

STANDARD FORM NO. 14A  
APPROVED BY THE PRESIDENT  
MARCH 10, 1926

1 Ku  
**TELEGRAM**

4 OFFICIAL BUSINESS—GOVERNMENT RATES

George Palmer Putnam  
Paramount Pictures Distributing Corp.  
Paramount Building  
Times Square  
New York, N. Y.

James not here Regards

EARLY

FROM

The White House  
Washington

Jd C  
922a  
March 28, 1933

U. S. GOVERNMENT PRINTING OFFICE: 1933

PPF 960

# TELEGRAM

## The White House Washington

34 WU JM 35 D.L. 10223am

New York, April 5, 1933.

Col. Louis McH. Howe,  
Secretary to the President:

Would it be possible to arrange three minute interview for me with the President tomorrow, Thursday, or Friday preferably the latter. Please wire collect Seymour Hotel, fifty West Forty Fifth street, New York City. Thank you.

Amelia Earhart.

PTF  
960

STANDARD FORM NO. 14A  
APPROVED BY THE PRESIDENT  
MARCH 10, 1926

# TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

FROM

The White House  
Washington

U. S. GOVERNMENT PRINTING OFFICE: 1922

4/8

Amelia Earhart  
Seymour Hotel  
50 W 45th St  
N Y City

BRIEF INTERVIEW AS REQUESTED ARRANGED FOR WEDNESDAY TWELFTH AT THREE THIRTY  
PLEASE ADVISE

M H McIntyre, Secretary to the President.



STANDARD FORM NO. 14A

APPROVED BY THE PRESIDENT

MARCH 10, 1926

13 *you*  
**TELEGRAM**

OFFICIAL BUSINESS—GOVERNMENT RATES

4/8

[1933]

~~Amelia Earhart~~  
~~Seymour Hotel~~  
50 W 45th St  
N Y City

BRIEF INTERVIEW AS REQUESTED ARRANGED FOR WEDNESDAY TWELFTH AT THREE THIRTY  
PLEASE ADVISE

*4 w  
OK 13  
623p*  
M H McIntyre, Secretary to the President.

FROM

The White House  
Washington

PPF

960

U. S. GOVERNMENT PRINTING OFFICE: 1925



~~TOP SECRET~~  
~~CONFIDENTIAL~~  
~~DOE~~

GEORGE PALMER PUTNAM  
PARAMOUNT BUILDING, NEW YORK  
PHONE CHICKERING 4-7040

G-N-h-s  
JPF  
960  
h

May 19, 1933

Dear Doc:

Here's the memorandum. I tried to get hold of Vidal today but failed. I actually believe that the immediate savings he has mapped out and already discussed tentatively with the President come nearer to ten million dollars than the four million which I have included in this memorandum.

The essence of the whole matter is that it would be swell if the President could possibly give Gene Vidal ten minutes. Entirely aside from Gene's candidacy, which is of secondary importance, Vidal does understand the whole aeronautical situation better, I honestly believe, than any other person. And he has honesty and vision which the President likes, together with practical experience.

Another important factor is that the aeronautical industry as a whole is sitting around chewing its finger-nails. I personally know of several important projects which are hanging fire during this period of uncertainty. There are hundreds of thousands of dollars worth of orders holding up until the boys spending the money know at least a little about what is going to happen -- who is going to run things, and how.

Politically and common-sensably, a prompt appointment would help a lot. I am told definitely that Young, the held-over Assistant Secretary of Commerce for Aviation, is quitting, now convinced that he is going out on his ear anyway. That would be the ideal time to put in a new man, even though the nature of the job is going to be entirely changed if, as, and when the Department of Transportation takes form.

This boy Vidal is good. He knows his stuff. He is honest; he is not tied-up with any interests, and he is able to see ahead. You will not regret any help you can give him.

Sincerely,

GP

Basil O'Connor, Esq.,  
120 Broadway, X  
New York City.



In Decmeber, at Hyde Park, F.D.R. in connection with discussion of aviation matters, outlined his plans for a general transportation authority.

Subsequently, as requested by F.D.R., Gene Vidal compiled a report on commercial aviation in general and the air mail subsidy in particular. This report contained proposals, particularly effecting immediate economies in mail subsidies and administrative expenses.

F.D.R. again saw Vidal at Warm Springs and went over with him the report. He instructed Vidal to present the report to Roper and to make himself available as a helper to Roper in connection with aeronautical matters.

Vidal did as instructed. The report was taken. Subsequently Vidal on several occasions offered his services to Roper. Nothing happened.

Now it develops that Vidal's report apparently got into the hands of Egerton, a Roper assistant. Apparently the report was never presented to Roper's Advisory Committee. However, Vidal's findings have been made the basis of discussions under way. It would appear that Egerton himself has adopted the meat of the report, without really comprehending its details.

It is understood Egerton actively seeks the air job himself, although he has no commercial aeronautical experience. He was formerly a subordinate in the Post Office Department, with but a rudimentary knowledge of the air operators' problems.

Some time ago it was urged that Vidal be appointed in the Department of Commerce to replace Colonel Young, even though such post would be but temporary. As exemplified in Vidal's report and previously made clear orally, Vidal then would be in a position to work from the inside out and to render incalculable aid to Roper etal in the necessary reorganizations.

On this head Vidal can save not less than four million dollars, to be followed by far greater economies, and without dislocating the operation of the commercial air lines or air mail service.

