
SECRETARY TO THE PRESIDENT:

This is merely to acknowledge and thank
you for your note of October 25, 1943, trans-
mitting check of the Georgia Warm Springs
Foundation in the amount of \$938.70 in pay-
ment of passage fares for the Darlan family.

E. S. Land
E. S. Land
Administrator

hm
O'Connor folder

THE WHITE HOUSE
WASHINGTON

May 15, 1943.

MEMORANDUM FOR

DR. McINTIRE

For your information and
please return to Doc O'Connor.

F.D.R.

Letter, May 10th, 1943, transmitted to the President by Basil O'Connor, addressed to Mr. O'Connor by Dr. C.E. Irwin of the Ga. Warm Springs Foundation, who enclosed summary of their medical record, together with muscle chart of Alain Darlan, whose mother is Berthe Morgan Darlan, and wife Annie Hamon Darlan.

file
plus mail

PSF

Doc O'Connor's folder 4-43

October 21, 1943.

MEMORANDUM FOR F. D. R.

Re: ALIEN PROPERTY CUSTODIAN'S OFFICE

I had no intention when I saw you yesterday of suggesting Thomas E. Murray as Alien Property Custodian.

Only you could get him to take it, but if you could get him to do it, it would be an outstanding appointment to a place about which you must be extremely careful.

B. O'C.

T-178

PST O'Connor folder
4-43

THE WHITE HOUSE
WASHINGTON

October 25, 1943.

MEMORANDUM FOR
ADMIRAL LAND:

I am enclosing herewith check from Mr. Basil O'Connor, Georgia Warm Springs Foundation, in the amount of \$938.70 and made out to Isthmian Steamship, Agent for War Shipping Administration, to take care of passage bill for the Darlan family.

Grace G. Tully
Private Secretary

Enclosure.

PSF: O'Connor folder 4-43

file
Bureau

1220 Park Avenue

Dear Mr. President:

You are the most amazing thought full person I've ever known. How, in your busy life and with all your responsibilities, you remembered our anniversary and then had time to write me that grand letter, I'll never understand. But you can't fool me, you know. I suspect that hidden behind your banner there is an admiration for that man of mine almost as keen as my own.

The news tonight on the radio that you are feeling up to par again is good indeed and I hope this will be your one and only indisposition of the winter.

With sincere thanks for your gay and amusing letter

Affectionately yours,
Eileen

October 27, 1943.

McDonald O'Connor

PSF O'Connor folder 4-43

November 4, 1943.

Dear Doc:

The President directs me to send you the enclosed memorandum, to be filed with the President's papers, for the information of his executors.

Sam, Harry and I also have a copy.

My best to you.

Affectionately,

Grace G. Tully
Private Secretary

Mr. Basil O'Connor,
120 Broadway,
New York, N. Y.

Enclosure. Copy of memo for the Director of the F.D.R. Library, July 16, 1943, re confidential files, etc.

(Orig. copy filed - F.D.R. Library, folder, 3-43)

the President's papers are so good
Dear, Doc:

November 4, 1943

621

THE WHITE HOUSE
WASHINGTON

July 23, 1943

MEMORANDUM FOR

JUDGE ROSENMAN

Dear Sam:

I think the President's
memo of July 16th, relative to his
papers, is a very good one.

Do you think a similar
memorandum, or this one, should be
filed with Doc. O'Connor for his
executors?



H.L.H.

file Personal Extra copy
The White House
Washington

July 16, 1943.

