FEDERAL BUREAU OF INVESTIGATION

Joseph P. Kennedy

PART # 2 of 2

Pages available this part  270
<table>
<thead>
<tr>
<th>FILE #</th>
<th>PAGES AVAILABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>CROSS REFERENCES</td>
<td>270</td>
</tr>
</tbody>
</table>

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Freedom of Information and Privacy Acts

Subject  JOSEPH P. KENNEDY

File Number  CROSS REFERENCES

Federal Bureau of Investigation
FILE DESCRIPTION

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46-4271-7, 56-0-1796, 1745, 38-2402-3, 47
ADD 12 ADAMS

THE LATEST ACCUSATIONS CAME AMIDST THESE OTHER DEVELOPMENTS:

--FOX TESTIFIED HE RECEIVED A $500,000 LOAN FROM JOSEPH P. KENNEDY,
FATHER OF SEN. JOHN F. KENNEDY (D-MASS.), AFTER THROWING HIS PAPER
TO THE YOUNGER KENNEDY'S SUPPORT IN THE 1952 ELECTION CAMPAIGN.

--FOX ACCUSED THE SEC OF HAVING LATER COMMITTED "CORPORATE MURDER"
OF HIS NEWSPAPER, AND OF HAVING DONE SO "WITH MALICE AFORETHOUGHT."
IN HIS LETTER TO O'MARA, ADAMS AGAIN DENIED AS "ABSOLUTELY FALSE"
THAT GOLDFINE HAD EVER FINANCED ANY SECURITY FOR HIM, OR INDULGED
IN ANY SPECULATION WHATSOEVER IN HIS BEHALF.
ADAMS SAID THAT HE DOES NOT "NOW HAVE, NOR HAVE I EVER HAD ANY
FINANCIAL INTEREST IN ANY PROPERTY OR INVESTMENT, BUSINESS OR
UNDERTAKING IN WHICH HE (GOLDFINE) HAS AN INTEREST."

FOX TOLD THE SUBCOMMITTEE GOLDFINE HELPED POLITICIANS OF BOTH PARTIES
INDISCRIMINATELY, AND SAID HE BELIEVES A CHECK OF CAMPAIGN CONTRIBUTIONS
WILL SHOW THAT HE MADE CAMPAIGN CONTRIBUTIONS TO 80 PER CENT OF ALL
MASSACHUSETTS OFFICIALS, STATE AND NATIONAL, IN THE LAST 20 YEARS.
THE ADAMS LETTER WAS WRITTEN ON WHITE HOUSE STATIONERY. IT WAS
DATED YESTERDAY.

IN IT, HE STATED THAT IT WAS "INCREDIBLE TO ME THAT ANY COMMITTEE
OF THE CONGRESS WOULD PERMIT A WITNESS TO USE THE COMMITTEE AS A FORUM
FOR MAKING SUCH VICIOUS AND IRRESPONSIBLE ACCUSATIONS."

THE SUBCOMMITTEE ADJOURNED SHORTLY AFTER NOON AND CHAIRMAN HARRIS
INSTRUCTED FOX TO RETURN FOR CROSS-EXAMINATION AT 10 A.M. MONDAY.

ONLY THIS MORNING THE SUBCOMMITTEE AGAIN HAD REJECTED A PLEA BY
GOLDFINE'S LAWYERS TO CONDUCT THE QUESTIONING OF FOX BEHIND CLOSED
DOORS. HOWEVER, IT HAD AGREED TO CONSIDER WHETHER TO DO SO LATER AS
THE NEED MIGHT DEVELOP.

6/27--PA1239P
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(60) 4/13/74 - 1
This morning Assistant Attorney General Stanley Barnes called at my office and personally handed to me the attached undated memorandum from his office directed to the Bureau and requesting further investigation of the steel industry. Judge Barnes stated that the reason he was handing me the memorandum personally was because of its highly confidential nature and that it involved persons of national and international prominence such as the former Ambassador to England Joseph P. Kennedy, Mr. John Roosevelt, Mr. James Roosevelt, and Mrs. Eleanor Roosevelt.

Judge Barnes stated that Special Agent (blacked out) has been working upon this matter and apparently has a very satisfactory piece of work up to date.

In view of the extreme importance of the matter I would like to have it given special attention and that the agent assigned to the same bring it to an early conclusion but with complete thoroughness. It also should be very closely supervised by the Investigative Division at the Seat of Government.

Very truly yours,

John Edgar Hoover
Director

[Signature]

[Date]
FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

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60-4737-33
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\[ 61 - 1072 - 295 \]
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ROOSEVELT NAMES
MARITIME GROUP

Nominations Sent to Senate.
Selects Kennedy, Former
S.E.C. Head, as Chairman.

President Roosevelt today sent to
the Senate the nominations of the
five men who are to comprise the
United States Permanent Maritime
Commission, designation Joseph P.
Kennedy of New York, who was for-
ter Chairman of the Securities and
Exchange Commission, as chairman.

Besides Kennedy, who was nomi-
nated for the remainder of the un-
xpired term of two years, from Sep-
tember 26, 1936, succeeding
George L. Landis, Jr., the commission will be
made up of the following:

Thomas M. Woodward of Pennsyl-
vania, for the remainder of the un-
xpired term of three years from Sep-
tember 26, 1936, succeeding Mon-
tgomery H. Taylor.

Rear Admiral Henry A. Muller
United States Navy, named for a
term of four years from September
26, 1936, to which office he was ap-
pointed during the last session of the
Senate.

EDWARD C. MECK, Jr., of Maine.

(See MARITIME, Page A-2)

Maritime

(Continued From First Page)

formed member of the House, ap-
pointed to the commission for a term
of five years.

Rear Admiral Henry A. Muller
United States Navy, named for a
term of four years.

In announcing the nominations to
the White House, made public
a letter, addressed by Sen. Cox-
land of New York, chairman of the
Senate Committee on Commerce, in
which the President said before the
holding of 1,085 shares of Todd Ship-
yard, Inc. by Kennedy.

These facts in the Senator's let-
ter explained that while Mr. Roose-
velt ever, was appointed, Kennedy
agreed to act as a member of the commis-
sion. His letter, addressed by his hon-
ors in the Todd Shipyard, Inc., and
raised the point that securities might
affect his appointment.

The President's letter to Senator
Coxland, in which he referred
the matter of Mr. Kennedy's holding
in the Todd Shipyard, Inc. of United
States. Stanley Reed, to the Senator
and on March 3 Mr. Reed advised the
President that in his opinion Mr. Ken-
dey is eligible to serve on the com-
mission.

61-7550 - 5-20X16
Kennedy as Maritime Chief
Approved by Senate Group

Appointment of Joseph P. Kennedy as chairman and four
others as members of the Maritime Commission, was approved
yesterday by the Senate Commerce Committee.

The nomination will be reported
favorably to the Senate today for
formal confirmation, which is ex-
pected to be voted tomorrow.

Resolution Adopted
The committee's action came
swiftly following passage of a joint
resolution exempting Kennedy
from the eligibility clause of the
Cooper law persons having had
a financial interest in a shipping
company within three years, are
ineligible for the commission. Im-
immediately on his nomination, Ken-
ney informed the committee he
held stock in the Todd Shipbuilding
Company.

Republican and Democratic lead-
ers alike endorsed the resolution
which would pave the way for Ken-
ddy's confirmation. High tribute
to his recent service as chairman
of the Securities and Exchange
Commission, and to his qualifications
for the shipping post was
voiced by Majority Leader Robin-
son and Senator Vandenberg (R.),
of Michigan.

Praised by Vandenberg
"I am very anxious to see Mr.
Kennedy confirmed. There are
perfectly obvious reasons why
the prohibition contained in the
law should not apply in his
case."

Senator Robinson told the
Senate:
"Mr. Kennedy possesses un-
usual qualifications for this
position. He is a man of
proven ability and can bring
to this office a wide experience
which will be of invaluable aid
to the Government."

Senator Copeland (D.), of New
York, chairman of the Commerce
Committee, declared delay in con-
firming the Kennedy nomination
would endanger the Govern-
ment's entire merchant marine
program.

New Ships Needed
He said:
"We have laid down a policy
designed to promote the re-
building of our merchant ma-
rine. Unless this program is
successful, within 10 years
there won't be a ship on the
seas flying the American flag.
We need a man such as Mr.
Kennedy to get that program
underway at the earliest mo-
ment."

Others whose nominations to
the commission were approved by
the Commerce Committee are
Admirals Henry L. White and
Emery S. Lay, Edward C. Moran;
former Representatives from
Maine, and Thomas E. Wood-
ward of Pennsylvania.
CITIES MOVIES ACTION

The suppressed section of the original text is as follows:

CITIES MOVIES ACTION

The suppressed section is due to copyright restrictions and includes sensitive content. The full text is not provided.
New Seamen’s Union—Step for Labor Unity

National Maritime Union Strengthens Cause of Progress

By Roy Hudson

For the first time in its history the powerful United Fruit Line has agreed to recognize the right of its seamen to organize and negotiate union agreements.

This victory over the notoriously open-shop United Fruit Company also marks the birth of a militant progressive union, the National Maritime Union.

The outcome of the recent United Fruit strike shows the correctness of the steps taken by the Eastern and Gulf seamen and stewards in forming the National Maritime Union. As members of the International Seamen’s Union they had been deprived of all rights to determine who should represent them and how their union should be conducted.

They formed the National Maritime Union in order to maintain their organized strength and use it to secure recognition of their elected representatives, to conclude union agreements and improve wages and conditions. The United Fruit settlement shows that seamen, united into a powerful National Maritime Union, can achieve these aims.

SAME FACTORS AS IN CIO

The same factors that brought about the birth of the Committee for Industrial Organization also made necessary the formation of the National Maritime Union. These factors are and were the undemocratic policies of the A. F. of L. and the reactionary failure of the union to recognize the officials elected by the membership.

Truly the record of the international officials of the ISU and of the Executive Council of the A. F. of L shows that they have been the enemies of unity and progress. They have destroyed democracy in the ISU. They openly recruited sympathetic strikes to break the historic seamen’s strike. They refused to recognize the officials elected by the membership.

These labor parasites, during months of negotiations, refused to agree that honest democratic elections be conducted. They blocked the National Labor Relations Act, refusing to accept the results of collective bargaining agents of the seamen.

On Monday they secured an injunction restraining the elected officials of the Marine Cooks and Stewards Union from functioning in such a manner. The effect of this injunction is to prevent the membership of the union from doing what it was democratically determined it should do and to rob them of their union and to destroy the membership of the Seamen’s Union.

The membership of the Seamen’s Union are confronted with the same threat.

GAINS JEOPARDIZED

Thus every gain and right of the seamen is jeopardized. Their gains are gone. Every new union of thousands of seamen are united behind the officials they democratically elected. Through their organized action, the seamen have forced practically every major steamship company to recognize and deal with their elected representative. Under the leadership of Joe Curran, Blackley, Meyers, Jones, Jerry King and their other elected officials, the seamen have improved conditions, increased wages, organized the unorganized, and forced the United Fruit to deal with the union.

The politics of the repudiated officials and the effect of the injunction would wipe these things out by robbing the seamen of their democracy in their rights, enlisting them in a strikebreakers and weakening their organized strength.

The seamen are determined to continue their march forward. Denied their democratic rights in the ISU, they had no other alternative but to constitute themselves as the National Maritime Union for the purpose of establishing democratic organization through which they could maintain their gains, secure recognition of their elected representatives and conclude union agreements.

Unity Convention Seen as Need to Pushing Many Gains

In STRONGER POSITION

United in the National Maritime Union, the tens of thousands of Eastern and Gulf seamen who have conducted such a splendid, persistent fight, are in a stronger position to defend their own interests, to cooperate with their brother marine unions, and to help in the formation of a national maritime federation.

Certainly the formation of the National Maritime Union strengthens the fight for a united national seamen’s union. The undemocratic policies of the ISU and A. F. of L. reactionaries has destroyed all semblance of national organization of the seamen. Further, these bureaucrats no longer represent anyone. Certainly the seamen can expect little from these men in restoring a national seamen’s union.

Only through the convening of a national unity convention by the district unions in the East, Gulf and Pacific will it be possible to hammer out a program and policy that will again unite all seamen in the national union. The consolidation of the new union of the Eastern and Gulf seamen will make such a combination inevitable. And the members of the National Maritime Union are pledged to support such a policy.

The National Maritime Union is also correct in stating that such a unity convention is of vital importance in that the seamen can nationally determine their attitude towards the C.I.O. This becomes an important question especially in view of the refusal, over a long period of time of the A. F. of L. Executive Council, to recognize and protect the democratic rights of the membership of the ISU.

The unification of the Eastern and Gulf seamen and stewards in the National Maritime Union will strengthen the cause of progress and the right of the seamen’s union movement. For this reason all progressive forces in the labor movement should give the National Maritime Union their fullest support.

DAILY WORKER
MAY 8, 1937

INDEXED
61.1550-603X

16
A Cure for Shipping Ills

"Doctor" Kennedy Making Diagnosis of Industry in Hope of Restoring it to Former Glory.

Harry Bridges, C. I. O. leader of Pacific Coast longshoremen.

BY JOHN C. HENRY.

AMERICAN shipping, an enterprise of romance and tradition for those who participate in it only casually, but one of livelihood and profits for its workers and operators, is undergoing an exhaustive exploratory operation.

Under the direction of Joseph P. Kennedy, one of the Nation's foremost practitioners at the art of curing sick industries, the new Maritime Commission is authorized to give the ailing American merchant marine a transfusion of cash and ships and working standards designed to restore it to its rank of pre-Civil War days as a world-wide leader on the seas.

True to the best standards of the healing profession, however, Dr. Kennedy is prescribing only temporary cures until such time as he has before him all the symptoms necessary for a complete and accurate diagnosis. From such diagnosis, it is hoped, a rejuvenation may be effected.

Authorities' Aid Enlisted.

Deciding after the commission found itself faced with a mass of unproved data and contradictory opinions, that it would be better to depend on information gathered by its own agents, the commission a few weeks ago enlisted the aid of such authorities as H. L. Seward, professor of mechanical and marine engineering at Yale University; Thomas W. Keely, dean of the School of Foreign Service at Georgetown, and Prof. Grover G. Huerbner, specialist in commerce and transportation at the Wharton School of Finance. With these distinguished aids and advisers, the commission's own experts were set at work immediately to make a comprehensive survey of the shipping problem.