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It is represented that the transportation group, as now being prepared, does not follow the lines believed to be intended by F.D.R. in his original conception. The whole plan as it is now apparently developing will be a puny make-shift presided over by people of small calibre.

One definite fault in the aeronautical set-up, as now developing, is that it apparently does not include air mail administration. Obviously the air mail subsidy is the basis of the whole problem, which should be under the same authority as the rest of air transport.

It is urged that Gene Vidal be given the opportunity to report briefly on the above directly to F.D.R.



AMELIA EARHART

PPF

960

April 23, 1933

My dear Mrs. Roosevelt;

It was good of you  
to invite Mr. Putnam and me to  
stay at the White House. We en-  
joyed everything connected with our  
visit, from sampling Dolly Madison's (?)  
crab chowder, to flying to Baltimore  
to see the "silly lights."

A portion much of our  
pleasure came from being with  
our hosts. Thank you for giving  
us so much of your gracious self  
in addition to all else.

Sincerely yours

Amelia Earhart

Pge. 4-y.



November 3, 1933.

P.P. 7.  
960

Dear Mr. Putnam:

I am perfectly delighted to have  
the cover which your wife carried on  
her solo flight. It is a grand  
addition to my collection, and it was  
more than good of you to think of me.

My best wishes to you both. I  
hope I shall have the pleasure of  
seeing you sometime soon.

Very sincerely yours,

George Palmer Putnam, Esq.,  
Rye, New York.

#

P.P. 7-966

X  
P.P. 7.  
37-P



GEORGE PALMER PUTNAM

RYE, NEW YORK

PHONE RYE 36

October 25, 1933.

My dear Mr. President:

A little story in the Times this morning  
is headed: "PRESIDENT, ILL WITH COLD, SORTS STAMP COLLECTION".

Which reminds me that for a long time Miss  
Earhart and I have felt perhaps you might be interested in  
having in your collection one of the very few remaining stamped  
envelopes which she carried across the Atlantic on her solo  
flight last year. It is postmarked "New York" at this end and  
"Londonderry" at the other. Please accept it with Amelia's  
salutations and my own.

Sincerely,

*GP Putnam*

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

November 14, 1933.

P. P. F.

960

Dear Amelia:

That is a nice article about  
Vidal and, because it comes from the  
Herald-Tribune, is high praise  
indeed!

Very sincerely yours,

Miss Amelia Barhart,  
Locust Avenue,  
Rye, New York.



AMELIA EARHART



Locust Avenue,  
Rye, New York.

November 5, 1933.

Dear Mr. President:

Returning to-day from an extensive lecture junket in the Middle West, I have read with special interest the enclosed article from to-day's New York Herald Tribune. Because I ventured to urge upon you the desirability of appointing Gene Vidal, I am naturally delighted to find a Republican paper giving such praise to what Vidal is already accomplishing. I am sure that all of us in aviation are increasingly appreciative of what you have done for the industry by placing the destiny of its commercial activities in competent hands.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Amelia Earhart". The signature is fluid and cursive, with a long horizontal stroke at the end.

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

# Operating Changes Effected by E. L. Vidal, Newly Appointed Director of Government's Branch; All-Night Lighting on Routes Is Reinstated; Savings Made in Plane and Inspection Costs

By C. B. Allen

Although Eugene L. Vidal has been at the head of the aeronautics branch, Department of Commerce, but a few weeks he already has accomplished the feat of reorganizing the government's supervisory and regulatory control of commercial flying in such fashion that its administration will cost the taxpayers only \$5,100,000 in the current fiscal year as compared to an expenditure of \$7,600,000 for the year 1932-'33.

What is even more phenomenal, and of vital interest to the aviation industry, is that, despite this \$2,500,000 saving, he has found it possible to restore all-night operation of the country's lighted airways and other aids to air travel which, for purposes of "economy," had been curtailed or threatened with abolition prior to his tenure of office.

## Duplicated Work Eliminated

These achievements have been effected through departmental shake-ups and consolidations which eliminated overlapping functions and duplication of work within the aeronautics branch. The latter abuses, Mr. Vidal believes, were a logical result of the somewhat mushroom manner in which this branch of the Department of Commerce has grown up during its short but extremely active life and might have gone on undetected for years in times when so much emphasis was not being laid on retrenchment.

"You do a lot more thinking when you discover that you have less money to spend," he says. "It's just like a business, the way I look at it, and you've got to run it that way if you want to get anywhere."

Most sweeping of the changes made in the aeronautics branch by Mr. Vidal, immediately after President Roosevelt dictated his appointment to that position over numerous rivals, was the reorganization of its three former general divisions—airways, development and regulation—under the head of air regulations and navigation aids. Mr. Vidal already had been busy figuring out how to save money in the regulation division (which he headed during the "doldrum" months of indecision and uncertainty while politicians were clamoring for the directorship plum) and, though he cut yearly expenditures there from \$1,100,000 to \$650,000, the revamping of the entire department opened up much wider fields for his retrenchment talent.

## Cites Cost Cut Problem

"The first three-quarters of a saving that you know you've got to make is easy," he said. "It's the last 25 per cent that's really difficult—bearing in mind all the time that you must economize yet come out of the battle with an organization that will function more efficiently than before."