MEMORANDUM FOR

THE DIRECTOR OF THE FRANKLIN D. ROOSEVELT LIBRARY

1. Before any of my personal or confidential files are transferred to the Library at Hyde Park, I wish to go through them and select those which are never to be made public; those which should be sealed for a prescribed period of time before they are made public; and those which are strictly family matters, to be retained by my family. If by reason of death or incapacity I am unable to do this, I wish that function to be performed by a Committee of Three, namely, Samuel I. Rosenman, Harry L. Hopkins and Grace G. Tully, or the survivors thereof.
2. With respect to the file known as "Famous People's File", the same procedure should be followed. Those which are official letters may be turned over to the Library, but those which are in effect personal such as, for example, the longhand letters between the King of England and myself, or between Cardinal Mundelein and myself, are to be retained by me or my Estate and should never be made public. There are many such examples and this Committee will do the selecting, in the event that I am unable to do so for the above mentioned reasons.
3. With respect to the file called "Family Letters", in the main they are to be retained by me or my Estate. However, the Committee should have the discretion of selecting a few which in their judgment could be given to the Library and made public.
4. In all of the papers which are to be turned over to the Library from my personal files or from non-personal, official files, there will be some which should not be published until a lapse of a certain length of time and which, in the meantime, should be put under seal. This is for the reason that they may refer to people who are still alive in a way which would be embarrassing to them. The aforesaid Committee of Three should determine which letters should be so sealed and the length of time of sealing. I should judge that the average length of time of sealing should be from ten to fifteen years, but there may be some which should be sealed for as many as fifty years.

s/ FRANKLIN D. ROOSEVELT

OT: For your files. BO'C

PSF

O'Connor folder
4-43

THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS
INCORPORATED

120 BROADWAY

NEW YORK-5

MASIL O'CONNOR
PRESIDENT

November 4, 1943.

file

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

My dear Mr. President:

I hope that you will permit the use of your birthday on January 30, 1944, to mark the climax of the annual Fund-Raising Appeal for the fight against infantile paralysis.

As you know, it is almost six years since the National Foundation was organized. In retrospect, two things stand out in clear relief -- the sincere and unswerving devotion of medical men, nurses and laymen engaged in this fight against infantile paralysis and the generosity of the American people who have given their dimes and dollars to support this battle on the home front. It's their fight -- they want it to continue.

Fortunately for all, there was widespread response to the 1943 appeal for funds, for infantile paralysis in epidemic form struck our country this year with a violence unequalled since 1931. The National Foundation's capacity and resources were tested as never before. Unquestionably the toll of the disease, as it ran its course in this epidemic, was materially less because we had a people better educated and better prepared to meet such an emergency. It was particularly fortunate that The National Foundation for Infantile Paralysis, owned and maintained by the American people, had furnished additional training to hundreds of doctors, nurses and physical therapy technicians in the treatment of infantile paralysis before the more serious outbreaks occurred.

In the epidemic areas this year our local Chapters did the kind of work that makes us know that the spirit of helpfulness which keeps this fight going on and on reaches down into every village and hamlet of our country. We are very proud of what those Chapters did.

There is every indication that the year 1944 will present a real challenge to the National Foundation. Though this year's epidemic is subsiding, there are thousands of patients from 1943 who will be patients in 1944 and some of them for many years thereafter. That is the price we pay for not knowing yet how to stop this disease. It is the unpleasant fact that day after day, month after month, treatment must continue for many of those stricken this year.

But, running parallel with the treatment of 1943 victims

The President

- 2 -

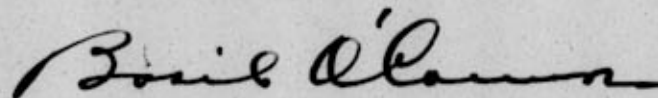
November 4, 1943.

and the victims of previous years, also during the year 1944 there will go on week after week and month after month in the laboratories throughout this country, the battle of research against this disease in which are enlisted many of the greatest scientists of our time.

So long as there is unavoidable wartime crowding and mass movements of people, the chances of epidemics are greatly increased. There must, therefore, be no relaxing in our persistent program of research, because some day it will lead us to the cause, cure and the prevention of this crippling disease. Research is the anvil on which we will forge the tools of victory. Sometimes it takes an epidemic to make us realize the necessity of slow, unspectacular, persistent research.

In a fight against infantile paralysis, your birthday is much more than a date. It is a symbol. I hope we may use that symbol.

Faithfully yours,

A handwritten signature in cursive script, appearing to read "Bessie Coleman".