Because the present temporary operating subsidy contracts are due to expire at the end of this year and negotiations of long-term agreements are expected to get under way by November, the latest, Chairman Kennedy has impressed upon his survey group the necessity for speed as well as comprehensive. Results, he emphasizes, must be apparent within a few weeks and the study should be properly completed by the end of October.

The magnitude of this task as well as a picture of how much information is necessary before the ailments of our merchant marine may properly be diagnosed probably could be presented by no better means than skeletonizing the lines of inquiry now being pursued. Grouped into seven related subjects, an outline of the survey follows:

Foreign Trade:
1. Are ships subject to our own control necessary to ensure uninterrupted movement of our exports and imports?
2. Do American vessels protect our traders against exorbitant rates or assure them of better service?
3. Is the merchant marine itself able to develop new markets? In other words, does trade follow the flag?
4. Does the exportation of labor services (in other words the actual building of water transportation) at which we are at a disadvantage benefit

WASHINGTON STAR
SEP 5 1937

INDEXER
NOT RECORDED
shipped as a source of trained men?
Labor:
1. How many people make their living out of subsidized shipping?
2. What are the earnings of workers in the shipping industry and how do they compare with those of other industries?
3. How do shipboard working conditions compare with those ashore and on foreign vessels?
4. What can be done to protect against cost inflation in the shipping industry?
5. What steps should be taken to develop a seagoing personnel?
6. Is there an adequate supply of trained shipyard labor and sufficient management ability to direct it?

Capital:
1. How much money has been invested in our present foreign-going fleet by private investors and by the Government?
2. What is the earning record and the reserve of our American ship lines?
3. Is the industry sufficiently stable and profitable to attract large-scale investment, or can it be made so?
4. What areas are benefited most by prosperous maritime commerce and where does the industry's annual expenditure of $200,000,000 go?

Requirements of United States:
1. What do we need to protect our commerce and to serve as an auxiliary defense?
2. What types, sizes and speeds best fit these requirements?
3. Should we build superliners?
4. What are the requirements of individual routes?
5. What is likely effect of recent aeronautical developments on shipping industry?

Policy of United States:
1. Should we build in private yards, Government yards, or both?
2. Can the ship operators raise necessary down payments for private building?
3. How can the public interest be safeguarded if Government builds ships for charter?

Cost:
1. It costs substantially more to build ships in the United States. To this difference must be added the subsidies enjoyed by foreign builders. What is the total building cost?
2. It costs more to operate vessels under the American flag than under foreign flags. The amount of this difference, plus foreign operating sub-
3. The cost of tonnage is the same in other ways and more in American yards.

Obviously, it is impossible in a single newspaper article to present facts already known in connection with the many questions posed here. One of the Nation's "big" magazines devoted its entire September issue to the merchant marine problem, but doubtless Dr. Kennedy's special survey will deliver considerable information not even anticipated.

It is a fact that the line of inquiry leading most concern to the conclusion that the line into the labor factors involved.

Criscrossed with innumerable bitter-seas rivalries, America's merchant marine has been violently troubled for the last several years. Strikes, both unauthorized and unlicensed, have kept ships from sailing. Interunion fights among seamen and longshoremen or between them have blocked the loading or unloading. And the industry now promises to be the field of play for the most intense yet staged between the C.I.O. and the A.F. of L.

Building Militant Union:

On the docks of the Atlantic Coast, the strongly-unionized International Longshoremen's Association of Joe Ryan, working with, but not dominated by, the leadership of the A. of L., is making greatest headway with young seamen Joe Curran building the militant National Maritime Union on the Atlantic and Great Lake fronts. Taking in only the men who actually go to sea, the N. M. U. is co-operating as a substitute for the official union. Pacific Coast with those who stay ashore, namely the longshoremen members of the International Longshoremen and Warehousemen's Union, led by Harry Bridges.

The Pacific sailors, however, are still standing off any definite affiliation with either the A. of L. or the C. I. O. as they mill about under the leadership of Harry Lundeberg in the Sailors' Union of the Pacific. Once they were members of the A. of L. but they felt their independent action was hampered there so they walked out; now Lundeberg fears the same result might come from affiliation with the C. I. O.

On the docks of the Atlantic Coast, the A. of L. and the C. I. O. are at loggerheads over the longshoremen. The former is the strongly-unionized International Longshoremen's Association of Joe Ryan, working with, but not dominated by, the leadership of the A. of L., as their instrument of strength in the Atlantic and Great Lakes. The N. M. U. has the International Seamen's Union, once a powerful voice for men who go down to the sea, but now badly raided by N. M. U. and in process of getting a face-lifting by the A. of L. of strength and prestige.

In summing up, the leaders of the three unions are convinced of the need of a stronger, more successful union movement. This movement must be strong enough to command the support of the seamen and longshoremen, but not be dominated by them. The National Maritime Union on the Atlantic and Great Lake fronts is the only union that has the potential for such a role. The Pacific sailors, however, are still standing off any definite affiliation with either the A. of L. or the C. I. O. as they mill about under the leadership of Harry Lundeberg in the Sailors' Union of the Pacific. Once they were members of the A. of L. but they felt their independent action was hampered there so they walked out; now Lundeberg fears the same result might come from affiliation with the C. I. O.

Already, on the Atlantic, Pa and Gulf coasts, the members of the three unions have held extensive hearings into the present status and wage conditions in ocean-going shipping as a basis for determining fair wages and work conditions.

Ships, cargoes and men are the three essentials to a profitable merchant marine.

Conditions Described:
Some of the testimony received makes it more understandable why men who fish the sea feel it to advantage to face their employer master.

In seagoing terms they told of being crowded onto crowded quarters, where sanitation was impossible and vermin numerous, of inadequate toilet and sanitary facilities and complete lack of health and safety facilities, of garbage pits, of frequent beatings, of long workdays, of being paid off in I. O. U.'s. The conditions of work in the industry, as described, were bad enough to make any man refuse to work. But most of these conditions would be made, as they turned to organization.

The oftentimes hard-hearted ship owners find it financially difficult to correct some of these conditions, but they will change when they strongly enough would be made, as they turned to organization.

Both sides hope Kennedy and his aids will find answers.
LAND MAY HEAD

MARITIME BOARD

Would Succeed Kennedy,
New Envoy to Britain.

WASHINGTON, Jan. 8 (A. P.)—Friends of Rear Admiral Emmory
E. Land revived talk today of his
possible appointment to the chair-
manship of the Maritime Commiss-
ion in succeed Joseph P. Kennedy.

President Roosevelt nominated
Mr. Kennedy yesterday to be Amb-
assador to the Court of St.
James’s, leaving open the $12,000 a
year post which Mr. Kennedy once
referred to as the "toughest job"
had ever filled.

Admiral Land, retired chief of
the Navy’s Bureau of Construction
and Repair, has been a member of
the Maritime Commission since last
April. In 1917 he was in close as-
sociation with President Roosevelt,
then Assistant Secretary of the
Navy, and they have been friends
for years. He is 58 years old.

Should Admiral Land become
chairman, Representative Bland,
Democrat, of Virginia, is expected
to urge the appointment of Allan D.
Jones of Newport News, Va., to his
place on the commission. Mr.
Jones now is assistant director of
the Commerce Department’s Bu-
reau of Navigation and Marine in-
spection.

Along with Mr. Kennedy’s name,
Mr. Roosevelt sent these other
diplomatic nominations to the Sen-
ate: Hugh R. Wilson, Assistant
Secretary of State, to be Ambassa-
dor to Germany; Joseph E. Davies,
Ambassador to Soviet Russia, to be
Ambassador to Belgium, and Nor-
man Armour, Minister to Canada,
to be Ambassador to Chile.

Clipping from
NEW YORK SUN

DATE:
61-7530-658X
FORWARDED BY NEW YORK DIVISION
Here's Kennedy's Address
On Shipping Situation

Following, in part, is the text of a radio address from here last night by Joseph P. Kennedy, chairman of the Maritime Commission:

There has been some disposition, not here, I understand, to regard the West Coast as the "forgotten man" of shipping. I want to assure you that there is no justification for this view. The members of the Maritime Commission are fully cognizant of the needs of the Pacific States. We have done our best, and will continue to do, everything within our power to protect the interests of this great area. Shipping, perhaps more than any other industry, must be viewed as a national enterprise. On no other fields can we justify the participation of the Federal Government.

Unfortunately, there are two factors that tend to mitigate against our efforts in behalf of Pacific Coast shipping. One is the fact that economic laws are no respector of regional boundaries, and the other is the lack of authority to deal with some of the matters at issue.

There has been a great deal of discussion, not only on the Coast but in Washington too, about the removal of Grace Lines vessels from the intercoastal trade and the prospective removal of the Panama Pacific vessels. These vessels were built with Government loans and were operated, until recently, with the assistance of ocean mail contracts. They built up a splendid service, both passenger and freight, between the East and West Coasts.

**Losses of $5,300,000**

The merchant marine act of 1920, which replaced the system of mail contracts with direct aid, provided that no vessels in domestic service should be eligible for subsidies. This meant, a loss of more than $400,000 a year in subsidies for the Grace ships and an almost equal amount for the Panama Pacific vessels. Inasmuch as both lines were already operating at a loss, even with Government assistance, it is obvious that they could not possibly stay in the trade when the subsidies were withdrawn.

Panama Pacific losses for six and a half years in the intercoastal trade, we have been informed, aggregated $5,300,000. These losses were incurred despite the payment of subsidies, which amounted to more than $2,500,000 for the period. The actual operating deficit of the line amounted to nearly $8,000,000. Can anyone blame the owner of this line for throwing up the sponge?

Many persons have felt that the Maritime Commission should do something to keep these vessels in the intercoastal trade. We are forced to point out that the mail contracts granted to the two intercoastal lines were widely criticized during the period when they were in force, and did much to undermine public support of the merchant marine act of 1920. Although the vessels in question made stops in foreign countries, they were regarded, and correctly so, as intercoastal carriers. They were, therefore, declared ineligible for aid under the 1926 act.

**Policy of Subsidies**

The question is immediately raised: "Why not extend the scope of our ship subsidies to include vessels in domestic trade?" The answer to that question, I fear, must be sought from Congress. The Maritime Commission, under the present law, has no jurisdiction over shipping in domestic trade.

The whole policy of ship subsidies, first of all, is based on the theory that American shippers require compensation to offset the lower costs of foreign operation. Although direct grants have been given in the past (as witness the railroads), and although indirect aid is rendered today (such as highway development), the cash support of one form of transportation at the expense of others is an exceedingly ticklish proposition. I do not say that it hasn't been done, or that it can't be done. I want to emphasize, however, that such a course should not be undertaken without careful scrutiny of the objectives to be attained and possible repercussions upon other segments of the national economy.

Few nations have found it expedient to subsidize coastwise shipping services.

**What About Others?**

Subsidizing one operator, or group of operators, immediately raises the question of what to do about the others. It would be manifestly unfair to assist one or two of the intercoastal lines and not extend the same treatment to all other operators in the trade. Furthermore, once we establish the principle of support for intercoastal lines, there is no logical reason why the procedure should not be extended to the coastwise lines.

The payment of subsidies to domestic operators would obviously arouse intense opposition on the part of rival transportation agencies. The railroads and buses would have every justification. It seems to me, for demanding similar treatment.

Moreover, we must not lose sight of the fact that there are substantial elements of our population who do not believe in ship subsidies of any kind. The present shipping act was passed with a margin of only eight votes, despite the support of 20 West Coast legislators.

There is one aspect of the maternal...
tion, however, that may force us to reexamine the whole inter-
coastal problem. That is the
question of national defense. The
President, concerned by the un-
solved condition of world affairs,
has urged Congress to strengthen
our facilities for defense. The
Merchant Marine is an integral part of the defense mechanism of
the Nation.

Careful study of all possible contingencies indicates that the
military forces would require, in
the event of war with a major
power, a minimum of 1000 mer-
chant ships of all types, aggre-
gating about 6,000,000 gross tons.
These vessels would be required
in the early stages of a conflict for
(technical) military purposes and
represent only a fraction of the
number that would ultimately
be necessary in case of prolonged
belligerency.

Available Ships

We now have available under
the American Line some 1400 sec-
guing vessels of 2000 gross tons or
more. Few hundred of these ves-
sels are engaged in foreign trade;
activity 300, including 200 tankers,
are in domestic trade; approxi-
mately 250 are in lay up. It will
thus be seen that the thousand
vessels considered necessary for
minimum military requirements
are at present available, although
the majority of the ships are old
and slow and some do not meet
technical requirements with re-
gard to size. It will also be seen
that more than half of the vessels
are engaged in domestic service.

It appears, therefore, that the
United States might well con-
sider the subsidizing of vessels in
domestic trade as a matter of na-
tional defense.

Another matter of great interest
to the West Coast is ship con-
struction. Although there is a
nucleus of shipyards capable of turn-

ing out ocean going vessels and
although many fine ships were
launched here during the war
period, this area has not partici-
pated to any great extent in the
building of recent years.

The American merchant marine
is rapidly approaching obso-
lelence. Hundreds of new ves-
sels will be required during the
next few years if we are to pre-
serve any semblance of efficiency
in the various trades, domestic
and foreign. Some of this con-
struction, it seems to me, should
be undertaken in West Coast
yards.

Now Seeks Bids

I am glad to report that there
is every indication that this will
be the case. The Commission is
now seeking bids on 12 standard-
ized freight ships.

West Coast shipyards, like the
intercoastal lines, are victims of
the inexorable laws of economics.
The materials that go into a ship
are so distributed as to give East-
en yards a decided advantage in
construction costs. It is cheaper
to assemble the materials in the
East, build the ship there and
then sell them to the Pacific than
it is to transport iron and coal
and machinery overland.

Over private construction the
Commission has no control what-
ever. With regard to subsidized
construction, however, we are
permitted—under the 1938 act—
to allow West Coast yards a dif-
f erential of 6 per cent over the
lowest bid received from any other
section of the country. I do not
think that this differential is suf-
cient to assure you any sub-
stantial volume of construction
under ordinary circumstances.

With the volume of work in
prospect today, however, there is
strong likelihood of considerable
building coming to this section of
the country.

Permanent Value

The only way to per-
manent volume of construction
for West Coast yards. It appears
is by allocation of a definite per-
centage of subsidized construc-
tion. The Maritime Commission, in that
case, should be authorized to
absorb the difference between
your costs and those available
elsewhere.