One of Mr. Vidal's first major economies was to discontinue an overhaul and repair base that the aeronautics branch had maintained at Washington to care for its planes—ships that, by the very nature of the department's activities, normally were distributed all over the United States. Now, instead of bringing such craft all the way to the capital when they need attention—with attendant expense for fuel and oil as well as traveling and waiting-around costs incurred by the pilot—planes that are actually needed in this branch of the government service will henceforth be kept in condition by commercial flying services in the districts where they are located out of a maintenance allowance made each year to the supervising inspector in that area. The latter, of course, must give a strict accounting of his expenditures and is interested in making a good showing for himself by keeping down expenses, at the same time the local aircraft industry will benefit from the government patronage involved and repairs be effected at a fraction of the previous cost.

view, since the latter's experience in aviation has been limited to that of the strictly reduced-budget variety. As a vice-president of the late Ludington Air Lines, Mr. Vidal was one of the few aviation executives in America to "get by" with the operation of an air line unsupported by government mail subsidies, and his wits have been sharpened by necessity in the matter of cost-cutting and the elimination of uneconomic methods. At the moment this is working out to the advantage and satisfaction of air line operators, who will continue to get as good or better service, as they have in the past, from the Department of Commerce, and at less cost to the country. But if Mr. Vidal ever is called upon to exercise his talents in an analysis of the methods and costs of these same air lines, the chances are some of them would be very much annoyed, not to say alarmed.

That the new director of aeronautics has the courage to go into any situation which he thinks calls for action on his part was pretty clearly indicated recently before the arbitration board, attempting to settle a wage dispute between the air line operators and their pilots. Mr. Vidal, himself a pilot of years standing, appeared at one of the arbitration hearings and expressed the flat conviction that he believed the pilots were wrong in attempting to hold out for mileage pay instead of pay by the hour in a transportation industry where travel speeds are changing as rapidly as they are in aviation. He was just as emphatic in refuting the pilots' argument that there is more hazard in flying the newer, speedier passenger planes than those now being replaced by them.

## Calls Modern Ships Safe

"The new ships are as safe or safer than the old ones," he said. "If they weren't the Department of Commerce wouldn't license them to fly."

As to the aeronautics branch program for the future, Mr. Vidal says one of his first concerns will be a profound revision of the department's weather-gathering teletypewriter circuits, which supply invaluable operating data to the air lines. It costs about \$650,000 a year to operate this aviation aid under its present set-up.

"We intend to establish a comprehensive national teletype system instead of the present unco-ordinated circuits which parallel the country's air lines," he said. "Roughly speaking, there will be two lines up and down the Pacific Coast, two in the Mid-West and two on the east coast, all paralleling each other and tied together by either two or three transcontinental circuits. That will give a comprehensive weather information service for the entire country and it can be done for approximately \$200,000 a year less than we are now paying."

Mr. Vidal also has ideas about private flying and the "little fellows" in aviation as well as the big operators.

He already has taken some steps to make things easier for the former, issuing instructions to inspectors in the field to help them whenever they can with their problems rather than watching for a chance to slap them with a fine for some minor infraction of the flying regulations. It is the duty of the aeronautics branch not only to supervise and regulate commercial aviation, he says, but to foster it in every way possible.

Finally, Mr. Vidal is a believer in the "silver" airplane as a solution for the paradoxical situation whereby this country has twice as many pilots as planes. He says he has located a responsible manufacturer who will turn out weather-proof stainless steel light airplanes of a "fool-proof" type which will sell at \$600 to \$700 and be as little trouble to care for as an automobile. He intends sending a questionnaire to all pilots holding Department of Commerce licenses to find out how many of them would buy such an airplane if it were on the market. If enough are interested in the machine, production will follow.

#### Flying Own Plane

Many of the aeronautic branch planes—it boasts about sixty ships in all—were put into dead storage at Army or other hangars, where they could be kept free of charge when the Washington base was abolished. Included among these was a tri-motored Ford, previously used by the director of aeronautics at an annual cost of \$24,000, and two small Stinson cabin monoplanes, now being only "staff" ships at Washington. When Mr. Vidal needs to go anywhere an air line will not land him he takes one of these ships and flies it himself.

Another of Mr. Vidal's reforms that is saving the government thousands of dollars a year was the discontinuance of the old "itinerary" system for the department's inspectors. It was found that this had assumed somewhat junket proportions, with fourteen days of every month devoted to flying rounds of the inspectors' territory, whether there was any necessity for such visits or not, and two inspectors often traveling together—ostensibly to support each other's judgment when decisions had to be made. Now the supervising inspector in each district has travel, gasoline and repair budgets allotted him, and expenditures not only must be kept within these figures but must be shown to be justified as legitimate costs incurred attending to government business.

#### Experienced Line Operator

A President intent upon drastic reduction of governmental costs probably could have made no better choice for director of aeronautics in the Department of Commerce than "Gene" from a background point of



P. P. F.

960

January 18, 1935

My dear Miss Earnhart:

I am pleased to send you this message of congratulations. You have scored again.

By successfully spanning the ocean stretches between Hawaii and California, following your triumphant trans-Atlantic flight of 1928, you have shown even the "doubting Thomases" that aviation is a science which cannot be limited to men only.

Because of swift advances in this science of flight, made possible by Government and private enterprise, scheduled ocean transportation by air is a distinct and definite future prospect.

The trail-blazers who opened to civilization the vast stretches of this Continent of ours, who moved our boundary from the Atlantic to the Pacific, were inspired and helped by women of courage and skill. From the days of these pioneers to the present era, women have marched step in step with men. And now, when air trails between our shores and those of our neighbors are being charted, you, as a woman, have preserved and carried forward this precious tradition.