President.

PSF: O'Connor folder
4-43

THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS
INCORPORATED

120 BROADWAY
NEW YORK-5

BASIL O'CONNOR
PRESIDENT

December 27, 1943.

*file
personal*

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

My dear Mr. President:

I thought you would be interested in seeing the attached clipping showing how Mr. Herbert Bayard Swope, as Chairman of the Turf Commission of America (racing to you!) with great gusto distributed some \$628,000 of racing money to fourteen charitable agencies recently.

In the past two years the total amount that has been given to charity by the racing group has been \$8,500,000.

Time and again I have tried to get your friend Swope to admit the existence of the National Foundation for Infantile Paralysis or the Georgia Warm Springs Foundation in connection with this matter -- but in every instance he has been Herbert Bayard Swope!

Faithfully yours,

Basil O'Connor

President.

Encl.

*I must punch with you Jan 3 or
4. How about it?
Doe*

Swope Pr

NATIONAL WAR FUND GETS \$314,147 CHECK

Greater N. Y. Fund, Hospitals
and Religious Groups Also
Share Racing Proceeds

SEASON'S TOTAL \$1,123,000

Victory Meet's Contributions
to Charity Added to Those
of Five State Tracks

By ROBERT F. KELLEY

Christmas gifts totaling \$628,294.57 were distributed to fourteen charitable agencies yesterday by Herbert Bayard Swope, chairman of the New York State Racing Commission and of the Turf Committee of America. It was in the latter capacity that Swope functioned in ceremonies at the River Club, for the occasion was the presentation of the profits from the nine-day Victory meeting at Jamaica Nov. 4 to 13.

The gifts raised New York's racing contributions to charity for the season to \$1,123,000 and for two years to \$2,069,115. The total for the country in the two years since Pearl Harbor is about \$8,500,000.

Track Heads Present

The Victory meeting was held under the joint auspices of the Turf Committee and the five New York tracks—Belmont Park, Empire City, Aqueduct, Jamaica and Saratoga. At the presentation were William Woodward, chairman of the Jockey Club; Theodore Knapp, president of Aqueduct; Dr. Edward P. Kilroe, president of Jamaica, and George D. Wildener, president of Belmont Park. The late George H. Bull was head of Empire City and Saratoga.

The financial report on the Victory meeting also showed the State gaining \$1,120,907.16 in taxation. The total receipts for the meeting were \$970,074.70 and operating expenses \$341,780.13, leaving \$628,294.57 available for distribution. In addition, there were private contributions from the American Totalisator Company, Pinkertons, Puett Electric, Starting Gate, Sullivan Brothers, Dulaney-Vernay Company, Al Paul Lefton Company, gateman and anonymous.

The biggest single beneficiary was the National War Fund, which received a check for \$314,147.29 that was accepted by Winthrop W. Aldrich, president. Aldrich spoke of the organization's gratitude, not only to racing here but throughout the country, saying the sport had played a vivid part in raising quotas in the national drive.

Police A. L. Benefits

Police Commissioner Lewis J. Valentine expressed gratitude "for the poor kids of New York," in accepting \$12,565.89 for the Police Athletic League. Others who received checks were Arthur Ballantine, for the Greater New York Fund, \$62,829.46, and Roy Larsen, for the United Hospital Fund, \$62,829.46.

The remainder went to Catholic Charities, Archdiocese of New York and Brooklyn, \$50,263.56; Federation of Jewish Philanthropic Societies, \$50,263.56; Protestant Welfare Groups, \$50,263.56; Community Chest of Yonkers, Inc., \$12,565.89; Nassau Hospital Association, North Country Community Hospital, South Nassau Communities Hospital, Long Beach Hospital, Inc., and Mercy Hospital, \$2,513.18 apiece. The Saratoga Hospital received \$2,500 from the United Hospital Fund.

The Victory meeting was in addition to special days for war relief and other charities staged during the regular season by each track. In his closing remarks Swope said that racing hoped to make this an annual custom.

