

PUTNAM, GEORGE PALMER 1933-1936
[HUSBAND of AMELIA EARHART]

LEWIS L STRAUSS PAPERS

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Tic for LLS Jan 27th [Putnam]

GEORGE PALMER PUTNAM

PARAMOUNT BUILDING, NEW YORK

PHONE CHICKERING 4-7040

RECEIVED

JAN 11 1933

Ans: _____

January 10, 1933

My dear Mr. Strauss:

The Explorers Club's annual dinner, to be held in New York on Saturday, the 28th, promises to be reasonably entertaining. At least there will be a grand gang there and I am shaping up what should be an interesting group at my own table.

Will you give me the pleasure of being my guest that evening?

Sincerely,

GP Putnam

Louis Strauss, Esq.,
Kuhn Loeb & Co.,
52 William Street,
New York City

January 11, 1933.

Dear Mr. Putnam:

Very many thanks for your invitation
to join you at the annual dinner of the
Explorers Club on the evening of the 28th.
I will certainly be on hand volente Deo.

Will you let me know further at what
time and where to meet you?

Sincerely yours,

G. P. Putnam, Esq.,
Paramount Building,
New York, N. Y.

my file
12-21-33

RECEIVED

JAN 21 1933

GEORGE PALMER PUTNAM

PARAMOUNT BUILDING, NEW YORK

PHONE CHICKERING 4-7040

Ans _____

January 20, 1933

Dear Mr. Strauss:

Mr. Putnam asks me to
remind you of the Explorers Club dinner, Saturday,
January 28th, at the Biltmore Hotel, at 7 o'clock.
He will meet you there.

Sincerely,

J. Berger
Secretary

Louis Strauss, Esq.,
Kuhn Loeb & Co.,
New York City.

GEORGE PALMER PUTNAM

PARAMOUNT BUILDING, NEW YORK

PHONE CHICKERING 4-7040

RECEIVED

MAR 9 1933

App'd 2/9

March 8, 1933

Dear Mr. Strauss:

Here is the article from
last night's Telegram which aroused my enthusiasm.
It is a first-rate piece of journalism.

Sincerely,

Putnam

Louis Strauss, Esq.,
Kuhn Loeb & Co.,
52 William Street,
New York City.

22251 1000
6/1/33

Washington Says: "Perhaps a Leader Has Come!"

By RAY TUCKER,

World-Telegram Staff Correspondent.

WASHINGTON, March 7.—A cynical capital which had lived through many black days and sympathized with many overburdened Presidents today looks on in amazement at the way Franklin D. Roosevelt is bearing the strain of the nation's greatest financial and monetary crisis.

SMILIN' THRU



"... sturdy-shouldered, smiling, calm, talking pleasantly, with an occasional humorous sally, he (the President) was a picture of ease and confidence." — United Press dispatch.

to Mr. Roosevelt the most serene individual is William H. Woodin, the composer-Secretary of the Treasury.

Sitting cross-legged on his desk at important, if impromptu, conferences with bankers and the press he

With the eyes and hopes of the country centred upon him and the money marts of the world awaiting his decisions, he acts as if the temporary breakdown of a creditor nation's banking system were all part of a day's work in a White House he has occupied only three days.

Not once during sleepless vigils devoted to conferences and action has he lost his head or temper or exhibited weariness. In a capital still decorated, somewhat ironically, in gay inaugural bunting he goes about as if detached from the struggle against mighty but unseen forces. So much so that he seems to be moving through a role and speaking lines made for him by the skilled hands of a dramatist.

His confidence has affected his associates, including voluntary recruits from the Hoover regime like Ogden L. Mills. It has cheered his Cabinet. Next

speaks so softly that cries of "Louder!" come from the rear of the room. He found time at 3 o'clock the other morning to intervene when roughneck guards refused reporters the right to wait in the Treasury yard.

"Go away," he said in gentle tones. "Leave these gentlemen alone."