Very sincerely yours,

Miss Amelia Earnhart,  
Oakland, California.

dj

STANDARD FORM NO. 14A  
APPROVED BY THE PRESIDENT  
MARCH 10, 1926

# TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

FROM

The White House  
Washington

January 18, 1935

U. S. GOVERNMENT PRINTING OFFICE: 1934

DAY LETTER

Mayor of Oakland

Oakland, California

Presidential letter of greeting airmailed you tonight special delivery  
Should arrive tomorrow afternoon about 8:45 stop Will you please use this  
at dinner and then present to Miss Earhart

STEPHEN EARLY  
Assistant Secretary to the President

STANDARD FORM No. 14 A  
APPROVED BY THE PRESIDENT  
MARCH 10, 1926

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# TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

FROM The White House  
Washington

January 18 1935

U. S. GOVERNMENT PRINTING OFFICE: 1934

DAY LETTER

Mayor of Oakland  
Oakland California

PPF 960

Amelia  
Impossible for President broadcast Earhart tribute stop He will  
send personal message to Miss Earhart occasion testimonial dinner stop  
Please advise Gleeson KTAB and Womens Committee Testimonial Dinner

STEPHEN EARLY  
Assistant Secretary to the President



# TELEGRAM

*Howe & Howe*

The White House  
Washington

11PO MO 76 6:54p.m.

Oakland, Calif. Jan. 17, 1935

Mr. Louis McHenry Howe,

The White House.

Have just wired official invitation to President to speak over nation wide hookup on occasion of official testimonial dinner honoring Miss Earhart Saturday evening. This invitation was delayed because of Senator McAdoo's absence. State Committee in charge of arrangements. Many notable guests including Hoovers. Speakers are Governor Merriam, presidents of universities, Gordun Sproul and Ray Lyman Wilbur and Governor Poindexter of Hawaii. Understand that arrangements for hookup are complete in Washington.

Womens Committee Testimonial Dinner.

# TELEGRAM

## The White House Washington

10PO MO 88 6:49p.m.

Oakland, Calif. Jan. 17, 1935

The President,

The White House.

Miss Earhart has chosen to return to Oakland the landing place of her recent epochal flight for a dinner to receive the congratulations of her admirers. She has asked that this occasion be made her official welcome. Committees representing the governmental, educational and business interests of the state of California have united to honor her. This committee's greatest desire is to have the President of the United States speak over a nation wide hookup to Miss Earhart on this occasion Saturday evening January nineteenth.

Mayor of Oakland, On Behalf Womens Committee  
Testimonial Dinner.

*Mr Earhart*

# TELEGRAM

62WUD 85-91 5 Ex

## The White House Washington

Oakland Calif Jan 17 1935

*Mac  
Gleeson*  
Colonel McHenry Howe

The White House

As chairman of Broadcasting Committee for the country's official tribute dinner to Miss Amelia Earhart to be given Saturday night in Oakland California we desire the President's participation in the broadcast of this affair through the Columbia Broadcasting system Mayor McCracken of Oakland is wiring the President direct extending Oakland's official invitation to participate .Please wire me immediately by Western Union on his acceptance and how much time he will use on the program broadcast to start eight thirty pm Pacific Standard Time best personal regards.

x W L Gleeson  
x KTAB 1404 Franklin Street.

625p-d

x 136 *1936 National Broadcasting Folder*



LAW OFFICES OF  
**BRICE CLAGETT**  
SOUTHERN BUILDING  
WASHINGTON, D. C.

January 17, 1935

Hon. Marvin McIntyre  
Secretary to President  
White House  
Washington, D. C.

Dear Mac:

In the absence of Senator McAdoo from the city, his office and a very large number of prominent people in California have asked me to urge the President to send a message of greeting to Mayor Wm. J. McCracken of Oakland, California, to be read at a testimonial dinner to be given this Saturday night beginning at 8 P. M. at Oakland, California, in honor of Amelia Earhart and in celebration of her completion at Oakland of her non-stop solo flight from Honolulu. I am informed that the Governor of California and a number of Mayors, university presidents, and other prominent men accepted invitations to this dinner. The committee in charge, headed by Mayor Wm. J. McCracken, is also anxious to have Secretaries Dern and Swanson designate officers to represent them at the dinner, but this latter question is being taken up with them directly. I also understand that former President Hoover will attend the dinner.

I therefore urge that the President send such a message directed to Mayor Wm. J. McCracken, Oakland, California.

I would appreciate very much being advised at the earliest possible time of his decision in this matter.

Very truly yours,

*Brice Clagett*

Brice Clagett<sub>x</sub>

BC/o

TELEGRAM

*file*

The White House  
Washington

DAY LETTER

January 19 1935

William J. McCracken,  
Mayor of Oakland  
Oakland, California

Just advised that airmail plane grounded and  
Earhart letter cannot reach you in time for use tonight stop  
Am making arrangements from here so at least a photograph of  
the letter will be in your hands in ample time comma despite  
mail delays stop Am giving copies of letter and photographs  
of same to the press for release when you read it tonight  
When original letter is received will you please give or forward  
it to Miss Earhart.

x 94

STEPHEN EARLY



January 18, 1935

My dear Miss Earhart:

I am pleased to send you this message of congratulations. You have scored again.

By successfully spanning the ocean stretches between Hawaii and California, following your triumphant trans-Atlantic flight of 1928, you have shown even the "doubting Thomases" that aviation is a science which cannot be limited to men only.