I have discussed the situation
with the President and he feels
very strongly that something
should be done to consolidate
and even to expand West Coast
facilities.

The Commission has received
numerous inquiries relative to the
construction of certain lines serving
the West Coast which formerly
received subsidies under the mail
contract system. Six mail con-
tract lines which served Pacific
Coast ports are no longer re-
ceiving subsidies. None of these
lines, however, was denied a sub-
sidy by action of the Maritime
Commission.

Line Discontinues

One line—The Tacoma Oriental
Steamship Company — discon-
tinued operations a year and a
half before the Merchant Marine
act of 1936 came into effect. Three
lines—Grace, Panama Pacific and
the Gulf Pacific Mail Line, Ltd.
—were rendered ineligible in the
provision in the act denying sub-
sidies to vessels operating between
port terminals in the United
States. The two remaining lines
—the Oceanic & Oriental Naviga-
tion Company and the States
Steamship Company — did not
choose to ask for Government aid.
The first named line has been
dissolved; the latter is operating
without a subsidy.

I hope that this explanation
will clear up any misunderstanding
that may have developed over
the attitude of the Commission to-
ward lines serving the West Coast.

—Three West Coast lines—now
I do not know, of course, who is to blame for this situation; there is probably some responsibility on both sides. I do know, however, that a stable labor policy will have to be achieved—and that very soon—if the American merchant marine is to survive. In foreign trade, it is only a question of time— if some of the troubles of the past continue—until worried

trainers and disgusted shippers turn to foreign vessels, which have no such troubles as those which beset our ships. In the coastal and intercoastal services, patrons will turn to land transport.

Coming out here on the train, I got to wondering why there is always so much ill feeling between employer and employee. This relationship should be one of the utmost cooperation, for the welfare of both parties is dependent absolutely upon the measure of teamwork they are able to achieve. Yet they are constantly at sword's points.

When I sell a man some goods, and tell him that I am forced to raise the price, he doesn't immediately regard it as an act of war and have me thrown out of the place. He will receive my demand for higher prices dispassionately, as a matter of business.

Case of Laborer

Suppose, however, that I am a worker, selling the only thing I have to sell—my labor. I think that I should be getting more money, and perhaps working shorter hours. I go to the boss, either alone or in a group, and state my case. My case may be good, or it may be bad. It doesn't make much difference so far as the boss' reaction is concerned. He probably will regard my action as an unfriendly act.

The first thing I know we are at war. The ship (or perhaps it is a raft or slave) is idle. Wages are lost. Profits stop. Violence flares. Property is destroyed. Lives may be lost. Eventually I go back to work, but regardless of who wins, my relationship with the boss has been seriously impaired.

I have spoken from the standpoint of the worker because, it seems to me, his demands are more vital and should, therefore, be received with a sympathetic attitude even though the employer may not feel able to grant them. It must be admitted, of course, that the attitude of the worker is just as belligerent as that of the employer. It seems that we just cannot approach the employer-employee relationship with the same rationality that we employ in meeting the other problems of life.
Federal Bureau of Investigation
United States Department of Justice
1300 Biscayne Building
Miami, Florida

February 16, 1944

Director, FBI

RE: GENERAL SURVEY;
Miami, Florida;
Miscellaneous;

ATTENTION: Assistant Director Al Rosen

Dear Sir:

In connection with the General Survey in the Miami Area concerning gambling and general activities of outstanding mobsters and racketeers, the following information is being set forth:

GENERAL CONDITIONS

For the past two years the Miami Area was comprised of a military zone and very little activity could be found such as gambling or vice. Such activities were restrained by the military and shore police in this Area and by the fact that blackout restrictions were maintained during the aforementioned period.

However, since the 1943 and 1944 winter seasons begun and as the Army and Navy were leasing the various night clubs and hotels, the Miami Area became a mecca for gambling to a great extent. The tourists are in possession of more money for gambling purposes due to war prosperity. It appears that this winter season in the Miami Area has brought an influx of mobsters with large sums of money to invest in gambling enterprises and individuals who never before have been seen in these parts.
Director, FBI

2-16-44

This cocktail lounge is adjacent to the PARK AVENUE RESTAURANT and is operated by CHARLIE BLOCH and "WINGIE" GROHER. In connection with BLOCH it should be noted that he is the Southern Representative of the SOMERSET IMPORTERS from New York City. He is known to be a big figure in the liquor industry. It is of interest to note that the controlling interest of the SOMERSET IMPORTERS is owned by the former Ambassador to England, JOSEPH P. KENNEDY, who is head of this liquor company by his own admissions to the newspapers.
Kendrick Hits Labor ‘Chaos’ On U.S. Ships

Retiring Maritime Board Head, in First and Last Report, Tells Why Operators Delay Building

Blames Sit-downs And Slipshod Work

Says No ‘Lasting Cure’ Is Possible Till Strife Between Unions Is Ended

WASHINGTON, Jan. 23.—The construction of new ships for the American merchant marine is held in check by ‘chaotic labor conditions, signaled by demands of crews, sit-downs and quickie strikes, and slipshod performance of duties,’ according to Joseph P. Kennedy, chairman of the United States Maritime Commission in his first and last report to Congress, released here today. Mr. Kennedy, who is expected to issue his last statement, as head of the commission this week, calls on February 9 to become Ambassador to the Court of St. James’s.

Making what is believed to be his first utterance against the flight of the American Federation of Labor and the Committee for Industrial Organization in the maritime field, Mr. Kennedy, in his report, says that ‘no lasting cure will be effected until the jurisdictional strife now prevalent in maritime labor is terminated and a more cooperative arrangement is reached by the unions and the ship operators.’ The report covers the period from October 24, 1937, when the agency’s duties started under the merchant marine act of 1936, to October 23, 1938.

Clipping from
NEW YORK HERALD TRIBUNE

DATE JUNE 1939

61-7550-672X3 FORWARDED BY NEW YORK DIVISION
The new liner to replace the Leviathan, being built by the United States Lines under an agreement with the commission whereby the shipping company was permitted to lay up the Leviathan, is expected to enter the trans-Atlantic trade in 1940. The new ship, under construction at the Newport News, Va., yards of the Newport News Shipbuilding and Dry Dock Company, will cost the United States Lines $10,500,000. The commission's estimate of the foreign construction cost. Under the merchant marine act the commission will make up the balance of the $10,750,000 estimate.

A total of fifty-two or fifty-three ships is expected to be built by eight lines within the next five years if satisfactory long-range subsidy contracts are worked out, the report says. Seven lines have agreed to build a total of twenty ships between now and 1942, fourteen to be started in 1938. In addition, the companies are required to develop plans for the building of approximately twenty-three other vessels. The American Export Steamship Corporation has indicated its willingness to construct nine or ten vessels between 1938 and 1942 under a satisfactory subsidy.

During the last year, the commission report says, numerous requests have been received for aid in the construction of small seagoing vessels and vessels engaged in commerce on inland waters, but "for the present at least, none of the commission's funds should be diverted to the construction of vessels for domestic commerce."

Of the construction loans made to various American shipping companies under the merchant marine act of 1928, almost one-half of the total of $147,943,842.41 granted has been repaid, leaving a balance outstanding of $70,528,144.44 on October 31, 1938, the report shows. The principal assets of the commission, exclusive of the $107,795,313.22 on deposit in the United States Treasury and its ships and properties, are the construction-loan notes and ship-sale notes. The total of ship-sale notes receivable on October 31 was $10,689,072.87.

The construction of twelve high-speed tankers suitable for use as naval auxiliaries, a contract for which was let by the Standard Oil Company of New Jersey early this month with four shipyards, also is mentioned in the report. The tankers will cost $37,556,004, of which the commission's share for national defense features will be $10,562,000.
FLEET BALKED BY LABOR WAR, SAYS KENNEDY

CIO-AFL Struggle Hampers Move to Build Up Merchant Marine, He Tells Congress

Chairman Joseph P. Kennedy, of the Federal Maritime Commission, charged last night in his first annual report to Congress that labor disputes are demoralizing private and official efforts to expand the American Merchant Marine as a valuable arm of national defense.

In what was regarded as his farewell message before he formally resigns to become ambassador to Great Britain, Kennedy for the first time took cognizance of the bitter rivalry between the American Federation of Labor and Committee for Industrial Organization maritime unions.

Operators Hesitant

He said that private operators were hesitant to build new ships—the most urgent problem before the commission—because of the "chronic labor" situation.

"Labor conditions signalized by demands of the crews, 'sitdown' and 'quickie' strikes, and slingshot performance of duties are characteristic of the industry," the blunt-speaking chairman said.

He cited refusal of the crew of the Government-owned S. S. Algic to obey orders and their resultant conviction.

'No Lasting Cure'

"Although the commission has recommended remedial legislation, no lasting cure will be effected until the jurisdictional strife now prevalent in maritime labor is terminated and a more cooperative working arrangement is reached by unions and ship operators," he said.

The report, covering the commission's activities from October 26, 1936, to October 25, 1937, is expected to furnish a new working basis for the Senate Commerce and House Merchant Marine Committees, which are studying labor, financial and other maritime troubles preparatory to drafting new legislation.

Kennedy said he believed that a satisfactory basis for a long-range construction program has been laid—if there are no unforeseen developments—that will replace obsolete American ships, improve service, and strengthen the national defense.

53 SHIPS PLANNED

He said that eight steamship lines under long-term subsidy agreements would build 53 or 54 new ships costing $110,000,000 during the next five years, while the Standard Oil Company of New Jersey will undertake 12 high-speed tankers equipped for war usage.

He emphasized that the future shipbuilding program will embrace greater speed, improved fireproofing and safety devices, better quarters for crews and officers, and national defense facilities.

The report pointed out that a shortage of ship tonnage abroad and skyrocketing scrap-iron prices had accelerated transfer of American ownerships to foreign registry, causing the commission to re-double its vigilance to prevent a detrimental effect upon the merchant marine.
Kennedy believes the commis-

sion has struck a satis-

factory working basis for a long-range

program that will replace ships

over 50 years. Improve service and

strengthen national defense if

there are no unforeseen develop-

ments.

Eight companies have entered

into long-term subsidy contracts

with the commission to build 54

ships within the next five years

at a cost of $110,000,000. The

Standard Oil Company of New

Jersey intends to build 12 high-

speed oil tankers.

Urges Business

To Find Own Cure

BOSTON, Jan. 24 (I.N.S.)

"Big business" should volunteer

its own formula to end the re-

cession, Joseph P. Kennedy, newly

appointed ambassador to Great

Britain, said here today.

President Roosevelt is anxious

to cooperate with business, Ken-

nedy declared.

"Business should be better at

finding the answer for itself

than Government," he said. "I

don't know any reason why any

one man in the Government,

from the President down, should

have all the facts that business-

men have about their own in-

dustry. It's up to them to think of a plan and trot it out."

Labor conditions signaled

by demands of the crews, sit-
downs and quickie strikes and

slipshod performance of duty

are characteristic of the indus-
trial strife," his report said. "Al-
though the commission has

recommended remedial legislation, no lasting cure will be effected un-
til the jurisdictional strife now

prevailing in maritime labor is

terminated."

KENNEDY

New Envoy to Britain

Files "Frank" Report

(NAS.) In his first and his

last report to Congress as chair-

man of the United States Mar-

itime Commission, Joseph P. Ken-

nedy, newly appointed Ambassa-
dor to Great Britain, repeated his

claim today that labor disputes are

threatening growth of our merchant

marine.

Kennedy and the maritime

unions have differed on labor

matters eye-to-eye ever since he

cabled the captain of the Govern-

ment-owned vessel Algic to return

his crew in irons if they con-

tinued a sit-down strike.

When the ship docked at Balti-

tmore, the Maritime Commission

initiated a Federal grand jury

investigation which resulted in

the conviction of 14 seamen on

charges of conspiring to take con-

trol of the ship.

For some time Kennedy and

Secretary of the Navy Claude A.

Swanson have been warning the

Administration of the deplorable

state of the merchant marine,

pointing out it must be in top-

notch condition to be of service

in time of war.

Kennedy blamed hesitancy of

shipbuilders to take advantage

of the subsidy clause of the mer-
chant marine act to the general

labor unrest.

"Labor conditions signaled

by demands of the crews, sit-
downs and quickie strikes and

slipshod performance of duty

are characteristic of the indu-
stry," his report said. "Although

the commission has recom-

mended remedial legislation, no

lasting cure will be effected un-
til the jurisdictional strife now

prevailing in maritime labor is

terminated."
SHIPBUILDING LAG BLAMED ON LABOR

Maritime Unit Says Operators Ignore Needs in Face of Present Conditions.

By the Associated Press.

The Maritime Commission reported to Congress today that private ship operators, despite the urgent need for new vessels, "hesitated in the face of the present labor situation."

"Cheerful labor conditions, simpli- fied by demands of the crews, 'all-down' and 'quickie' strikes, and slipped performance of duties are characteristic of the industry," the commission said in a report reviewing its work for the year ending last October 25.

"No lasting cure will be effected until the jurisdictional strike now prevalent in maritime labor is terminated and a more co-operative working arrangement is reached by the unions and the ship operators."

Aglie Incident Cited.

Lack of order and discipline on board ship, the commission said, "was sharply focused by the Aglie incident, in which the refusal of the seamen on board a Government-owned vessel to perform their lawful duties compelled the commission to take prompt and decisive action."

The commission declared its work has laid the foundation for a long-range construction program. Bills are pending in Congress to carry out its recommendations for a maritime mediation board and a program for training young men for a career at sea. Another recommendation is for continuous employment of seamen, instead of sending them for each trip.

"Inadequacy" of Crew Quarters.

The report said that part of the "prevailing unrest" of labor was attributable to "inadequacy" of crew quarters on board ship. As a result of hearings by the commission, the report continued, recommendations for changes in quarters on 45 vessels will be "promptly carried out" by the operators. Costs of these alterations range from $1,400 to $18,000 per vessel, and the total expenditure will amount to $319,300, the commission said.
ROOSEVELT NAMES LAND AS SHIP HEAD, HITS BUILDING COST

Rear Admiral Is Promoted to Kennedy Post to Continue ‘Two-Fisted’ Policies

TRUITT IS PUT ON BOARD

Kennedy Sworn as Envoy After Warning the Country to Save Its Merchant Marine

WASHINGTON, Feb. 18.—President Roosevelt today named Rear Admiral Frank A. Land a member of the Maritime Commission to succeed Joseph F. Kennedy as chairman of that board, and let it be known that the new chairman was expected to continue the “two-fisted, hard-hitting” policies of his predecessor.