Peppers Discussion with Humor.

When callers suggested that he was on a hot spot he reached down, rubbed his hands across his chair and replied, "No, it's not hot." His face pleasantly lined from habitual smiling, he sprinkles his discussion of temporary and complex expedients to keep trade alive with gentle witticisms. A strange fellow indeed!

At the White House, at the Treasury and on Capitol Hill the two men's attitude has become infectious. In a city where only the traffic lights seemed to be operating on schedule yesterday morning it has brought cheer and confidence and activity. The solemnity which fell over the Capitol twenty-four hours ago has changed to a bizarre, somewhat fanciful buoyancy.

This transformation has been commented on by Sen-

ators, Cabinet members, bankers, post-inaugural visitors, White House attaches and Secret Service men. With greatest impressiveness has it struck veteran newspaper correspondents who recorded the dark scenes of World War days.

It is all the more vivid because it contrasts so smartly, so colorfully with the sombre atmosphere that shrouded the White House through the decade that began with Warren G. Harding's death and the posthumous scandals of his administration. There has been little laughter or light-heartedness, even during good times, in the White House for all that time.

An Antidote for Fear.

In short, the Rooseveltian spirit seems to be banishing something of the fear of a people who have their being within the shadow of the federal structure, of a citizenry so close to the governmental machinery, so actually dependent upon its upkeep, that its breakdown becomes all the more affrighting.

Thus there seems nothing superlative or sentimental in the utterance of a Senator not given to effusiveness. Nodding his head, he said, half to himself, half to those about him:—"Perhaps a leader has come!" He simply

uttered the thought—the dream—of many who have been caught up in the action and decision of the new man in the White House.

From midnight Sunday, when he issued his historic proclamation, through the crowded hours of yesterday and last night, there were numerous episodes symbolizing his and the people's attitudes. In sharply contrasting places and ceremonies, including a Senatorial funeral, a Communist visitation, a banking discussion and a Governor's conference, Mr. Roosevelt shows, too, that the little human things still affect him deeply.

Mourns Cermak's Death.

His chief concern at the moment—so his repeated expressions of regret indicate—is that a Roosevelt cannot attend the burial of the late Mayor Anton Cermak at Chicago. He himself is detained here and his two sons—James and Elliott—have insistent engagements elsewhere. Believing that Mr. Cermak saved him from an assassin's bullet at the sacrifice of his own life, the President would like to repay that debt as best he can.

Despite all other burdens, he delivered a decision in characteristic manner that may mean more than people outside Washington now realize. It was a question which has harassed his predecessor and led to some disturbing scenes at the heart of the government.

It was the question of whether Communists should be permitted to parade their grievances in Pennsylvania Avenue in front of the White House. Though it came too late to prevent a clash with police in which twenty people were hurt, it is law for the future.

Commissioners Worried.

As he alighted from the White

New York World-Telegram
3-7-33

House elevator on his return from the Walsh funeral in the Senate, Steve Early, his press secretary, stepped up and explained that the District of Columbia commissioners,—the same who certified to Herbert Hoover the grave need for sending tanks, bayonets, and bombs against the Bonus Army—were fidgeting in the executive offices to hear the President's wish in the matter.

"Take this, Steve," replied the Chief Executive. "If the marchers do not interfere with normal traffic arrangements, I see no reason why they should not parade." The police were called off, the parade proceeded and the Communists grumbled at a philosophy which may deprive them of publicity.

Thus, what was hitherto regarded as a serious threat against American ideals and institutions, became merely a matter involving red and green traffic lights on the street corner.

Once a Governor Himself.

After this laboratory lesson in law and disorder, the President immediately met thirty-six Governors already assembled in the East Room. He shook hands with them, gossiped with them and softened their grimness with the joshing reminder "I was a Governor myself once."

Sitting in their midst, he explained the steps that had been taken in the banking situation, and discussed other questions involving both State and federal governments. With a wave of the hand he left with the invitation that they drop in to say goodbye before adjourning. It was no surprise when they unanimously adopted a resolution pledging bi-partisan support of his administration.