Because of swift advances in this science of flight, made possible by Government and private enterprise, scheduled ocean transportation by air is a distinct and definite future prospect.

The trail-blazers who opened to civilization the vast stretches of this Continent of ours, who moved our boundary from the Atlantic to the Pacific, were inspired and helped by women of courage and skill. From the days of these pioneers to the present era, women have marched step in step with men. And now, when air trails between our shores and those of our neighbors are being chartered, you, as a woman, have preserved and carried forward this precious tradition.

Very sincerely yours,

Miss Amelia Earhart,  
Oakland, California.

pls



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86.

LAW OFFICES OF  
**BRICE CLAGETT**  
SOUTHERN BUILDING  
WASHINGTON, D. C.

February 5, 1935

PERSONAL

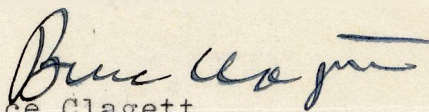
Mr. Stephen Early  
Secretary to President  
White House  
Washington, D. C.

Dear Steve:

While I suppose it is of no particular importance now, nevertheless, I want you to know that in urging recently on you that the President send telegraphic greetings to the Earhart Testimonial Dinner at Oakland, California, I did so solely because of urgings from the Mayor of Oakland, and others whom I knew in and around San Francisco, and without the slightest knowledge that the thing was a publicity stunt arranged by some Hawaiian sugar company.

I send you herewith for your personal information a copy of a letter from me to the young man, a great admirer of the President's who first communicated with me on the subject. I feel sure he was as guiltless as most of the others who arranged the affair.

Very truly yours,

  
Brice Clagett

BC/o  
Enc.

February 5, 1935

PERSONAL

Mr. O. R. Angelillo  
Registrar, Land Office  
Oakland, California

*Earhart, Amelia*

Dear Angie:

I have just received a letter from Mrs. Sturgis, "Chairman of the Women's Earhart Testimonial Committee" thanking me for assistance in helping to get the President to send greetings and the Secretaries of the War and Navy Departments to send personal representatives to the Earhart celebration at Oakland.

You understand, of course, that whatever I did or think has nothing whatever to do with Senator McAdoo with whom I have never discussed the subject. I merely did what I could because of his absence at the time from Washington.

While there is nothing whatever to do, and the whole subject should not even be discussed, nevertheless I think that you, who interested me in the matter, ought to know that there is some feeling here as a result of the subsequent disclosure that the whole thing was a publicity stunt and Miss Earhart was paid for the flight by some sugar company in Hawaii.

Very truly yours,

Brice Clagett

*X*

BC/o

Copy sent to Mr. Stephen Early  
White House



# R A D I O G R A M

CLASS OF SERVICE DESIRED		
DOMESTIC	FOREIGN	
Rush Message	Full Rate	
Day Letter	Deferred (LCO)	
Night Message	Radio Letter (NLT)	
Night Letter		
SHIP RADIOGRAM		

## Mackay Radio

THE INTERNATIONAL SYSTEM

Commercial  
Cables



All America  
Cables

Postal

Telegraph

CHECK
RECEIVER'S NUMBER
TIME FILED

Send the following radiogram "VIA MACKAY RADIO"  
subject to the terms on back hereof, which are hereby agreed to:

DCC-8

VIA MACKAY RADIO OAKLAND CALIF

COPY

RADW64 197 DL COUNT COLON 1/58

MISS VERA WARD

SECY TO SENATOR WILLIAM GIBBS MCADOO

RETEL PROGRAM ARRANGED AS FOLLOWS: DINNER BEGINS EIGHT OCLOCK STOP COLUMBIA BROADCASTING SYSTEM ARRANGE FOR COAST TO COAST BROADCAST STOP GREETINGS BY PRESIDENT EXPECTED STOP RADIO GREETINGS GOVERNOR POINDEXTER HAWAII STOP GREETINGS GOVERNOR CALIFORNIA STOP SPEECH PRESIDENT GORDON SPOULE UNIVERSITY CALIFORNIA STOP DR RAY LYMAN WILBUR PRESIDENT STANFORD UNIVERSITY STOP REMARKS MR HERBERT HOOVER STOP SPEECH MRS AURELIA REINHARDT STOP MCADOO TO INTRODUCE MISS EARHART STOP THIS ONLY DINNER TO BE HELD COMMEMORATING FLIGHT STOP PRESIDENTS ALL STATE ORGANIZATIONS REPRESENTED STOP INDUSTRIAL FINANCIAL AND COMMERCIAL LEADERS BAY AREA ACCEPTED STOP DINNER INVITATIONAL STOP WOULD DESIRE REMARKS FROM SECRETARY OF WAR AND SECRETARY OF NAVY UNDERSTAND COLUMBIA BROADCASTING SYSTEM WILL CONTACT YOU STOP COMMITTEE MOST ANXIOUS CHIEF FLY AND ATTEND DINNER IN PERSON MISS EARHARTS FRIENDS DESIRE CHIEF BECAUSE HIS FLYING EXPERIENCE STOP MISS EARHART FRIENDS DESIRE WAR AND NAVY DEPARTMENT BE PROPERLY AND OFFICIALLY REPRESENTED AND WOULD APPRECIATE ARMY AND NAVY BAND IF POSSIBLE AT AIRPORT TO GREET MISS EARHART STOP THIS OCCASION CONSIDERED GREATEST OPPORTUNITY IN OAKLAND HISTORY STOP IS IT POSSIBLE FOR ARMY AND NAVY AVIATION TO ESCORT MISS EARHART TO OAKLAND STOP DINNER NOT LOCAL MATTER HAS DEVELOPED INTO NATIONAL AFFAIR ALL COOPERATING