The President also announced the selection of May O. Truitt, at present the legal counsel of the commission, to fill out the unexpired term of Mr. Kennedy as a member of the commission, which was to terminate in the Fall. The resignation of Mr. Kennedy as commission chairman became effective today, when he took the oath of office as American Ambassador to the Court of St. James.

In his selection of Admiral Land to take up the commission chairmanship, Mr. Roosevelt followed the recommendation of Mr. Kennedy, both having been members of the commission since its establishment 16 months ago.

The President mentioned three alternative courses of action if new merchant ships were to be built in this country and the builders refused to reduce their prices. These were:

1. Finance the construction of new yards and the installation of new equipment and have them privately managed on a fixed fee basis.

2. Finance the construction of new yards and facilities and let the Federal Government supervise and do the building itself.

3. Expand the present facilities of navy yards not now able to accommodate new commercial building and have the government do the building under direction of the navy.

A possible fourth alternative...
would be to have merchant ships constructed abroad, as suggested by
Mr. Kennedy in his letter to Mr. Roosevelt yesterday. But on this
point the President said he had talked with members of Congress
to obtain their reaction, and that
while they agreed that this was the prac
tical solution of the problem, none could afford to vote for such
a proposition.

In his letter of resignation Mr. Kennedy said that the United States
would have to take "some exceed
ingly strenuous measures" if it was
to preserve a merchant marine fleet
of anything like its present propor
tions in either foreign or domestic
trade.

Mr. Kennedy told Mr. Roosevelt
that "the employer-employee relation
ship must be stabilized if Ameri
can shipping is to survive" and
that the marine labor question was
"one of the most disturbing prob
lems with which the commission
has been confronted."

Second only to the labor problem
in its effect on the difficulty of
maintaining an adequate merchant
marine was the high cost of build
ing ships in this country as reflec
ted by bids recently submitted, said
Mr. Kennedy. Recent increases in
such costs had presented the coun
ty with a real dilemma, he added,
had said the Maritime Commission
undoubtedly would work out a
solution in the near future.

Justice Reed Gives the Oath

Mr. Kennedy was received by the
President immediately after the
press conference and the oath as
Ambassador was administered to
Mr. Kennedy by Supreme Court
Justice Reed.

In a letter accepting Mr. Ken
nedy's resignation as maritime
chairman the President expressed
appreciation of Mr. Kennedy's serv
ices.

The President's letter, addressed
to "My dear Joe," read:

"It is with real regret that I ac
cept your resignation as chairman
of the United States Maritime Com
mission. This is tempered by the
fact that you are staying in the
family and taking over a new as
ignment.

I want to take this occasion to
express my appreciation, so gener
ally shared, for the fine work you
have done. In both of your im
portant government assignments
you have maintained your justly
carried reputation of being a two
fisted, hard hitting executive.

"It may gratify you to know that
is going to your new post you
carry with you our confidence and
high wishes."
Admiral Land Named Maritime Board Head

Washington, D. C., Feb. 18.—President Roosevelt today named Rear Admiral Emery Scott Land, distant cousin of Col. Charles A. Lindbergh, to the chairmanship of the Federal Maritime Commission.

He acted after Joseph P. Kennedy resigned the post to become Ambassador to the Court of St. James's. It was Kennedy's recommendation to the President that Land already a Commissioner, be appointed to succeed him and that Max O'Reill, commission counsel, be named to the vacancy created by Land's promotion. Truitt will get the post on submitting his resignation today, Kennedy warned Roosevelt that labor disputes and high construction costs imperil the future development of the American merchant marine.

Meanwhile, Roosevelt declared that shipbuilding costs were higher than in war-time and outlined three plans for stimulating the merchant marine.

He told reporters these were:

1. Government financing of existing shipyards, with new vessels built under private management.
2. Building ships in existing Government yards and financing them with federal funds.
3. Building new ways and equipment in navy yards.

Clipping from NEW YORK DAILY NEWS

DATE: FEB 1930
Kennedy's Letter to Senator Copeland: Urging Mediation in Ship Labor Disputes

WASHINGTON, Feb. 16—The letter of Joseph P. Kennedy, sent as chairman of the Maritime Commission to Senator Copeland, chairman of the Committee on Commerce, was as follows:

The Maritime Commission estimates that 20 per cent of every dollar paid out under the eight longshoremen's agreements presently effective, or $2,878,650 annually, is expended for wages and expenses of officials and crews. It is clear that an expenditure in amounts of government funds must be justified unless it results in having the ships which make up merchant marine manned by present and contracted seamen.

The proposed extension of the Railway Labor Act to the shipping industry is designed to bring about more efficient ordering and dependable systems of maritime transportation by substituting mediation and conciliation for the disorderliness and restrictive strikes, lockouts and other labor disturbances which so seriously handicap American seamen at the present time.

It is fundamental that transportation on sea or land is of its very essence a service which must be able to be successful. The stability of transportation service is the core security of transportation workers. The public will not patronize an inefficient, unreliable transportation system, and if the public is having available efficient and reliable foreign flag services, it will not patronize American services that it has come to feel are not worth the labor cost and the workmen's and their families' lives.

Thus appears that the welfare of the workers is definitely bound up with the success of the ventures in which they are employed, and that labor conditions in the merchant marine can be stabilized by consideration and cooperation in the place of hostility and recrimination, labor unrest, and the general public interest will result.

KENNEDY DENOUNCES LABOR VIEW OF SECRETARY PERKINS

The chairman of the Maritime Commission, right, at the Senate Commerce Committee hearing yesterday when he assailed Cabinet member's stand on maritime legislation. At the left is Senator Royal S. Copeland and at the center is Senator Arthur H. Vandenberg.

Clipping from NEW YORK TIMES

DATE: 1930

FORM: NEW YORK-DIVISION
Mediation Laws in Many States

Mediation and arbitration of disputes and differences between labor and management are not new in American legislation. Provisions relating to these subjects have been found in federal, state, and local laws. This was recognized in the Alaska Highway Act of 1924, which established a board of arbitration to settle labor disputes. The act also authorized the President to appoint a temporary commission to investigate the causes of any railroad labor disputes and to make recommendations for their settlement. This commission might be rendered inactive if the President were satisfied with the recommendations of the commission.

Although this law was in effect for ten years, the arbitration provisions were never utilized, not only because of the expressed desire of the parties to settle their differences through arbitration, but also because of the fact that the arbitration was considered the most important feature of the law, and that it was not the subject of prolonged Congressional debate.

The provisions for investigation and arbitration were never utilized, and the condition of the industry remained similar to that of the interstate commerce. Section 43 of the Alaska Highway Act has been of little importance, and is a provision for the arbitration of disputes in the field of labor relations. The act of 1924 increased these powers to the authority of the Interstate Commerce Commission with respect to railroad rates and the arbitration of labor disputes.

An act of 1888 proved futile

The railroad labor problem began in 1888, when the Pullman strike occurred. This action was the first step in the development of labor arbitration. The Pullman strike was settled through the intervention of the railroad companies and the government. The railroad companies agreed to abide by the provisions of the act, and the government agreed to arbitrate the disputes.

The act of 1888 was amended in 1934, and, as amended, now constitutes the Railway Labor Act. Its provisions were subsequently extended to cover the labor problems of common carriers by air and foreign commerce. The law was extended to cover all labor disputes in the railroad industry.

The act of 1888 was amended in 1934, and, as amended, now constitutes the Railway Labor Act. Its provisions were subsequently extended to cover the labor problems of common carriers by air and foreign commerce. The law was extended to cover all labor disputes in the railroad industry.

The act of 1888 is recalled

A brief survey of the progress which has been made with respect to railroad labor disputes is enlightening. As early as 1873 the Congress began to study methods of handling disputes arising between the railroads and their employees. The first mediation law was enacted by the Congress in 1888. This law provided for two methods of handling disputes which might arise between employers and employees. The first was voluntary arbitration, and the second was the establishment of a board of arbitration, one appointed by the employer, one by the employees, and a third appointed by the President.

The railway labor problem is a complex one, and the solution of it requires the intervention of the government. The government has the duty of protecting the rights of the employees, and the government has the duty of protecting the rights of the employers. The government has the duty to see that the employees are paid a fair wage, and the government has the duty to see that the employers are protected from the consequences of their own actions.

The government has the duty of protecting the rights of the employees, and the government has the duty of protecting the rights of the employers. The government has the duty to see that the employees are paid a fair wage, and the government has the duty to see that the employers are protected from the consequences of their own actions.

The government has the duty of protecting the rights of the employees, and the government has the duty of protecting the rights of the employers. The government has the duty to see that the employees are paid a fair wage, and the government has the duty to see that the employers are protected from the consequences of their own actions.
Collective Opposition's Stand

The recommendation of the commission was transmitted to Congress on Nov. 10, 1937, and on Dec. 2, 1937, appropriate legislation was introduced. Many witnesses have been heard with respect to the proposed amendment of the Merchant Marine Act of 1936. It is surely significant that not one witness has voiced a single sound objection to the details of the bill or has advocated any substitute for the proposed law. Every argument of opposition to this provision of the bill is summed up in the statement that to make the principles of the provisions of the Railway Labor Act applicable to the shipping industry at this time would be "premature" for the reason that "the employees are not fully organized.

This is a strange argument. It is said to be "premature" to put into operation machinery designed to prevent strikes and lockouts in an industry which in ten months of 1937 lost approximately 1,000,000 man-hours of work by strikes and lockouts.

It is said to be "premature" to act to bring order to a business wherein disorder during the past year adversely affected the business of every port in the United States as there is a chance of preventing its passage.

Grave reasons should be assigned to support a charge of "prematurity" with respect to the enactment of this type of legislation. In support of the statement it is said that "the employees are not fully organized" and that the time is not "ripe" for a law like this.

Even a cursory examination of the labor situation in the maritime industry discloses the complete fallacy of this argument. The longshoremen upon both coasts are organized and have contracts with the employers.

Cities Labor Board Elections

The seamen upon the West Coast are organized and have also contracts. We are advised that under the supervision of the National Labor Relations Board elections are being held upon the East Coast as rapidly as its machinery will permit. Elections among the unorganized personnel of approximately forty lines have already been held and in most instances the representatives of the employees chosen in those elections have been certified.

But, whether agreements have been entered into or not, there will always be differences with regard to rates of pay, hours of labor and working conditions. Neither collective agreements nor mediation machinery will eliminate these disputes. But the function of the system of mediation which has been suggested is to facilitate and to expedite the process of obtaining these collective agreements and the settlement of disputes as they arise.

I submit that employees who have been able in the past few months to paralyze our water-borne commerce by "quickies" and sit-down strikes; among one of whose leaders feels so confident of discipline in union ranks that he challenges the power of Congress to enforce this legislation, stating that the employee will not "accept" it, is sufficiently organized for legislation which seeks to subordinate mediation and conciliation for the strike and lockout.

The Congress must determine whether maturity is to be tested by the willingness of both parties to sit down together and make an honest effort to compose their differences before resorting to actions which result in unreasonable and unnecessary interruptions to commerce, or whether it is to be tested by the ability of one side to bludgeon the other into submission by tying up the country's transportation facilities by either strikes or lockouts.

Warns Industry's Perils

This legislation is not regarded and will not be regarded as "premature" by the American people simply because it is called "premature" by those who will always regard it as an obstruction to the passage of a law, when it is not unwise, but necessary, to point out that the board administering the Railway Labor Act now exercises jurisdiction over maritime employees of railways subject to the act. There are eighty-seven wages and rules agreements now in force between Class I railroads and their marine employees. Among the organizations involved are the International Longshoremen's Association, National Marine Engineers Beneficial Association, United Licensed Officers Association, the Association of Masters, Mates and Pilots, and the International Seamen's Union.

As indicated in the commission's economic survey of the American merchant marine, it is the primary purpose of this legislation to avoid interruption to our water-borne commerce by providing for the prompt and orderly settlement of disputes concerning rates of pay, rules or working conditions, and all disputes growing out of grievances or the interpretation or application of agreements covering rates of pay, rules and working conditions.

Insists Service Must Continue

It should be constantly borne in mind that shipping is a service of national importance and that any
In Chicago or meet payments on his mortgage to a Philadelphia insurance company is diminished and may even be destroyed.

The slender margin of profit earned by producers and manufacturers under modern conditions as the conditions may be wiped out because a group of waterfront employees in a port a thousand miles away refuse to discuss the question of wages for the men who work their ships.

Any candid statement of losses suffered by reason of last year’s maritime labor disturbances must necessarily include not only lost wages of seamen and lost earnings of ship operators, but also the wages of thousands of other workers laid off while factories waiting for raw materials in ships which could not unload, and lost profits of the farmers whose wheat and corn and other products were importuned in transit to foreign markets, and the losses of housewives who paid higher prices for foodstuffs necessarily shipped by rail because transportation by water was prohibited.

A controversy between the operators and seamen is just as much a part of the Federal budget, and it is unreasonable for our people to object to bickering the added expense. No reason appears why a technique of mediation and conciliation based upon nearly forty years’ experience which is now made available by law to labor and management in the industries of transportation by rail and air should not likewise be provided for workers and operators in the shipping industry.

Says Labor’s Rights Are Safe

Now showing can be made that such legislation violates any right of management or labor, constitutional or statutory. Because practically all goods produced for export from this country move from the interior to the port of shipment, and most of our import goods move from our ports to the interior, it is obvious that railway carriers and water carriers are largely dependent. Each of our larger transportation systems handles traffic with carriers by way of stable and reliable service in competing commerce is just as important to the railroads and their employees as stability and reliability of their own service.

It should be abundantly clear that labor disturbances bordering upon a strike in Pennsylvania and New York, and on those occasions when the traffic is held up, the damage to business is incalculable.

The commission has carried the mandate of Congress found in section 301 of the Merchant Marine Act of 1936 with respect to establishing minimum wage scales, and reasonable conditions for all seamen and crew employed on vessels receiving an operating-differential subsidy. The commission must and will see to it that the rule and regulations and laws promulgated are enforced by operators and employees alike.