PSF: O'Connor folder
4-44

BASIL O'CONNOR · 120 BROADWAY · NEW YORK

*file
personal*

January 21, 1944

The President
The White House
Washington, D.C.

My dear Mr. President,

As a rule surprises annoy me. But the shock which you gave me when I lunched with you on my birthday was administered in such a typical F.D.R. way that it was anything but annoying. I am going to be honest enough however to say that I was caught completely off base, but the pain of being tagged with birthday presents and a birthday cake was very easy to take.

I am really sincerely delighted with the color colotype of the portrait of you by Elisabeth Shoumatoff and I think I would be just as pleased with it even if it were not copy number one of that reproduction. Of course I think your idea of having the portrait done in your Admiral's cape was very smart.

I have had great trouble with both Elvira and Sheelagh, both of whom want to steal this birthday gift from me. And the fact that you endorsed it to me personally doesn't seem to make any difference to either one of them.

Faithfully yours,

Basil O'Connor
Bre

file

BASIL O'CONNOR
Itinerary
Visiting Chapters of
The National Foundation for Infantile Paralysis, Inc.

<u>Date</u>	<u>City</u>	<u>Hotel</u>
February 27 and 28	Chicago, Illinois	Blackstone
February 29	Louisville, Kentucky	Brown
March 1	Nashville, Tennessee	Hermitage
March 2	Chattanooga, Tennessee	Patten
March 3	Memphis, Tennessee	Peabody
March 4	Jackson, Mississippi	Robert E. Lee
March 5	Birmingham, Alabama	Tutweiler
March 6	Montgomery, Alabama	Jefferson Davis
March 8	Winston Salem, North Carolina	Robert E. Lee
March 9	Norfolk, Virginia	Monticello
	Richmond, Virginia	John Marshall
March 11	Raleigh, North Carolina	Sir Walter
March 12	Columbia, South Carolina	Columbia
March 13	Charleston, South Carolina	Frances Marion
March 15	Savannah, Georgia	De Soto
March 16	Jacksonville, Florida	Roosevelt
March 17	Tallahassee, Florida	Cherokee
March 18	Orlando, Florida	San Juan
March 19 and 20	Tampa, Florida	Tampa Terrace
March 21	Miami Beach, Florida	Roney Plaza
March 22-29 inclusive	Palm Beach, Florida	Whitehall
March 30	Jacksonville	Roosevelt
March 31	Atlanta, Georgia	Biltmore
	Warm Springs, Georgia	
April 1	Tuskegee, Alabama	Tuskegee Institute

THE WHITE HOUSE
WASHINGTON

May 31, 1944.

MEMORANDUM FOR THE PRESIDENT:

In regard to this memorandum you told Doc O'Connor you would take the matter up with General Arnold. He says it would do no good just to send it to him, but he hopes you will have a chance to talk with him about it.

GGT

File
Confidential, of course.
Relates to Briefing of our
men aboard. Base
5/26/44

file

PSF O'Connor folder

The Commodore

May 23, 1944

Dear Basil:

Your report to me of your conference was indeed encouraging. There are, however, some thoughts that I want to transfer to you for their information.

I am just a little fearful that when our friend speaks to the top man he may ask questions below, and then the yes-men who have remained here will not comprehend the subject matter. The result - a glowing report.

It is very difficult at times to speak of one's own accomplishments but this situation compels me to emphasize the fact that there is not a single man in the work that I was engaged in who did that work himself in so many cases, and it is my hope that I shall be called back with proper authority behind me to do the job properly. I know just what is necessary and can do a good job if delegated by the proper authority.

I might mention that among others who complimented me were the King and Queen, General Eaker, General Brier and Ambassador Winant, all of whom witnessed my work. All correspondents came to my base because they knew the quality of the work to be found there. But over here, may I repeat, there is lack of comprehension but with proper authority I feel confident of accomplishing the best results.

Thank you for your time and interest. It is all for the good of our country, which I love so much.