ANGELILLO

FOR MESSENGER-RING THE POSTAL CALLBOX OR TELEPHONE NEAREST POSTAL TELEGRAPH OFFICE



# TELEGRAM

*7/10/35*

The White House  
Washington

*90 g 2L*  
*63* DAY LETTER *SR*

January 19 1935

William J. McCracken,  
Mayor of Oakland  
Oakland, California

*710u*  
*Jan-Eor!*  
*307*

Just advised that airmail plane grounded and  
Earhart letter cannot reach you in time for use tonight stop  
Am making arrangements from here so at least a photograph of  
the letter will be in your hands in ample time comma despite  
mail delays stop Am giving copies of letter and photographs  
of same to the press for release when you read it tonight stop  
When original letter is received will you please give or forward  
it to Miss Earhart.

STEPHEN EARLY

PRE 960

STANDARD FORM No. 14A

APPROVED BY THE PRESIDENT

MARCH 10, 1926

329 out  
**TELEGRAM**

OFFICIAL BUSINESS—GOVERNMENT RATES

DAY LETTER

Mayor of Oakland

Oakland, California

Presidential letter of greeting airmailed you tonight special delivery  
Should arrive tomorrow afternoon about 5:45 stop Will you please use this  
at dinner and then present to Miss Earhart

STEPHEN EARLY

Assistant Secretary to the President

FROM

The White House  
Washington

January 18, 1935

U. S. GOVERNMENT PRINTING OFFICE: 1934

2-10-5-NW-26 PM

P 960  
P 7

June 3, 1935.

Dear Mr. Brisbane:-

The President appreciates  
very much your having told him what Amelia  
Earhart said.

He asks me to send you  
his thanks and his best wishes.

Very sincerely yours,

M. A. Le Hand  
PRIVATE SECRETARY

X# 1405-  
P 7  
Arthur Brisbane, Esq.,  
235 East 45th Street,  
New York, N. Y.



ARTHUR BRISBANE  
235 EAST 45TH STREET  
NEW YORK

*Message -  
to thank him -*

May 29, 1935.

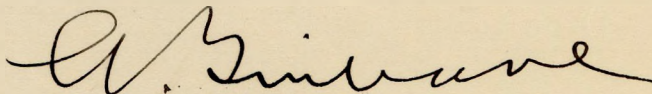
My dear Miss Le Hand:

I thought the President might be interested, and I am sure you would be interested in something that Amelia Earhart, at a dinner given to her last night, said about President Roosevelt. I asked her "What do you think of President Roosevelt?" And this, as nearly as I can recall it, and I think it is verbatim, was her answer: "I think he is the first man to recognize and deal with the problem of the obscure man in the face of capitalist government. He is the only man that has had the courage to recognize conditions and act boldly. "

I think an intelligent compliment from such a woman as Amelia Earhart is worth having, even for a President of the United States, so I send this one along.

No need to acknowledge this letter.

Sincerely,

  
Arthur Brisbane.

Miss Margaret LeHand,  
Secretary, President Roosevelt,  
White House,  
Washington, D.C.

On August 1st, 1935, the President advised the following of their appointments to the Advisory Committee of the National Youth Administration.

BORCHARDT, MISS SELMA M., Vice Pres.,  
American Federation of Teachers,  
1741 Park Road, N.W.,  
Washington, D.C.

BETHUNE, MISS MARY M.,  
1673 East 81st St.,  
Cleveland, Ohio.

BERLE, Jr., ADOLPH AUGUSTUS,  
70 Pine St.,  
New York, N.Y.

DENNISON, HON. HENRY  
Framingham, Mass.

CUNNINGHAM, GLENN  
Bonners Ferry, Idaho

BROWNLOW, HON. LOUIS  
850 E. 58th St.,  
Chicago, Ill.

BRAUCHER, HOWARD S., Sec.,  
National Recreation Assoc.,  
315 - 4th Ave.,  
New York, N.Y.

BOYDEN, DR. FRANK L., Headmaster.  
Deerfield Academy,  
Deerfield, Mass.

JOHNSON, DR. MORDECAI, Pres.,  
Howard University,  
Wash., D.C.

JUDD, DR. CHARLES H., Director,  
School of Education,  
University of Chicago,  
Chicago, Ill.

HARRISON, GEORGE M.,  
Brotherhood of Railway & Steamship Clerks,  
Brotherhood of Railway Clerks Bldg.,  
Cincinnati, Ohio.

McCONNELL, RIGHT REV. FRANCIS J.,  
New York, N.Y. (460 Riverside Drive)

MACFADDEN, BERNARR,  
Macfadden Publishing Co.,  
New York, N.Y.

MORRISSEY, DR. ELIZABETH  
Prof. of Economics,  
College of Notre Dame of Md.,  
Baltimore, Md.

MURPHY, DONALD R.,  
Des Moines Register,  
Des Moines, Iowa.

McINERNEY, THOMAS J.,  
Grange League Federation,  
Ithaca, New York.

TARHART, MISS AMELIA  
Locust Avenue,  
Rye, N.Y.

FARRIER, KENNETH  
Farmers' Cooperative Store,  
Pembroke, Va.

GREEN, HON. WILLIAM E., Pres.,  
American Federation of Labor,  
Washington, D.C.