What the commission has done is not all that it can under existing law, but enough. If we are to have a merchant marine of the character mandated by the police laid down in Title I of the Merchant Marine Act of 1936, then the enactment of legislation providing for prompt and orderly settlement of labor disputes in the industry is urgently required.
KENNEDY DEMANDS
SEA STRIKE CURB;
SCORES SECRETARY

He Asks Senators for Mediation
Law, Says Shipping May Be
'Overripe for Ruin'

SEES A NATIONAL DANGER

Maritime Head Criticizes Miss
Perkins' View That His
Plan is 'Premature'

Test of Kennedy's letter to the
Senate committee on Page 15.

BY LAUREN D. LYMAN
Special to THE NEW YORK TIMES.
WASHINGTON, Feb. 16.—The
maritime industry either is 'ripe'
for conciliation and mediation of
its labor disputes or is 'a recipe
for ruin,' Joseph F. Kennedy,
chairman of the Maritime Commis-
sion, told the joint meeting of the
Senate Commerce and Labor Com-
mittees today. He took issue with
Secretary Perkins, who, two weeks
ago before the same committee, had
criticized amendments to the Mer-
chant Marine Act advocated by Mr.
Kennedy.

Miss Perkins had said that the
time was not yet 'ripe' and that
it was 'quite premature' to at-
tempt to settle maritime labor dis-
putes through a mediation board
similar to that provided in the Rail-
way Labor Act for railroad dis-
putes. Mr. Kennedy, in his recom-
mandations for amending the law,
had advocated this form of med-
iation, and today he urged its adop-
tion.

While he did not mention Miss
Perkins by name, he quoted from
her testimony and indicated unmis-
takably his opposition to her ar-

Takes Up Perkins Argument

After outlining briefly the history
of labor legislation, mediation and
arbitration in the United States and
pointing to the success of mediation
under the Railway Labor Act, Mr.
Kennedy took up Miss Perkins's
arguments.

"This legislation is not regarded
and will not be regarded as 'prema-
ture' by the American people sim-
ply because it is called 'premature'
by those who will always so regard
it as long as there is a chance of
preventing its passage," he said.

Miss Perkins had said that the
situation in the shipping industry
differed from that in the railroads
and that the employees in shipping
were not yet fully organized. The
system of mediation of labor dis-
putes now in use in the railroad in-
dustry, she said, depended upon
the stabilised practices and institu-
tions of collective bargaining which
had not yet been developed in the
shipping lines.

The mediation proposal has
been opposed by maritime unfami-
lies but was first suggested last
November...

Every argument of opposition to
this provision of the bill is summed
up in the statement that to make
the principles of the Railway Labor
Act applicable to the shipping in-
dustry at this time would be 'pre-
mature,' for the reason that the
employees are not fully organized," Mr. Kennedy said.

"This is a strange argument. It
is said to be 'premature' to put into
operation machinery designed to
prevent strikes and lockouts in an
industry which in ten months
of 1937 lost approximately 1,000,000
man-hours of work by strikes and
lockouts."

"It is said to be 'premature'...

Clipping from
NEW YORK TIMES

DATE: FEB 17 1936

FORMA PRINTED BY NEW YORK DIVISION
Act to bring order to a business whose disorder during the past year adversely affected the business of every port in the United States.

"Grave reasons should be assigned to support a charge of 'prematurity' with respect to the enactment of this type of legislation. In support of the statement it is said that 'the employees are not fully organized' and that the industry is not 'ripe' for a law like this.

"Even a cursory examination of the labor situation in the maritime industry discloses the complete fallacy of this argument."

Mr. Kennedy then listed the organizations which already have contracts with their employing groups. He named the longshoremen's unions of both the West and East Coasts and the seamen on the West Coast.

The National Labor Relations Board, he said, was supervising elections among the seamen on the East Coast as rapidly as possible.

"But whether agreements have been entered into or not," he concluded, "there will always be differences with regard to rates of pay, hours of labor and working conditions. Neither collective agreements nor mediation machinery will eliminate these disputes. But the function of the system of mediation which has been suggested is to facilitate and to expedite the process of obtaining these collective agreements and the settlement of disputes as they arise.

"I submit that employees who have been able in the past few months to paralyze our water-borne commerce by 'quickies' and sit-down strikes; employees one of whose leaders feels so confident of discipline in union ranks that he challenges the power of Congress to enforce this legislation, stating that the employees will not 'accept' it, are sufficiently organized for legislation which seeks to substitute mediation and conciliation for the strike and lockout," Mr. Kennedy said.

He recited the 1937 statistics of hours of work lost and the number of strikes and lockouts and the number of seamen involved. He said that it was impossible to estimate the losses arising from delay in freight movement.

"A controversy between operators and seamen is just as much a matter of national concern as the size of the Federal budget," he declared, "and it is not unreasonable for our people to provide that the principals to such controversies shall endeavor to compose their differences before obstructing and blocking up the avenues of trade and commerce."

"No reason appears why a technique of mediation and conciliation based upon nearly forty years experience which is now made available by law to labor and management in the industries of transportation by rail and air should not likewise be provided for workers and operators in the shipping industry.

"Investigation and experience convince the commission that discipline and the responsibility of maritime labor and the co-relative obligations of maritime employers must be established at the earliest possible moment and not 'in a few years hence.' To tolerate present conditions and allow the present chaotic situation to continue without determined and courageous efforts to bring about proper conditions in the field of maritime labor would in our opinion invite the complete destruction of the American merchant marine."

At the close of the season, Senator Copeland said that certain amendments sought by the National Labor Relations Board, which would clarify its jurisdiction in labor matters, were acceptable to the commission and to the members of the committee.

Before Mr. Kennedy left the room, Senator Copeland turned to him and said:

"The members of this committee are very sorry that you are your present post to go to England. We wish you would stay here."

Tomorrow the committee will return to testimony by Joseph Curtin, head of the National Maritime Union, and several longshoremen. Last week Joseph P. Ryan, head of the International Longshoremen's Association, charged that Mr. Ryan was a Communist and an ally of the Communist party.

Senator Copeland said that His Bridges, leader of the Maritime Federation and Longshoremen's Unions on the West Coast, was not appear before the committee. The question of Mr. Bridges's relations to stay in this country, he said, was a matter for the Labor Department and did not lie within the jurisdiction of the Commerce Committee.

Senator Copeland said that he had asked Mr. Kennedy or Miss Perkins speaking for the administration, "That is a question for the President to answer," he said.
Differences of opinion between Mr. Kennedy, chairman of the Maritime Commission, and Miss Frances Perkins, Secretary of Labor, were dramatized at yesterday's hearing before the Senate Committee on Commerce. Mr. Kennedy quite effectively demolished Miss Perkins' objections to his plan for setting up mediation and arbitration facilities for the maritime industry and barring strikes and lockouts while such procedure is being carried on.

In the face of conditions that have caused the loss by strikes and lockouts of about one million man-hours of work during ten months in 1937 it is inconceivable how it could be argued that our merchant marine is not "ripe" for such a plan. Yet that is just the position that was taken by Miss Perkins. She held it is premature because the industry is not fully organized, in spite of the fact that the longshoremen on both coasts as well as the seamen on the West Coast have contracts with the employers and elections are now being held among the seamen on the East Coast under the auspices of the National Labor Relations Board.

Mr. Kennedy pointed out that the employers were sufficiently well organized to have tied up our water-borne commerce by "quickies" and sit-down strikes. No one questions the effectiveness of the railway labor act, under which similar regulations have operated successfully in the railroad field. We hope that Congress will not hesitate to sweep aside Miss Perkins' objection that the program is premature. Mr. Kennedy's measure should be adopted promptly. It appears to offer the only constructive way of ending present unsettled labor conditions and save our merchant marine from ruin. Not only is the safety of life and property at sea at stake but also the maintenance of a trained personnel for American merchant vessels, which would be so vitally important in the national defense in time of war.
KENNEDY PLANS
SHIP COST FIGHT

May Advise Government
on Procedure to Combat
Exorbitant Bids

WASHINGTON, Feb 17 (UP)- Joseph P. Kennedy, retiring chair-
man of the United States Maritime
Commission, was expected to an
nounce recommendations for com-
bating excessive shipbuilding costs
today when he submits his formal
resignation.

He will sail Wednesday for Lon-
on as Ambassador to the Court of
St. James.

Commission officials have de-
scribed as exorbitant and outrageous
bids submitted by shipyards for
construction of twelve fast cargo
vessels. The lowest combined
price of quotations exceeds by at
least $500,000 the commission’s high-
est estimate of $22,000,000 for the
entire group. The bids range from
$185 to $360 per dead weight ton,
compared with $200 paid during the
World War building program, when
prices were at peak levels.

Kennedy told the Senate Com-
commerce Committee yesterday that
the situation is serious and threat-
ens to cripple the rehabilitation
program by which the commission
is seeking to provide the 500 mer-
chant ships the navy says it needs
for national defense, in the next
ten years.

Commissioner Emory S. Land, a
retired admiral and the commis-
sion’s technical expert, has been in-
vestigating the bids. It was indi-
cated his report may be finished
in time for Kennedy to discuss the
matters at his press conference late
today.

Commission officials explain that
acceptance of the prices offered on
the cargo ships would be unsound
because operating revenues would
not be sufficient to pay for the ves-
sels in a reasonable length of time.

Clipping from
NEW YORK POST

DATE: FEB 17 1936

FORWARDED BY NEW YORK DIVISION
If the maritime industry is not to be reconciled and mediated in labor disputes, then it is imperative for Mr. Kennedy's commission to draw a bill which would protect other seaborne commerce, as our railroads are protected, from quick paralysis. Secretary Perkins has tried to kill this bill by telling the Senate Committee on Commerce that it is "premature." Mr. Kennedy asks Congress to determine whether or not the bill is to be tested by the ability of one side to bludgeon the other into submission by tying up the country's transportation facilities by either strikes or lockouts.

This means, of course, that Congress must choose between the alien "Harry Bridges," who is sponsored by John L. Lewis, and the salvation of the American merchant marine. If present conditions are permitted to continue, Mr. Kennedy tells Congress, the merchant marine will be completely destroyed.

As to the word "premature," applied by the Cabinet member who took a long time wondering whether sit-down strikes were illegal and who has taken years to investigate the legality of Harry Bridges' presence in this country, Chairman Kennedy says: "It is said to be "premature" to put into operation machinery designed to prevent strikes and lockouts in an industry which in ten months of 1937 lost one million man hours of work by strikes and lockouts. It is said to be "premature" to bring order to a business where disorder during the past year adversely affected the business of every port in the United States."

Even the White House cannot laugh. This off. Nor will Madame Secretary, friend Lewis and Allen Bridges be able to dismiss Mr. Kennedy's plain words with a sneer. They can only wish that they had been called long ago at the behest of the London Embassy. The time has passed for the truce.
Land Takes Over Marine Task

Succeeds Kennedy as Chairman of Maritime Commission—Truitt Named to Board.

WASHINGTON, Feb. 19 (A. P.)—Rear Admiral Emory S. Land, a Colorado-born sailor and aviator, took over the task of revitalizing the Maritime Commission under President Roosevelt, who described the assignment as a "headache," appointed Admiral Land to succeed Joseph P. Kennedy as chairman of the Maritime Commission.

The new chairman yesterday announced that about 70 per cent of America's merchant marine, which has been a potent weapon in the war, would be destroyed, and that the Maritime Commission is preparing to take charge of the nation's merchant navy.

Truitt Named to Board.

Mr. Kennedy had charged that American shipyards were being forced to build too many ships, and that the Maritime Commission was not doing enough to protect the nation's merchant marine.

A member of the committee, Senator Clark, Democrat of Missouri, said:

"We have been robbing the Treasury for years and apparently want to continue to rob it."

Will Defend Estimates.

American shipbuilders were prepared today to go before the Maritime Commission and defend estimates submitted for the construction of new tonnage, according to H. Gerrish Smith, president of the National Council of American Shipbuilders.

In answer to the criticism of Joseph P. Kennedy, retiring chairman of the commission, as made in a report to President Roosevelt, Mr. Smith cited as reasons for the "alleged high bids" higher labor and material costs and the requirements of design and specifications for new ships.

He called attention to an increase in shipbuilding labor costs from 55.5 to 63.8 cents an hour in less than five years, which he said was not due to the Maritime Commission. He also referred to the high cost of living in the industry.

Increased cost of construction is not restricted to the United States, Mr. Smith said. He added that the British press reported costs had risen in British yards 100 per cent in the last year and a half. He rejected as "unthinkable" Mr. Kennedy's suggestion that new ships be built in foreign yards whenever American prices were more than double prices abroad.

The Maritime Commission is expected to act on costs by the merchant marine act of 1936, which limits the commission to handling vessels under 10,000 tons and the Maritime Commission was authorized to handle vessels under 10,000 tons.

A member of the committee, Senator Clark, Democrat of Missouri, added:

"We have been robbing the Treasury for years and apparently want to continue to rob it."

Clipping from New York Sun

INDEXED DATE: 61-7550 - 685 X 5

FORWARDED BY NEW YORK DIVISION
Mr. Kennedy's Report.

The final report made to the President by Joseph P. Kennedy as retiring chairman of the Shipping Commission bluntly states that we cannot hope to have a merchant marine built in this country unless private concerns are willing to make material reductions in the bids so far submitted. If these bids are accepted and the high prices paid, Mr. Kennedy warns that the merchant marine thus created will collapse of its own weight. To build merchant ships in navy yards would not be economical and, moreover, it would probably prove to be impracticable while the Government is carrying out a program of naval expansion which will monopolize the resources of its own plants. Mr. Kennedy seems to incline to the belief that unless more favorable prices can be obtained here the Maritime Commission should consider the possibility of building abroad.

Commenting on the fact that one class of bids goes much beyond the rates for ships constructed during the war at the Hog Island Yards, Mr. Kennedy says:

It is extremely difficult to explain this situation. All available indices seem to show that the costs of material entering into ship construction are much lower today than they were during the period when the Hog Island vessels were built and that labor costs, even though higher on an hourly basis, are probably no more if overtime and other factors are taken into consideration. Even if wages today were double those of the war era they still would not account for the present prices, as only 20 to 40 percent of the cost of a ship is spent in the yards. The cost of a cargo vessel in Britain today is about 2½ times the pre-war figure. Bids submitted by the larger yards on the C-2 ships are approximately four times those prevailing in the United States in 1913.