Sincerely,

(Signed)

JOHN J. McNABOE

*Copied from longhand note.

Grace: Ask FDR to write out all in long hand and rush back to me. Put on
White House paper. BO'G 5/31/44

PSF O'Connor Freder
4-44

(Proposed statement forwarded with Oscar Doob's letter of May 1st.)

FDR
Plane do this!!
P 8/10/44

file
not sent

March of Dimes Committee
Motion Picture Industry

Before me are the figures for the Motion Picture Industry's
1944 March of Dimes Campaign. Certainly no words from me are needed
to tell you that you have done a truly magnificent job.

But I do want you to know that I fully understand what
great wholehearted effort such results represent.

In the midst of a year of war and death, you have paused
to save lives and bring hope to the stricken. And because the motion
picture theatre is so close to the lives and hearts of Americans, you
have succeeded in interesting millions and millions in this crusade.

My sincere personal congratulations and appreciation for
a success beyond all expectation.

FRANKLIN D. ROOSEVELT

RECEIVED
MAY 31 1944
U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

Miss Sheelagh O'Connor
Brearley School
610 East 83rd Street
New York City, N. Y.

I wish I could be with you for the big event.
Love and all good wishes from your affectionate uncle

FRANKLIN D. ROOSEVELT

(Basil O'Connor's daughter)

PSF: O'Connor folder 4-44
FROM The White House
Washington

June 9, 1944

...

PSF: O'Connor, Jean 4-44

Office
1930
Farm
Mrs. S.C.
K.R.
R.H.T.
R.W.D.
F.N.M.

BASIL O'CONNOR

Evening and Out-of-Town Reservations

June 18, 1944 to July 29, 1944

June 18, 1944 to July 29, 1944

June

Mon. June 12	To Chicago from Grand Central Station	5:30 PM
Tues. June 13	Ar. Chicago - Blackstone Hotel	9:30 AM
Thurs. June 15	To Des Moines, Iowa	11:30 PM
Fri. June 16	Ar. Des Moines, Iowa - Hotel Fort Des Moines	7:30 AM
Sat. June 17	To Omaha, Nebraska	7:55 PM
Sun. June 18	Ar. Omaha, Nebraska - Hotel Blackstone	10:51 PM
Tues. June 20	To Cheyenne, Wyoming	11:20 PM
Wed. June 21	Ar. Cheyenne - Plains Hotel	11:55 AM
Thurs. June 22	To Denver, Colorado	8:20 AM
Fri. June 23	Ar. Denver - Brown Palace	11:15 AM
Sat. June 24	To Colorado Springs (by car)	Morning
Sun. June 25	Ar. Colorado Springs - Antlers Hotel	Even
Mon. June 26	To Salt Lake City, Utah	10:38 AM
Tues. June 27	Ar. Salt Lake City - Hotel Utah	8:20 AM
Wed. June 28	To Boise, Idaho	11:05 PM
Thurs. June 29	Ar. Boise - Boise Hotel	12:45 PM
Fri. June 30	To Pocatello, Idaho	11:00 AM
Sat. July 1	Ar. Pocatello - Bannock Hotel	5:15 PM
Sun. July 2	To Ogden, Utah	6:00 PM
Mon. July 3	Ar. Ogden - Hotel Ben Leonard	9:55 PM
Tues. July 4	To Reno, Nevada	12:20 AM
Wed. July 5	Ar. Reno - Riverside Hotel	7:25 PM