HILLMAN, SIDNEY, Pres.,  
Amalgamated Clothing Workers of  
America, New York, N.Y.

MAXIM, HIRAM PERCY  
American Radio Relay League,  
West Hartford, Conn.

SAMUELSON, MISS AGNES, Pres.,  
National Education Assoc.,  
Des Moines, Iowa.

THORNE, MISS FLORENCE,  
Director of Research,  
American Federation of Labor,  
Washington, D.C.

MOORE, REV. EDWARD R.,  
477 Madison Ave.,  
New York, N.Y.

ZOOK, DR. GEORGE F., Pres.,  
American Council on Education,  
Washington, D.C.

YOUNG, OWEN D.,  
120 Broadway, New York, N.Y.

WEGLEIN, DR. DAVID,  
Supt. of City Schools, Balto, Md.

SARGENT, MISS MAE K.,  
Bureau of Catholic Charities,  
Los Angeles, Calif.

LINDLEY, DR. F.H., Pres.,  
Univ. of Kansas; Lawrence, Kans.

THATCHER, MR. M.W.,  
403 Elm St., Chevy Chase, Md.

POE, DR. CLARENCE, Editor,  
Progressive Farmer, Raleigh, N.C.

POOL, RABBI DAVID de SOLA  
99 Central Park West, N.Y.C.

O'CONNOR, MISS JULIA,  
Trade Union League, Boston, Mass.

P.P. 7  
960



*X* THE WHITE HOUSE  
WASHINGTON *file*

August 5, 1936.

MEMORANDUM FOR THE PRESIDENT

You gave me a quotation  
from this for Stanley High but you  
did not acknowledge. Do you want  
to thank him?

G.

*900 - High fence*

GEORGE PALMER PUTNAM



2 West 45th Street,  
New York City.  
July 29, 1936.

My dear Mr. President:

The other day a prominent New Yorker in the course of an attack on the Administration said to me:

"Of every thousand dollars spent by the Government on relief, seven hundred goes for administration and only three hundred reaches the people for whom the money is actually intended."

What I have encountered lately in various parts of the country convinces me that an authoritative answer to that allegation would be of vital public interest.

Respectfully,

A handwritten signature in dark ink, which appears to read "G. P. Putnam", is written below the word "Respectfully".

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

X 444 + 444  
444-6 + 444-6 Miss



AMELIA EARHART

*Don't let we can at  
contact Mr. Putnam*

2 West 45th Street,  
New York City.

November 10, 1936.

Dear Mr. President:

Some time ago I told you and Mrs. Roosevelt a little about my confidential plans for a world flight. As perhaps you know, through the cooperation of Purdue University I now have a magnificent twin-motor, all-metal plane, especially equipped for long distance flying.

*Mr. Putnam and I*  
For some months ~~we~~ have been preparing for a flight which I hope to attempt probably in March. The route, compared with previous flights, will be unique. It is east to west, and approximates the equator. Roughly it is from San Francisco to Honolulu; from Honolulu to Tokio -- or Honolulu to Brisbane; the regular Australia-England route as far west as Karachi; from Karachi to Aden; Aden via Kartoon across Central Africa to Dakar; Dakar to Natal, and thence to New York on the regular Pan American route.

Special survey work and map preparation is already under way on the less familiar portion of the route as, for instance, that in Africa.

The chief problem is the jump westward from Honolulu. The distance thence to Tokio is 3900 miles. I want to reduce as much as possible the hazard of the take-off at Honolulu with the excessive over-load. With that in view, I am discussing with the Navy a possible refueling in the air over Midway Island. If this can be arranged, I need to take much less gas from Honolulu, and with the Midway refueling will have ample

gasoline to reach Tokio. As mine is a land plane, the seaplane facilities at Wake, Guam, etc. are useless.

This matter has been discussed in detail by Mr. Putnam with Admiral Cook, who was most interested and friendly. Subsequently a detailed description of the project, and request for this assistance, was prepared. It is now on the desk of Admiral Standley, by whom it is being considered.

Some new seaplanes are being completed at San Diego for the Navy. They will be ferried in January or February to Honolulu. It is my desire to practise actual refueling operations in the air over San Diego with one of these planes. That plane subsequently from Honolulu would be available for the Midway operation. I gather from Admiral Cook that technically there are no extraordinary difficulties. It is primarily a matter of policy and precedent.

In the past the Navy has been so progressive in its pioneering, and so broad-minded in what we might call its "public relations", that I think a project such as this (even involving a mere woman!) may appeal to Navy personnel. Its successful attainment might, I think, win for the Service further popular friendship.

I should add the matter of international permissions etc. is being handled very helpfully by the State Department. The flight, by the way, has no commercial implications. The operation of my "flying laboratory" is under the auspices of Purdue University. Like previous flights, I am undertaking this one solely because I want to, and because I feel that women now and then have to do things to show what women can do.

Forgive the great length of this letter. I am just leaving for the west on a



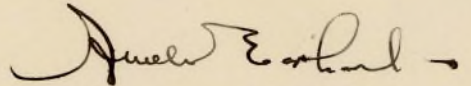
AMELIA EARHART

-3-

lecture tour and wanted to place my problem before you.

Knowing your own enthusiasm for voyaging, and your affectionate interest in Navy matters, I am asking you to help me secure Navy cooperation -- that is, if you think well of the project. If any information is wanted as to purpose, plane, equipment, etc., Mr. Putnam can meet anyone you designate any time any where.