The Senate saw the Chief Executive in two moods, and both were reflective of the heaviness of his troubles and the resilience of his spirit. During the Roman Catholic service of his old friend, the good, gray Senator from Montana, Mr. Roosevelt sat in the Senate well with his head bowed down. He might have been a graven statue but for the ceaseless movement of his thumbs. He raised his head once to gaze at Archbishop Curley and once so as to hear better the low strains of "Lead, Kindly Light," sung by the surpliced boys. It was perhaps his only contemplative moment since his arrival here—his only respite.

Summons Robinson.

From the chamber he went to the President's room and summoned Senator Joe T. Robinson, of Arkansas, the majority leader. He asked him if three appointments

just submitted to the Senate should not be confirmed without delay. When the Senator bethought himself of precedent the President broke in:—

"Please bring in Senator Couzens and Senator McNary."

Appeals to Senators.

As the dour Senator from Michigan and the sprightly McNary, now the Republican leader, entered he turned quickly to them.

"I need three men on the job right away," he said crisply, "the Senate wants to quit, and the country wants it to quit. You can take my word for it they're good men. Will you do it?"

James Couzens, one of the most blustery and dominating figures on Capitol Hill, grinned broadly. Mr. McNary seemed to like it, too. As they departed to carry out orders—or conform to the request—another Democratic Senator remarked to Mr. Couzens:—

"Quite a change, eh?"

"He's a human," was the Michigan Senator's tribute.

The conference in the President's room continued as the Senate swung into action for confirmation. Only once did Mr. Roosevelt's boylike laughter ring out, and even then it was cut short—whether by realization of his problems or by recollection that it might be considered unbecoming is not known.

Democrats Comply.

Democratic leaders complied with his request and program, as promptly as had the two Republicans. Democratic Senators, in caucus, agreed that a majority of two-thirds of their membership instead of two-thirds of the whole membership could commit all of them to any party decision. This means that a minority, in the stress of emergency, can impose their will on the majority—an unprecedented decision. House leaders will follow suit tomorrow. Thus, Mr. Roosevelt has apparently insured immediate legislative action for proposals not yet hammered into shape.

There was little merriment on Capitol Hill yesterday, but during the caucus bursts of Senatorial laughter were heard from behind the closed doors. Senator Carter Glass, the Democrats' financial expert, emerged soon afterward, his sides shaking with laughter. "Bless my soul," he kept repeating to himself as tears streamed down his cheeks. "Bless my soul."

It was learned subsequently that the comic relief had been provided by a newspaper headline. It topped a story telling how Senator James J. Davis, of Pennsylvania, got a delay in his trial on an indictment charging lottery law violations on peculiar grounds. The defense plea was that the Senator's "wisdom, experience and guidance" were needed at Washington. Never before did his colleagues know that "Puddler Jim" was so omniscient and purposeful! The knowledge helped out a lot in the day's grind.

Penny-Pitching Continues.

Another incident indicated that the capital has not yet lost its sense of proportion. While waiting for the caucus to end, some correspondents whiled away the time by pitching pennies at a line in the President's chamber. When tourists attempted to enter to view the paintings and frescos, attendants

explained that statesmen were in executive session there to solve several world problems. And the penny-pitching went on unmolested by gaping visitors.

Mr. Roosevelt, on returning to the White House for more clinical consultations, heard about these buffooneries, threw back his head and had a great laugh. All day he seemed happy and comforted by the spirit with which those around him followed on, and by the nationwide response to his energetic moves.

Back at the White House he continued conferences. He discussed the budget with young Lewis Douglas, the budget director from Arizona, and army economies with George H. Dern, Secretary of War. As a somewhat ironic aftermath to the afternoon, he conferred with James H. Perkins, the new chairman of the National City Bank of New York.

Recalls Denunciation.