There would be vigorous objection in Congress, reinforced by protests from labor and from building interests, if a move were made to have ships for an American merchant marine constructed in foreign yards. Yet yards in Belfast can today build a cargo ship of the C-2 type for about one-third the average of bids received from American builders for ships of the same size. It is clear from Mr. Kennedy's report that we cannot hope to get a home-built merchant marine at a reasonable cost permitting operation on a profitable basis—unless American plants agree to a drastic revision of their proposals. Government construction as an alternative would be costly because of the necessity for creating plants before the work would begin.

CLIPPING FROM:
BROOKLYN DAILY EAGLE

DATE: 51

FORWARDED BY NEW YORK DIVISION
21/21 Although SEC-wars are eye-wary from microwaves counting of prices and sales
volume in Wall Street, they haven’t discovered any sign of undercover professionals
trying to get rich quick from speculative gouge.

The Washington watchers glued their eye on the ticker-tape during the
negotiations over Franco-British-American currency stabilization. They figured the pros
might act this opportunity to boost stocks artificially and take the unaware
customers for a merry-go-round. But the first hour’s quick, upturn slowed down
and finally leveled off. In other years September has been the month when smart
operators capitalized election uncertainties to snap up a few arrow dollars. So far the
market has shown greater stability than in any campaign in years. SEC legislation
is getting its most severe test right now.

With the exception of a few stocks, the market’s guardians feel that prices
are not out of line with earnings and future prospects. Moreover, while speculative
speculative profits to harder-line operators, has been fairly limited, ranging from
500,000 to 1,500,000 sales a day. No best financial experts have simply said when
an event will occur or in which the Secretary will have to head home.

**CONSIDER:** American sources recently returned from a tour of foreign capitals antic-
cept trouble when the American-presence fascist countries—Italy and Germany—bend
their bill to the new Herrick government.

Inside information hints that the Prince of Sweden will be restored to the
throne under a limited form of monarchy similar to Great Britain—or Italy’s. In
that event the interests represented by the church, the army and land owners will
dominate the new regime. But the most exciting prospect from a world viewpoint
is the turning over by Spain of the Basque Islands to Mussolini and the African
sector of Cretia to Hitler. These creations would bring the two dictators face to face
with Gibraltar’s guns and face Britain’s leadership in her Indian possessions via
the Mediterranea.

**RECORDS & INDEXED**

It will make another humiliation for the British, who are not yet ready to
present themselves with anything more formal than notes. Germany has asked
on a major war new postscript to it the spring of 1938. The word in last Hitler will
then move against Russia, meaning precious security to France in return for
British neutrality. It’s understood that Mussolini will undertake Berlin’s
guarantee to Berlin or his successors. All the British press, of course, is subject
to change, but not to force. Europe today is in an explosive question mark to our
front line diplomats.

**NOTE:** The act with which Secretary Borah made Russia for acting to
abolish the stabilization deal was more disgraceful than you would expect a Secretary
of the Treasury to exhibit.

For some time New Dealers have been waiting for a chance to reveal their dis-
agreement on some of Roosevelt’s policies, thereby making the Hearst-Smith-Coughlin
strategy of limiting the administration with “conciseness.” There was even talk of
weathering the storm in reliance upon criticism, especially as it has turned out to be no bargain.

The ambassador has already to fill William C. Bullitt’s place, but most will be
until after election as present plans stand.

Actually the supply of 1,000,000 pounds of sterling by Russia was a purely
financial transaction, which would not be seen as a pound sold, neither as a pound
earned, and never to discredit the central bank until the story was proved, but the
act to give the message by political action that the debt is still alive, and
that discredited the ordinary mystification of the SEC.©C.
The extraordinary secrecy surrounding the Lasker-Lebarrus relationship pleases the curiosity of practical politicians on both sides.

Mr. Lebarrus will probably be denied a renomination for Mayor because of his... his... his... he... his... his... his... his... his... his... his... his... his... his... he... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... his... is his... his... his... his... his... his... his... his... is his... his... his... is his... his... his... is his... his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is his... is 9

[Paragraph break]

The administration's strategy as it involves the mayoralty, if known, would dictate how the professional would behave in election day—whether to knife or embrace Mr. Roosevelt. And if the agreement contemplates a Lebarrus shift to Washington, thereby ensuring a Summary triumph in 1932 in New York, National Chairman Hamilton could utilize the old, old issues of "the Tiger." It would tie in with the G.O.P.'s plan to assail Governor Lehman for dismissing grand jury charges against District Attorney Gragnon. New York's 47 electoral votes are the political prize in this battle—skilled maneuvering.

Privately G.O.P.-ers concede that they wish their corporation friends would apply a few breaks to the current expansion in all lines—retail, industrial, financial, railroads, construction.

Industries whose moguls are traditionally Republican-minded—steel, railroads, communications, automobiles—mayily swing along in the van of the recovery procession. They have numerous grudges against the New Deal—taxes, federal competition, regulations—but they are declaring extra dividends, raising wages, erecting new plants, issuing new securities. They are furnishing ammunition for FDR's campaign speeches. And they aren't opening their pocketbooks as wide or as often as expected a few months ago.

Landon strategists are having trouble devising an answer. Chairman Hamilton promised no cheers when he attributed the advance to Mr. Landon's nomination because the upward movement set in months before. Actual Republicans simply conclude, "It's hard to fight prosperity."

Administration spokesmen at the bankers' recent San Francisco convention have turned in may reports on the financiers' attitude toward the New Deal.

FDR's acceptance of Mr. Jones' failure to deliver his scheduled speech was the principal example. President Harding realized belatedly that if Mr. Jones addressed the convention, there ought to be a speaker sympathetic to Governor Landon. Otherwise, the bankers might be placated in an enigmatic, part-time light. But making such a speech also would have transformed the proceedings into a political farce. It's true that Mr. Jones did not feel fit enough for his prearranged effort, but he steeled away for political as well as medical considerations. It was a happy escape for everybody.

The incident strikes Washington observers as extremely significant. It indicates that the banking community has reached the conclusion that it's time to make peace and stop scrapping with tax policy. Their attitude will influence industrialists, utilitarians and business men. It may offset the President's treatment of 'economic populists' in the event of his reelection.
New York financial leaders are generally pleased about some developments. In
part this is due to a feeling of relief that the Marketeaux's finally happened.
Even more potent in the conviction that the path to authentic international currency
stabilization is cleared at last. But no formal move to stabilize is expected for
a year at least.

The approval of these observers is tempered by skepticism as to the real worth
of the "gentlemen's agreement" whereby the United States, Britain and France
have banded together to keep monetary fluctuations under control. They fear the
sarcastic implication of Secretary Morgenthau's statement on the second day of the agreement -
"I see we are all still gentlemen" - is all too accurate.

There isn't so much as a scrap of paper to bind any of the "contracting" nations
which might decide that self-interest demands independent action. Neither Britain
nor France has a record in such matters that could be called altruistic. It's per-
fectly possible that a situation could develop to suit either off on a currency
fronts all its own... in which case we would see monetary chaos as in chaos.

Financial conservatives are also delighted with the political angle of de-
valuation. They predict that many more voters will be worried and perhaps alarmed
by indications that we are becoming "entangled" with Europe than will be enthusiastic
at this half of constructive international cooperation.

In this connection, anti-New Deal chiefs are gleefully grateful to Secretary
Morgenthau for what they call his "Russian blow." New York recalls that the Secretary's earlier story of how the American stabilization fund rushed to
the rescue of the pound sterling when the wicked Soviets dumped a million pounds in
the open market... rates a five-star award for short-sighted public relations.

This makes the first time that the Treasury Department has broken its rule of
secrecy about stabilization fund operations, and its critics charge that it couldn't
have picked a less auspicious occasion.

A financial tycoon, whose views are widely shared, puts it this way:
"I can't prove it. Of course, but it certainly looks as if Morgenthau's motive
for publicity was to affect the rising clamor that seeks to identify the New Deal
with Communism. If so, it was a singularly silly performance. Also he made him-
self a bit ridiculous by talking of a million pounds as if it were important money
in influencing exchange rates. Anyone familiar with exchange problems knows that
it's chicken feed.

But, regardless of motive, the Secretary's prize contribution was his proud
explanation that it was the American stabilization fund which bailed out the British
pound. Apparently it never occurred to him that anyone might ask - and I can safely
presume that a lot of anti-New Deal spokesmen will raise the question - just why
we have to use our money to rescue the British, and what's the matter with their
own stabilization fund?
"Mr. Morgenthau couldn't have rubbed isolationists the wrong way more effec-
tively if he had deliberately set out to do so, and believe me, isolation senti-
ment is still mighty strong in this country."

LAMPORT, A. D. Lamport & Co. - New York bond dealers - spent a sizable chunk of
their own money for the second time recently on newspaper advertising to prove that
Uncle Sam's credit is better in many respects than that of either Great Britain or
France. Figures were cited to show that our per capita debt and interest cost is
substantially lower and our relative tax burden much smaller than those of the
leading European nations.

You can imagine how it irritates other New York financial firms to have one of
their own members contribute such aid and comfort to the New Dealers. Positively
unacceptable, they call it. The Lamport house specializes in federal government bonds,
but even so any benefits they derive from this type of advertising must be indirect.

Critical analysts do not question the correctness of the Lamport figures as
far as they go. But it is vigorously contended that an appraisal of the American
debt and tax picture which omits the obligations and levies of states, municipali-
ties, etc., is several degrees worse than misleading.

Also: It doesn't necessarily mean anything in terms of church discipline when
Archbishop McNicholas of Cincinnati or almost any other church official objects to
Father Coughlin's unrestrained language.

It does mean something, however, when Bishop Joseph Schaefer of Cleveland
protests. Bishop Schaefer is very close to Bishop Gallagher of Detroit and has
been a sympathetic Coughlin supporter. He has in fact served with Bishop Gallagher
and Bishop Hickey of Fort Wayne on a sort of advisory board for the radio priest.
Coughlin is making it hard for some of his best friends to stick by him, none

[ McClure's Newspaper Syndicate]

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The inspiration behind President Roosevelt's gesture of friendliness toward insurance executives, bankers, and utility heads is supposed to be Joseph P. Kennedy. The former SEC chairman is working the millionaires' side of the New Deal street.

With the written and spoken word the red-headed Boston boy who banked his first million before he was forty is infecting Main and Wall into the campaign. He is assuming the "economic royalists" theme in the framework of the New Deal, has been finished, and that FDR has run out of radical blueprints. A second term, it is hinted, would devote almost entirely to ironing out the kinks and reconciling banking, taxation, and utility laws with rigid realities.

While the presidential spokesman makes no specific pledges, he has thrown out suggestions that FDR may not oppose moderate modification of the holding company act, or the unification of state and SEC standards. In several respects there are signs that the "big boys" are at least "listening" to these overtures.

Executive Democratic pencil-pushers have emerged from their mathematical subways, with the conclusion that President Roosevelt can stand a 25 per cent drop from his 1932 vote and still win. If the loss is only 20 per cent, he will score almost as many electoral votes—472—as he did against Herbert Hoover.

The defection, of course, must be fairly uniform for these calculations to have any meaning. But assuming that the 25 per cent defections run fairly evenly throughout the nation, Mr. Roosevelt would turn up an election night with approximately 274 electoral votes. If the out pace to 20 per cent, he would register victories in New York, Illinois, and Indiana, and thereby boost his electoral total to 354. On this basis another 100 are in sight.

Mr. Roosevelt is guarding carefully his own predictions. He has written the number of electoral ballots he expects in a sealed envelope. Best info is that he expects a minimum of 368 for himself. Although the calculations are entirely speculative, this figure suggests that the President is not as sure of certain middle western states as historians, Franklin and Harry are.

The Democratic secret headquarters are the present to break the defection with respect to classes of voters, states, and sections. The difference between 25 and 20 per cent, possibly less, may tell the presidential story.

The people who voted for Mr. Roosevelt four years ago, but who may work their votes for Governor Landon, are divided into five well-defined and well-recognizable groups. They are the liberals, Republicans who despised for regularity their time by Mr. Roosevelt's personality and policies, conservatives, Democrats, and folk who feel that the G.O.P. knows how to handle prosperity once get it. Against this weary Democratic army are young voters, industrial beneficiaries, young voters and a political organization bolstered by jobs.

New Deal adherents insist that they have the edge in percentages—that more than 20 per cent of his 1932 following will not desert the President. But the truth is that there are as many "incertitudes" in this election nobody can figure it out. The best kept records don't count for much these days— are the politicians and private.

The state election on between two American prognosters highlights the fact that three months into the work in the development of valuable statistics. They say the United States, Germany, and Holland.
The National Airline enables the modern Jumbo to span the Atlantic in record time. The British airliner airways will carry them from Italy to southern China, and thence they will make their way to the Philippines. There they will connect with the China Clipper—an American transport. Their return to New York, of course, will be by regular transcontinental air routes.

The schedules will probably travel 7,000 of their 25,000 miles on American air vessels. But if private schemes are being worked out by certain New York interests seem to be outer, their American total would be nearer 10,000. On their return they may negotiate the transatlantic hop aboard a few American planes. Uncle Sam is fast counting toward world leadership in this field.

FLAMING F.B.I. has imposed a strict censorship on speeches by higher-ups in the administration. The only exceptions within recent weeks have been Diplomat Hull and Farmer Wallace. Their discussion of agricultural and foreign affairs at this particular moment is logical.

The New Dealers were told to take their cue from Mr. Roosevelt's non-political policy. Silence was the order of the day—and night. Kazars, Hopkins and Hagans were ordered to stay off the hustings, and even the explosive Harary Fears was asked to moderate his tones. On two subjects in particular the Rooseveltian senators have shown restraint—Mr. Lande and the Supreme Court. Inc orator was requested by long distance telephone to check off his original impu to pay unden efforts to the G.O.P. nominee and F.B.I.'s former and " jeep " friends.

Insiders explain that Mr. Roosevelt's immediate advisors think the campaign is: well in hand—top victory is sure barring an unforeseen upset—want no unnecessary scare created—and are clamping the lid on the suspenseful polls.

FLAKY The feverish pace of European rearmament has revolutionized trends and developments in the airplane industry.