Very sincerely yours,

A handwritten signature in dark ink, appearing to read "Amelia Earhart", followed by a small horizontal line.

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

P.S.- My plans are for the moment entirely confidential -- no announcement has been made.

16 November, 1936 ✓

Memorandum:

For:           The Chief of Naval Operations.

The attached letter was handed me this morning, together with the information that the President hoped the Navy would do what they could to cooperate with Miss Amelia Earhart in her proposed flight and that in this connection, contact should be made with her husband, Mr. Putnam.

Paul Eastedo.



#  
AMELIA EARHART

2 West 45th Street,  
New York City

November 10, 1936.

pr7.  
960  
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Forgive the great length of this letter. I am just leaving for the west on a lecture tour and wanted to place my problem before you.

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Very sincerely yours,

Amelia Earhart

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

P.S. - My plans are for the moment entirely confidential -- no announcement has been made.



*file  
personal*

GEORGE PALMER PUTNAM

2 West 45th Street  
New York City.  
November 20th, 1936.

PPF  
960

Dear Miss Tully:

Miss Earhart has asked me to thank you for the courtesy of your note of the 18th, with the memorandum regarding the Navy Department. She has already heard directly from Admiral Standley.

Sincerely yours,

*G P Putnam*

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

November 18, 1936.

Dear Miss Earhart:-

In Miss Le Hand's absence,  
I am forwarding you the enclosed memorandum  
which arrived after she had left for the  
South.

Very sincerely yours,

GGT.

Miss Amelia Earhart,  
2 West 45th Street,  
New York City,  
New York.

(Enclosure)



*file  
personal*

In reply refer to Initials  
and No.

NAVY DEPARTMENT  
OFFICE OF CHIEF OF NAVAL OPERATIONS  
WASHINGTON

17 November, 1936.

Memorandum for Miss. Le Hand:

The Navy Department already has been in touch  
with Mr. Putnam with regard to Miss Earhart's proposed  
flight.

I feel confident that everything will be done  
to assist her.

*Paul Bastedo*  
PAUL BASTEDO

STANDARD FORM NO. 14A

APPROVED BY THE PRESIDENT

MARCH 10, 1928

*840*  
**TELEGRAM**

OFFICIAL BUSINESS—GOVERNMENT RATES

Miss Amelia Earhart,  
Union Air Terminal,  
Burbank,  
California.

MAILING LETTER TO YOU TONIGHT REFERENCE YOUR WIRE

M. H. McINTYRE  
Assistant Secretary  
to the President

FROM

The White House  
Washington

January 11, 1937

U. S. GOVERNMENT PRINTING OFFICE 72682

PPF 760

*8 won  
O-7B  
7:35 pm*



# TELEGRAM

The White House  
Washington

15WUC 22 GOVT 8:12 p.m.

PPF  
960

Oakland, California, 4:50 p.m. March 17, 1937.

The White House;

Miss Earhart departed from Oakland Airport for Honolulu at  
four thirty-two Pacific time this date on her around-the-world  
flight.

W. T. Miller.

TELEGRAM

17WUAB 83

P. R. F. J.

960

The White House  
Washington

Make  
to take

file  
7 3/31

Tdf Oakland, Calif. 710pm Mar 17 1937

The President:

Miss Earhart, took off from Oakland, airport for Honolulu four thirty seven half pm Pacific time.. Aboard her plane were Paul Mantz, Captain Harry Manning, and Fred Noonan. Mantz leaves plane at Honolulu Noonan leaves plane at Howland Island and Manning leaves plane at Darwin Australia. Miss Earhart, took off into a fourteen mile wind utilizing one eight nine seven feet of run way. Take off time twenty five seconds. An excellent take-off on a muddy field in rain.

W.T.Miller.

1155p



# TELEGRAM

## The White House Washington

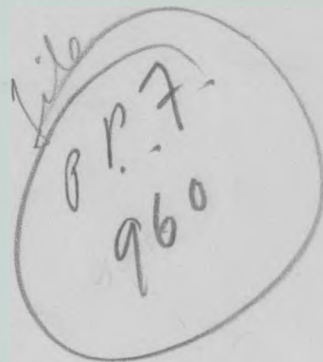
2WU. RA. 18- 1:08 p.m.

Los Angeles, California, July 18, 1937

Marvin H. McIntyre.

Is it possible to get action on my request? It means so much.

G. P. Putnam,  
Union Air Terminal Burbank, Calif.



750 Pm Sat.

THE WHITE HOUSE  
WASHINGTON

July 26  
file

7/20/37

MEMORANDUM FOR THE PRESIDENT

Gene Vidal has been in very close touch  
with the Earhart story, talking several times  
a day to her husband, Mr. Putnam. #

He has some very interesting sidelights  
and some speculations, which are probably true,  
as to what actually happened. You might find  
it interesting to spend 15 minutes with him.

M. H. M.

P.P. 7.  
960

Wue  
I would like to  
see him for 5 or  
10 minutes

Will be back  
July 26



STANDARD FORM NO. 14A  
APPROVED BY THE PRESIDENT  
MARCH 10, 1926

# TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GEORGE PALMER PUTNAM  
UNION AIR TERMINAL  
BURBANK  
CALIFORNIA

PLEASE HOLD CALL UNTIL TOMORROW WILL ADVISE

M. H. McINTYRE  
Secretary to the President

FROM

The White House  
Washington

AUGUST 24 1937

U. S. GOVERNMENT PRINTING OFFICE 131254

PPF

960

OK  
M H M