July

Sun. July 2	To Sacramento, California	10:20 PM
Mon. July 3	Ar. Sacramento - Hotel Senator	5:20 AM
Tues. July 4	To Salem, Oregon	10:20 AM
Wed. July 5	Ar. Salem - Senator Hotel	8:05 AM
Thurs. July 6	To Portland, Oregon (by car)	Afternoon
Fri. July 7	Ar. Portland - Hotel Multnomah	Evening
Sat. July 8	To East Olympia, Washington	8:45 AM
Sun. July 9	Ar. East Olympia, Washington	12:22 PM
Mon. July 10	To Olympia (by car)	?
Tues. July 11	Ar. Olympia, Washington - Hotel Olympian	Afternoon
Wed. July 12	To Tacoma, Washington	Evening
Thurs. July 13	Ar. Tacoma - Wintthrop Hotel	Evening
Fri. July 14	To Seattle, Washington (by car)	Evening
Sat. July 15	Ar. Seattle - Olympia Hotel	Evening
Sun. July 16	To Spokane, Washington	9:00 PM
Mon. July 17	Ar. Spokane - Davenport Hotel	7:20 AM
Tues. July 18	To Helena, Montana	9:25 PM
Wed. July 19	Ar. Helena	11:25 AM
Thurs. July 20	To Great Falls, Montana (by car)	?
Fri. July 21	Ar. Great Falls - Rainbow Hotel	Afternoon
Sat. July 22	To Billings, Montana	11:30 PM
Sun. July 23	Ar. Billings, Northern Hotel	6:55 AM
Mon. July 24	To Bismark, N.D.	1:15 AM
Tues. July 25	Ar. Bismark - Prince Hotel	12:28 PM

BASIL O'CONNOREvening and Out-of-Town EngagementsJune 10, 1944 to July 29, 1944July (Cont'd.)

Sun. July 16

To Fargo, N.D.

12:28 PM

Ar. Fargo - Hotel Gardner

4:30 PM

Mon. July 17

To Chicago

4:37 PM

Tues. July 18

Ar. Chicago - Blackstone Hotel

8:45 AM

Wed. July 19

Convention - Chicago

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 19, 1928

TELEGRAM

20 ~~OFFICIAL BUSINESS - GOVERNMENT RATES~~

Miss Sheelagh O'Connor
Brearley School
610 East 83rd Street
New York City, N. Y.

I wish I could be with you for the big event.
Love and all good wishes from your affectionate uncle

FRANKLIN D. ROOSEVELT

fldr

2647 61 10/04

PSF: O'Connor Freda 4-44
FROM: The White House
Washington Washington
JUN 9 10 31 AM '44
JUN 14 1944
file personal

Box 161

PSF: O'Connor folder
y-44
file
personnel

O'CONNOR & FARBER
COUNSELORS AT LAW
120 BROADWAY
NEW YORK 5

Salem, Oregon,
July 5, 1944.

My dear Mr. President:

I have a letter from Tom Beck
of Collier's containing the following:

"This is a memorandum from the
'None of My Business Department.'

"I think it would be very advan-
tageous to business, industry, and
The Chief, if someone worked out a
comprehensive plan for awarding per-
sonal citations to industrial leaders
who have made outstanding contribu-
tions to the war effort through their
own organizations. These citations
could carry on all the way down through
to the man at the machine. The recom-
mendations for these lower brackets
could come from the higher, and the
latter selected by the Army and Navy.
This should be done before election:"

I am writing this from Salem,
Oregon, where as you know, I am on a
twelve-state trip on infantile paralysis.
I am on the home stretch now, and when I
finish Oregon, Washington, Montana and
North Dakota, I'll be back in Chicago on
July 18th. I've had a really wonderful
trip and very fine meetings.

Faithfully yours,

Joe

The President,
The White House, Ross McDutty came
Washington, D. C. from here. Give him
butler not come back after they heard me!
Don

PSF
O'Connor folder
4-44
file
Pisano

MEMO GGT:

The President wishes Mr. Latta to fill out necessary papers making Basil O'Connor, Chairman of the American Red Cross. He will notify Doc on Thursday and will announce same on Thursday.

DJB

I told Mr. Latta to do —

EARL McINNES
MANAGER
DEAN L. IRELAND
RESIDENT MANAGER
W. J. HOFMANN
ASSOCIATE MANAGER

MEMBER
AMERICAN HOTEL ASSOCIATION
U. S. CHAMBER OF COMMERCE



July 7th 1944.

My dear Mr. President.