England has virtually withdrawn from the South American export field because of domestic demand on her own products of planes. Our exports of raw materials and machine tools for manufacture of French, German and Italian air ships have increased month by month. Meanwhile is selling obsolete ships to South American nations at bargain prices while he goes in for faster and more deadly machines. Our military people can't take suggestions for recall of the rearmament under which models of fighters ships cannot be sold abroad until a year after they have appeared on the American scene.

America's existing air establishment pales far below other nations. But under the War Department's industrial mobilization program certain automobile factories in Detroit and elsewhere are equipped to turn out a fighting ship every twenty-four minutes when the need arises. It's not that mopping up we were in 1917.

NOTE: Whenever a Spanish government proposals it will be presented with a side-winder bill from African nations whose factories and goods were requisitioned. An embargo of skilled labor in the building trades is reported from thirty states. Many cities are filling their flourpits for mobilization purposes with the Bureau of Investigation, Department of Labor.

$1,713,000,000 has been repaid. Insurance companies have repaid all but about $2,000,000 of the $89,000,000 borrowed from RFC.
The Nationar Whir NEW YORK Newspaper Syndicate
By: Lorne McCallin

CAPAID The old idea that a correction never catches up with the original misstatement is being proved in the case of David Dubinsky. Mr. Dubinsky is head of the powerful United Garment Workers Union, an active promoter of the New Deal Party, one of John Lewis' chief aids in the battle for industrial unionization, and a son of Mr. Roosevelt's 47th elector in New York State.

Roping to embarrass Roosevelt, O.P.P. chairman John Hamilton, publisher Hearst and others have raised a tremendous fuss and cry about Dubinsky being a communist chiefly because he raised and sent some money to the Spanish government for Red Cross purposes.

The accusation is absurd to anyone who knows Dubinsky's history. He has fought the communistic element tooth and nail in his own union. He has proved the charge untrue. The Industrial Council of Closet, Suit and Vest Manufacturers - who have every reason to hate Dubinsky's soul - have backed his denial publicly. Yet the accusers flourish like the green bay tree and thoroughly reputable citlenses are taken in by it.

**S** - recent significant disaster from the Roosevelt cause - who attributes his defection to his inability to vote for the 'communist' Dubinsky as an elector - is Arthur F. O'Leary. Mr. O'Leary is a prominent New York Catholic lawyer and has been a close friend of Jim Farley. He swings a lot of weight in Church circles.

It looks more and more as if Hearst's 'Red scare' will turn out to be an anti-Roosevelt gold mine - helped along by the White House in having advertised it by taking official cognizance of it. New York anti-New Deal chiefs - while privately admitting that they know it's the blind - are delighted to have such a potent weapon added to their arsenal.

Conversely New York Democratic leaders are gravely worried. It is painfully obvious that the 'issue' - however phony - has a strong emotional appeal. Unless it can be successfully met - especially among Catholic voters - F.D.R.'s chances of winning New York's big electoral vote will be very slim.

**EXAMINED** The annual report of president Charles A. Meyers of the New York Stock Exchange marked the first time a responsible officer of the Exchange has officially and forcefully taken issue with the Securities Exchange Commission on a matter of market policy.

Mr. Meyers emphasizes that bid and offer quotations for various stocks show larger spreads than they did a year ago and accuses that trading limitations imposed by the New Deal are drying up the liquidity to which every holder of a listed stock is supposed to be entitled. By inference they are also drying up brokers' commissions, although Mr. Meyers doesn't dwell on that. There's a real difference of opinion here, as the SEC has indicated in its official reports that the importance of liquidity is overestimated. The Stock Exchange President also takes a sharp rap at the capital gains tax.

m/5
The National Whirl

September, 1934 - Britain abandons the gold standard. Won't opinion be shocked.

The significant angle is this - for the first time since the war, the government has regained its self-confidence to the degree of asserting its own viewpoint against the government.

A little joke of progress of propaganda in three acts.

September, 1931 - Britain abandons the gold standard. Won't opinion be shocked.

General reaction gloomy - what awful thing will happen next?

March, 1933 - the United States goes off gold. Reactions mixed. Conservatives greatly upset. The British horrified at our monetary immaturity (which spoiled their little game of regaining unquestioned world ascendency in trade and money matters). Not a good deal of rejoicing also. Managed money idea - promoted by Committee for the Nation - begins to take hold.

September, 1936 - France quite gold and practically unanimous rejoicing. Financials delighted. Only important dissent comes from political opposition in France, and that's largely tongue-in-cheek. Five years have elapsed and a more original vision as a regrettable repudiation of national obligations - a nefarious subversion of the rights of creditors - has metamorphosed into the world monetary salvation.

Some observers with long memories get a laugh out of the change.

Steel operations at 75.4% of capacity sound grand, although higher percentages were recorded during the World War. They are even better than they sound. Production is currently at the rate of 25,000,000 tons of steel ingots a year, as compared to 45,000,000 tons at the peak of the war boom. Only in 1929 was the present rate exceeded, and then by very little.

The point is that theoretical capacity has expanded from 48,000,000 tons in 1913 to 61,000,000 now. Informed sources say the latter figure is pure theory. So many furnaces are obsolete that present production is estimated at more than 90% of actual capacity.

If the demand continues extensive plant renovations and additions are indicated.

Reserve money at 3 to 6 has few takers in New York - yet...A favorable outcome of the power pool conference might lead to market fireworks in utilities...500 unions with 400,000 members are affiliated with the Labor Party in New York...1937 earning outlook for aviation companies bullish.

(McClure Newspaper Syndicate)

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WASHINGTON
By Ed McManus

(Jot to Editors: This writer will be glad to inquire into any Washington matter of general interest on request of Editors.)

TELEGRAM: Whether the public may be told after the White House utility conference, fundamental facts include the elements of any plan to pool public and private power in the Tennessee Valley Authority area. It is a deadlock that cannot be broken.

The TVA is based on the idea of building distributing plants in several large cities. This work is to be done directly. It's true, but the word "direct" must come from TVA. That word is withheld because the moment it is uttered the United States government will have entered un profitably into the business of merchandising electric power. Apparently TVA doesn't want to take the step in view of the fact that the work seems to come before the Supreme Court.

STEADFAST: Why a deadlock on the conference? Because, according to the utility men, the building of competing distributing systems in the East, the West, and the South, would saddle the city of private utility enterprises in that region. Not only the utilities would sell their own distributing systems and hope to carry on profitable business outside, the city is told.

The utility men are not surrendering and yet they are bound to enter anything that appears likely to solve the problem. This is a move in the right direction, and it is true, but the word "deadlock" must come from TVA. That word is withheld because the moment it is uttered the United States government will have entered unprofitably into the business of merchandising electric power. Apparently TVA doesn't want to take the step in view of the fact that the work seems to come before the Supreme Court.

CLOSED: Every effort is being made by the administration to head off a water front in San Francisco, Assistant Secretary of Labor Kennedy is at the front. Admiral Miller, head of the new Maritime Commission, will go to San Francisco if necessary. The California, however, has no legal jurisdiction over the ownership.

A request for the Secretary that the warping sections be suspended until the commission can put the new shipping law into effect is expected to be made. The matter at least in San Francisco goes beyond the scope of the new law, which deals with warships, but not longer on the water, employers are determined to abolish the hiring hall system, which is the unilateral strongest weapons.

There may be a conference on the waterfront in San Francisco, the court in Washington. The court in Washington, and the court in San Francisco. There may be a conference on the waterfront in San Francisco, the court in Washington. The court in Washington, and the court in San Francisco.

REGISTRATION: The number of men and women in California is 7,000,000. The number of men and women in California is 7,000,000. The number of men and women in California is 7,000,000.

We note that a group of voters are being disqualified on November 3 through failure to register properly or at all. Closing this poll as a warning, both national committees are sending out SOS signals to workers, telling them to "get out the vote."
The National Whirl

NEW YORK

By James McMillan

LEAST. A notable omission from the list of those invited to the White House power pool conference gives significant support to the contention that the administration really is trying to promote an understanding with the private utilities in the Tennessee Valley area.

Ostensibly the purpose of the power pool is to consider what arrangement should be made to replace the existing contract between TVA and Commonwealth & Southern which expires November 1. It is therefore natural that Wendell L. Willkie of this group and Preston Askew of its subsidiary Georgia Power should be prominently among those present. A point worth noting is that Commonwealth & Southern ranks high among the "pioneering" groups even in the critical opinion of New Dealers. By the same token, Mr. Willkie is one of the few major utility executives who has never been personally identified with any of the financial or accounting practices which the New Dealers have attacked and sought to eliminate in the holding company act.

If FDR were trying to promote a disguised punitive expedition against the utilities in the guise of a friendly get-together - as timorous conservatives have feared - Commonwealth & Southern would be the least vulnerable target he could choose.

FORTUNET. Carry the analysis a step further. Next to Commonwealth & Southern, Electric Bond & Share has the biggest stake in the Tennessee Valley of any private utility group. Yet you will look in vain for any representative of Electric Bond & Share among the conference.

It is safe to assume that this is no accident. Bond & Share was picked from among all the non-registering holding companies as the best subject from the administration's viewpoint or which to test the legal validity of the holding company act. Government lawyers believe they have an excellent chance of proving that this group has practiced most of the alleged abuses which the holding company act seeks to correct.

So what? So the earnest New York observers are convinced that if FDR intended to use the power pool today as the springboard for another assault on the utilities he would certainly have seen to it that Electric Bond & Share was among those present.

Conversely, if he seriously plans a peace pact with the industry he presumably prefers to negotiate it with the "purest" company he can find - not one of the allegedly most villainous. Therefore his choice of pool conference is rated a fortunate one.
Whatever the public may be told, the White House utility conference is a fiasco. The Treasury official who presided over the conference with Secretary of War Gray will have to answer to some sort of a committee of the House of Representatives. It is a fiasco that cannot be broken. The conference itself was a fiasco. The word is withheld because the moment it isuttered the United States government will have entered a struggle for the control of the utility industry. Apparently FRA does not want to take the step in view of the fact that it would have to do before the Supreme Court.

**STANDFAST:** Why a deadlock on the conference? Because, according to the utility men, the building of competing distributing systems in Louisville, Chattanooga, Nashville, and Memphis would sound the death knell of private utility enterprises in that region. Nor can the utility companies sell their own distributing systems and hope to carry on profitable business outside their cities.

The utility men can not surrender, and yet they are bound to utter anything that appears like a request that the FRA will not act in the public interest. The conference will be decided on the basis of the fact that the FRA would be carried on to the end, and that the friends of private enterprise will govern the utility industry, and not allow the utilities to desert them.

**ENLARGED:** Every effort is being made by the administration to head off a water-front strike in San Francisco. Assistant Secretary of Labor Nye has gone to San Francisco if necessary. The conference, however, has no legal jurisdiction over the controversy.

The request by the conference that the existing actions against the companies until the conference is held makes no provision for the enforcement of the new law. As the conference is held, the matter will be stayed. The San Francisco court will then go beyond the scope of the new law, which deals with strikes and not the enforcement of the new law.

**WISCONSIN:** Democrats have more money than Republicans in Wisconsin, and are better organized. The Baltimore Sun will give them a strong lead. In O.P, offers the story that the Democratic ticket is so well supported that the postal card ballots may be scrutinized and identified by New Deal postmasters and are afraid to vote for them.

**MARYLAND:** As a result, an enormous number of votes will be disqualified on November 2. The primaries in Maryland are being held, and both parties are sending out large numbers of workers, telling them to "get out the vote." Some workers have not been registered, and the record shows that they are not as many as those who have. Chairman Parry made a speech to the workers at the Democratic meeting in Baltimore, and it was a very strong speech.

**COUNTING:** First votes are estimated that nearly 50,000,000 persons are now entitled to vote. Millions will fail to register. Few estimates of the total vote are as the total vote on November 3 ran to 40,000,000.

**INDIANA AND OHIO:** Party leaders are studying the attitude of women voters. In some states, the women are extremely active. In the first 21 counties which reported 1936 registrations in Pennsylvania, out of a total of 500,000 of both parties, there were 451,000 women, of whom 257,654 were Republicans and 63,446 Democrats. Women voters outnumbered men in two counties, and in 6 counties Republicans women outnumbered Republican men. These 21 counties are mostly rural. The total registration of women voters was 97 per cent of that of registered men.

**PRACTICAL:** Direct reports from up-to-date farmers indicate that they are well pleased with the soil erosion program. Experts show them how to plant erosion resisting crops, how to build terraces and dikes, and how to control weeds. These agents facilitate understanding between farmers, whereby our furnish local posts to another who can reach them.

"I never knew my farm before," writes a farmer to the writer. "I thought I had studied it, but these agents of the Agriculture Department have given me invaluable help. Not one of them talked politics to me. They are purely scientific men, devoted to their professions, and they are just as practical as you could wish.

**INCREASED:** In the ordinary business the government purchases large quantities of standard goods exclusively carried "on the shelf" or "in stock." The new regulations issued
WASHINGTON

By Ira Bennett

(Writes to Editors: This writer is glad to inquire into any Washington matter of general interest or request of Editors.)

(WITHHELD) Whatever the public may be told after the White House utility conference, fundamental facts preclude the success of any plan to pool public and private power in the Tennessee Valley Authority area. It is a deadlock that cannot be broken.

The TVA hovers on the verge of building distributing plants in several large cities. This work is to be done indirectly, it's true, but the word "indirect" must come from TVA. What word is withheld because the moment it is uttered the United States government will have entered indelibly into the business of commandeering electric power. Apparently TVA does not seem to take the step in view of the test suit soon to be heard before the Supreme Court.

(MORE) Why a deadlock on the conference? Because, according to the utility men, the pooling of output at distributing points in Nashville, Chattanooga, Knoxville, and Memphis would sound the doom of private utility enterprises in that region. Nor can the utility companies sell their own distributing systems and hope to carry on a profitable business outside of those cities.

The utility men can not surrender—yet they are made to utter anything that promises to dog-eat-dog merger refusal to meet the government in any way. Out of them would have to go the conference might develop, the Supreme Court test of TVA would be decided, with the rights of private enterprise, government ownership, and not fear that the utilities would desert them.

(UPL) Every effort is being made by the administration to break off a waterfront strike in San Francisco. Assistant Secretary of Labor Notley is at the scene, Admiral Wrenn, head of the new Maritime Commission, will go to San Francisco if necessary. The administration, however, has no legal jurisdiction over the controversy.

A request by the Commission that the striking longshoremen suspend hostilities until the commission can put the new alien registration law into effect is looked for. But the matter is in no way complicated at San Francisco beyond the scope of the new law, which deals with alien shipowners but not longshoremen or the longshoremen. Employers are determined to abolish the hiring hall system, which is the union's strongest weapon.

The Los Angeles Maritime Commission as federal authority in dealing with the situation. What the real issue—open shop, closed shop—is not the federal question except as it goes under the Wagner act, which itself is under a judicial review.

(NORTH) Democrats have more money than Republicans in Maryland, and are better organized. The Baltimore Sun poll gives 50-50 an even lead. In 60 per cent of the story the point is made that ballots are bought for 10 cents from negro voters. Another story is that some workers suspect that the postal card ballots may be misused and identified by New Deal postmasters and are afraid to vote for Landon.

If Maryland is a criterion, an enormous number of workers will be disqualified on November 5 through failure to register properly or at all. Taking this poll as a sampling, both national committees are sending out 50,000 signals to workers, telling them to "get out the vote."

(NORTHWEST) Although heavy registrations are reported in many states the record shows that they-who-vote are nearly as numerous as those who vote. Chairman Farley made a test of new methods of getting out the vote during the primaries in Arkansas and Mississippi, and the G.O.P. will have to be on its toes to equal his plans for November 5.

(JOINT) First votes in November is estimated that nearly 65,000,000 persons are now entitled to vote. "Half will fail to register. New estimates of the total vote to be cast on November 5 run to 62,000,000."

(WEST) Party leaders are studying the attitude of women voters. In some states the women are the majority of the registered voters. In the two states which reported 1936 registrations in Pennsylvania, out of a total of 906,000 of both parties, there were 561,920 women, of whom 297,154 were Republicans and 264,765 Democrats. Women voters outnumber men in four counties, and in 6 counties Republican women outnumbered men. These 11 counties are mostly rural. The total registration of women voters was 29.7 per cent that of registered men.

(PRACTICAL) Direct reports from up-country farmers indicate that they are well pleased with the soil erosion program. Experts show them how to plant erosion resisting crops, how to use irrigation and sewage, and how to cover the fall. Some experts consider...
assumed by the Secretary of Labor, in order to meet the practice of buying in this country in small amounts which are necessary without advertising for bids. The effect of the regulation is to force contractors to comply with the labor provisions of the new law. Now that this trend is taking place, Congress is aware of the fact that purchase of goods "from the shelf" would not come within the purview of the law.

**REGULATION**

Before election day it is expected that large numbers of emergency employees will be covered by the civil service. This may be a precautionary move to ensure jobs for Democrats now in office against possible party disaster in November. Preliminary steps have been taken indicating that most of the non-elected personnel will be placed under civil service without examination.

**NEW YORK**

By James M. Martin

A notable omission from the list of those invited to the White House power summit is Mr. William H. Slack of this group, head of the Georgia, Florida, and Pennsylvania Department of Commerce, who was present in 1935. The Pennsylvania Department of Commerce, it was announced, was the only one of the major utility executives who had never been personally identified with any of the financial or accounting practices which the New Dealers have objected to in the holding company act.

In this analysis, the subway is considered the most important group. The Commonwealth & Southern, it is claimed, would be subject to an attack on the holding company act. Mr. Slack is expected to take a strong stand against any proposed legislation which would affect the Commonwealth & Southern.

**Fortune**

Carry this analysis a step further. Next to Commonwealth & Southern, the New York Suffolk & New Haven has the biggest stake in the Commonwealth Valley of any private utility group. But you will look in vain for any representative of either group at the conference.

It is also to be noted that this is not accidental. Bond & Share has indicated that all the non-registering holding companies are the best subject from the administration's point of view. On which to test the legality of the holding company act, Government lawyers believe they have an excellent chance of proving that this group has purchased control of the alleged group which the holding company act.

So what? So the New York observers are convinced that if the bill is passed the holding company act will not be subject to an assault on the utilities by an unscrupulous act in New York on the railroads.

**COPPER**

President Charles H. Dykstra quietly met with President Roosevelt last week. The morning following the same date, they reportedly got in touch with a number of interested financial houses and urged them to meet the charge that the New York is shirking its responsibilities.

With a few minor exceptions, the report that was handed down, this is one of the main reasons why there is no movement toward decentralization in the American speculative market.

**FRUITS**

This little drought has been extremely popular in New York. A western farmer said he knew that his town was the hardest hit of all by the dry spell because he new few press agencies doing dog down Main Street.
The National Whigle

New York Press

{CONFIDENTIAL - NOT FOR RELEASE

3rd October 1936

...assured by the Secretary of Labor to put the Haldeman bill into effect, was to put a stop to the practice of buying in this fashion except in small amounts which are authorized without advertising names of bidders. The effect of the legislation is to force contractors to compete with the labor provisions of the act, since the bill and to make certain that purchase of goods from the states which are not included in the provisions of the law.

PROFESSION - Before the enactment of the Emergency Employment Act, all employees of the Federal government were required to be placed under civil service without examination.

REGULATION - Regulations now in effect for regulating interstate commerce, the Interstate Commerce Commission is at work on a new set of regulations to be implemented by the Act.

NEW YORK

Mr. William McMillan

It is not clear from the list of those invited to the White House power pool conference that the administration is trying to promote an understanding with the private utilities in the Kentucky Valley area.

In any event, the purpose of the conference and the arrangements for its duration should be to replace the existing contract between the Federal Power Commission and the Commonwealth & Southern Electric Company, which expires November 1. It is therefore natural that New York will be interested in this group, and President Delano, if the Commonwealth & Southern Electric Company's offer is accepted, will be able to do so. The group's offer is based upon the belief of New York area officials that the Commonwealth & Southern Electric Company would be the least vulnerable of the three groups.

FORTUNATE - Fortunately, the analysis stops here. The Commonwealth & Southern Electric Company's offer is the highest, followed by New York state's offer and then the Commonwealth & Southern Electric Company. If the offer is accepted, it is fortunate for New York state and the Commonwealth & Southern Electric Company that the Commonwealth & Southern Electric Company would be in a better position than the other two groups.

PORTABLE - Carry this analysis a step further. First, the Commonwealth & Southern Electric Company has the best offer in the Kentucky Valley area. Next, you will find in New York state's offer a good offer, the Commonwealth & Southern Electric Company's offer is superior to any other group among the three.

The key is not so much that New York state rejected the Commonwealth & Southern Electric Company's offer, but the fact that New York state rejected it. It appears that New York state's offer is the best in the area, followed by the Commonwealth & Southern Electric Company and then the Commonwealth & Southern Electric Company.

COOPERATION - President Charles M. Day announced that the Federal Power Commission will issue a report on the power pool currently popular in New York. A president now known to the public as the most influential man in the area.

DAYS - But little drought news is currently popular in New York. A western farmer said he knew that his town was the handsomest, and that the only way he could see was to send one dog down Main Street.
February 4, 1941

PERSONAL & CONFIDENTIAL

Director
Federal Bureau of Investigation
Washington, D.C.

Dear Sir:

RE: THE FREE AMERICAN & DEUTSCHER WECKRUF & BEOBACHTER
Registration Act

Attached hereto is the clipping of the column "CAPITOL STUFF" of the January 13, 1941 Daily News.

Very truly yours,

B. E. Sackett
B. E. SACKETT
Special Agent in Charge

ENCLOSURES 2

cc - 65-3137

DECLASSIFIED BY 8/16/62
SPAM 8000
ON 10/14/87 # 046245

FEDERAL BUREAU OF INVESTIGATION
4 FEB 7 1941
U.S. DEPARTMENT OF JUSTICE
Kills His Two Sons With Ax, Tries Suicide

U.S. ATTACHES, SHIFTED IN NAZI KICK, FLY HOME

CAPITOL STUFF
SEE KENNEDY EAGER TO HIT WAR-AID BILL

The Neighbors

by George Clark

"I think it's wonderful that I know people who stay so young. And I think you're just plain nuts."

(Continued on following page)
FEDERAL BUREAU OF INVESTIGATION
FOIPA DELETED PAGE INFORMATION SHEET

2

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61 - 7721 - 1885
came in with a and inquired if arrangements could be made to take them thru on a tour. Upon advice from a special tour was arranged.

stated that he had talked with Joseph Kennedy who is very close to and told him that he should try to get over and go thru the Bureau and that he hoped if Mr. Kennedy came in the Director would find a moment to say hello to him. cek

I will be glad to see them.

RECORDED & INDEXED 62-2703-91
44-2-3234
FEDERAL BUREAU OF INVESTIGATION
JUN 15 1927 P. M.
U. S. DEPARTMENT OF JUSTICE
SEP 12 1927
MEMORANDUM FOR MR. TOLSON

from

MR. NICHOLS

September 22, 1953

On Saturday, September 19, former Ambassador Joseph P. Kennedy called me from his home at Hyannis Port, Massachusetts, and stated he had been to see [redacted] and that he had recently written attacking and criticizing the FBI in civil rights cases. Ambassador Kennedy stated he believed he had completely straightened the facts out as to the facts in this matter and that [redacted] would, no doubt, in the near future contact Mr. Nichols of the Bureau as it seemed to be desirable of dropping the matter and making his peace with the FBI. Ambassador Kennedy stated he thought it might be well for Mr. Nichols to see [redacted] and that he would endeavor to contact him. I thanked Mr. Kennedy for his interest in this matter.

Very truly yours,

John Edgar Hoover
Director

All information contained herein is unclassified.

Date 12/16/62 by [redacted]

Recorded 25

Indexed 25

Sent from D. O.

Date 7/22/62

Time 7:00 P.M.

By [redacted]

337

(7 SEPT 62)
Federal Bureau of Investigation  
United States Department of Justice  
Washington, D.C.  
June 25, 1938  
MEMORANDUM FOR MR. CLEGG

During my stay in England, while attending the course for Detective Inspectors and Sergeants at Hendon, members of the American Embassy at Grosvenor Square, were extremely courteous.

Shortly after my arrival, Mr. Franklin C. Gowen contacted me through Chief Constable John E. Horwell, and invited me to call at the Embassy. I called upon Mr. Gowen in the afternoon and at that time presented him with a card from Mrs. Ruth Shipley, Chief, Passport Division, State Department, who is a personal friend of his.

Mr. Gowen introduced me to Consul General Douglas Jenkins and made arrangements for a luncheon on the following day. He also insisted that I join him at a formal premiere showing at the Empire Theatre the next evening, which invitation I accepted, and that evening I attended the Theatre with Consul General Jenkins, Mrs. Jenkins and Mr. Gowen. I attended Mr. Gowen's luncheon at the American Club, 95 Piccadilly, and met his guests, Sir Ernest Hordernes, Permanent Under-Secretary of State in charge of Aliens; Colonel Scanlon, United States Air Attache for London and Mr. Catlett, former President of the American Chamber of Commerce at London. Mr. Douglas Jenkins was also in attendance. The conversation during the luncheon was largely focused on the Bureau and the wonderful work of the Director.

During my attendance of the course at Hendon, it was impossible to see Mr. Gowen or members of the Embassy but I learned that he had kept in touch with the Yard to ask of my welfare. Subsequent to the course, I contacted Mr. Gowen by telephone and met a friend of his, Mr. Dowrick, Manager of the American Express Office in London, who rendered assistance in arranging for my departure. I later called upon Mr. Gowen at the Embassy at which time he congratulated me upon the highly successful completion of the school and upon the appropriate remarks made at the formal farewell gathering for Messrs. Harry Battley and A. Wallakes at New Scotland Yard.

He introduced me to Ambassador Joseph Kennedy at which time I expressed the Bureau's appreciation for the assistance of the State Department. Mr. Kennedy, at that time, instructed Mr. Gowen to prepare a very cordial letter to The Right Honorable Sir Samuel J. C. Hoare, Bt., C.C.S.I., G.B.E., C.M.G., M.P., Secretary of State, thanking him for the many courtesies extended the representative of the FBI. He instructed Mr. Gowen to make it more than a thank you note and to include the names of those persons responsible for making the visit a success.

While at the Embassy I also called upon Consul General Jenkins to...
thank him on the Director's behalf for the many courtesies extended.

On the evening of June 7, 1938, I afforded Mr. Gowan a seven course dinner as a further token of our appreciation for his services. Mr. Gowan advised me that he was positive a letter would be directed to Mr. Cordell Hull advising him of the highly successful visit of the representative of the FBI to Scotland Yard and of the warm feeling of friendship which was created by this visit.

I arrived at Southampton preparatory to sailing on the SS President Roosevelt and Vice Consul Paul Cameron Keddie was there to meet me and render any assistance possible.

It is suggested that a letter of appreciation be prepared for the Attorney General's signature and directed to Mr. Cordell Hull, advising him of the services of the members of the American Embassy in London. This letter is prepared and attached.

Respectfully,

Enclosure
July 5, 1934

The Honorable,
The Secretary of State,
Washington, D.C.

My Dear Mr. Secretary:

I have been advised by Mr. J. Edgar Hoover, Director, Federal Bureau of Investigation, that Special Agent _, who has just returned from attendance at the school for Detective Inspectors and Sergeants, conducted by the Metropolitan Police Department of New Scotland Yard, London, England, was afforded every courtesy by the Ambassador, Mr. Joseph Kennedy; the Consul General, Mr. Douglas Jenkins; and Mr. Franklin C. Goosen, American Consul at London.

Mr. Goosen exercised not only his official influence but gave his personal attention to assure that _ received every consideration. Through his previously established close relationship with the Metropolitan Police Department at New Scotland Yard, Mr. Goosen was able to render valuable aid.

I do want to thank you for this most excellent assistance.

With kind regards,

Sincerely yours,

Attorney General.
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62 - 42615 - 25
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62 - 49765 - 3-9
After HAMLIN left office the end of August 1933 KELLEY was Acting District Supervisor until FITZGERALD'S temporary appointment as District Supervisor of the Bureau of Industrial Alcohol on 10/5/33.
FITZGERALD had formerly operated a saloon in Boston. He was the brother of JOHN F. FITZGERALD, formerly Mayor of Boston, and related by marriage to JOSEPH KENNEDY, present Ambassador to England. About the time that FITZGERALD was appointed, KENNEDY and JAMES ROOSEVELT, son of the President, took a trip to England together, and the appointment of FITZGERALD was reputed to be based partly upon his
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Memorandum for the Director:

Re:

In accordance with your request, the following information is submitted concerning the above individual.