I sincerely hope the plan you had in mind, if anything happened to Norman Davis, will be consummated promptly.

It really means very much.

One of those now in that organization or one of the "Washington Boys" just won't do.

If a real job isn't done and done promptly that situation is going to spill over very badly.

This is another Extra-political field where we both again can demonstrate how a situation should be properly handled.

EARL McINNES
MANAGER
DEAN L. ISLAND
RESIDENT MANAGER
W. J. HOPMANN
ASSOCIATE MANAGER

MEMBER
AMERICAN HOTEL ASSOCIATION
U. S. CHAMBER OF COMMERCE



I'm having a wonderful trip. You have
no idea what a contribution you
have made to the whole cause of
health thru your sponsorship of
and leadership in this infantile
paralysis movement.

Grace has my itinerary if you
should wish to reach me.

faithfully
Doc.



MULTNOMAH

4 Portland, Oregon

VIA AIR MAIL

Miss Grace Tully
The White House

Personal

Washington D.C.

LETTERS MAILED IN HOTEL ENVELOPES
IF NOT DELIVERED WILL BE SENT TO THE DEAD LETTER
OFFICE UNLESS THE WRITER GIVES A RETURN ADDRESS

IF NOT DELIVERED IN _____ DAYS, RETURN TO

SULLIVAN & CROMWELL

CABLE ADDRESS: "LADYCOURT," NEW YORK

48 Wall Street, New York 5.

July 28, 1944.

John C. Farber, Esq.,
Messrs. O'Connor & Farber,
120 Broadway,
New York, N. Y.

Dear John:

In pursuance of your request, I am happy to give you the following information regarding Mr. Charles S. McVeigh.

Mr. McVeigh, as you undoubtedly know, is a lawyer of high standing in the community. I have known him for approximately ten years during which time he and I have served as fellow directors of the Globe and Rutgers Fire Insurance Company and the American Home Fire Insurance Company. During this period I also had occasion to see him a number of times in connection with the legal affairs of another insurance company. There is no question in my mind that he is a man of the highest integrity. I also believe him to be forceful, able, a man of good judgment and ability to get on with people.

I trust the foregoing will be useful to you.

Sincerely yours,

Alfred Jaretzki, Jr.

O'Connor folder
4-44

THE WHITE HOUSE
WASHINGTON

HIGHLY

CONFIDENTIAL

July 10, 1944.

MEMORANDUM FOR

DOC O'CONNOR

Would you please, when convenient, let me have a check on what people think of a fellow named Charles MacVeigh? I take it he is a law partner of Lewis Spencer Morris who is a very fine, though not too brilliant, person, and is Chairman of the Board of the Fulton Trust Co.

I have had some rather poor reports on Charles MacVeigh. I do not know him but maybe you do.

F. D. R.

**THE WHITE HOUSE
WASHINGTON**

September 8, 1944.

MEMORANDUM FOR THE PRESIDENT:

I spoke to Doc O'Connor the other day about the Darlan matter. He asks "who is going to undertake the international job of telling them to get out of Warm Springs?"

GGT

WASHINGTON
THE WHITE HOUSE

PSF O'Connor folder
4

PERSONAL

October 25, 1944.

Dear Doc:-

You will not cause any international incident in getting the space occupied by young parlan turned over to somebody else.

I think, as President of the Foundation, you ought to write a lovely, polite letter to him or his Mamma and tell them tactfully that their time is up, and I can assure you once more that the United Nations will not protest such action on your part!

As ever yours,

Basil O'Connor, Esq.,
120 Broadway,
New York, N. Y.

file
TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

Lord-~~Beaver~~ Beaverbrook

London.

Basil O'Connor who is Chairman of the American Red Cross
and my very old friend will be in London sometime ^{this} ~~next~~ week. I hope
much that it will be possible for you to see him. Regards.

FRANKLIN D. ROOSEVELT

(Copy filed - O'Connor folder, 4-44)

FROM

4-44
The White House

Washington

Oct 2/1944
September 29, 1944