The sight of Mr. Perkins striding through the outer office recalled that Mr. Roosevelt had prompted the resignation of his predecessor, Charles E. Mitchell, as one of the first leads in the new deal. It also

brought back the picture of the new President as he sent a scathing inaugural denunciation of money changers ringing across the Capitol plaza at noon of March 4. Everywhere there were sighs and sounds of a change—a conquest of men's minds and hearts—a reorientation of a people depressed.

There was no rest for the President even then. At the Treasury the experts had bumped up against the difficult problem of making local scrip a medium of national interchange that would not have a high value in one city and a low value in another. Mr. Woodin and his aides, including bankers, had not found the answer.

So at 7 o'clock there filed into the President's office, only to discover that he had left for the Mansion, Mr. Woodin and Arthur A. Ballantine, Assistant Secretary of the Treasury under Mr. Hoover. With them was George W. Davison, president of the Central Hanover Central Bank of New York, and reputed author of the 1907 Clearing House scrip plan.

Dapper to the End.

They were so dapper at the end of so furious a day that it was com-

ical. Mr. Woodin in check gray suit, tie and spats to match, Mr. Davison, a distinguished, snappy figure and Mr. Ballantine arrayed in black suit and tie and shoes. It was from this conference that there came the regulation permitting withdrawal of recent and future deposits on a 100 per cent demand basis. More important may be the temporary suggestion, possibly a permanent one, that some banks shall become simply a depository for funds to be retained or invested in government securities.

It may not work out that way, but this device, brought up at the fag end of the third feverish day, may obviate the general use of scrip. It may point the way to a definite and revolutionary change in the philosophy as well as the functions of banks. It is only one of many new, and somewhat thrillingly stimulating ideas, which have come out of these night-and-day conferences.

Shine on His Shoes.

The day was just beginning for Mr. Woodin, however. After a hurried dinner he returned to the Treasury to discuss the scrip plan's

effect on New York, and the need for new legislation, with two representatives of Governor Herbert Lehman. That conference lasted until almost midnight, and only a few sleepy guards who referred to the waiting press as "the de-pressed" were at the door as he minuetted out—softly and gently, with a "Shine on his shoes and a melody in his heart." That was the impression he left, anyway.

The President also spent the evening in work. He was on the telephone for hours as he got late reports of legislative planning on The Hill, banking developments throughout the country, and the world's reaction to his order that the first duty of America's \$4,200,000,000 gold store is to the old folks at home. He was abed shortly before midnight, but he had a call in for breakfast of a double helping of orange juice, ham and eggs, toast and coffee, for 8 o'clock.

And all seems much better along the Potomac.

March 9, 1933.

Dear Mr. Putnam:

I was just sitting down to indicate a note of thanks to you for the most enjoyable evening which you afforded me when I received yours of yesterday, enclosing Ray Tucker's article from the Telegram. I had lunch yesterday with Roy Howard and we discussed it at some length. He told me that he had commendatory reactions from all over the country and Tucker is probably feeling pretty good about it today.

Faithfully yours,

George Palmer Putnam, Esq.,
Paramount Building,
New York, N. Y.

GEORGE PALMER PUTNAM

PARAMOUNT BUILDING, NEW YORK

PHONE CHICKERING 4-7040

May 9, 1933

Dear Mr. Strauss:

Confirming my telephone conversation
this morning, this is to introduce my very good friend
Captain H. H. Railey.

I will appreciate it if you will give
him a few moments of your time. He has a lot on the
ball and is one of the few people in his peculiar field
whom I can endorse unreservedly.

Sincerely,

GP Putnam

Louis L. Strauss Esq.,
Kuhn Loeb & Co.,
52 William St.,
New York City.

*Palmer, in 1920
article on Polish corridor in favor issue of
The Forum, of which I used to be an
Associate Editor
Various large corporations - State Street Trust
Company of Boston, American Paper, etc
Byrd
Anselia East*

GEORGE PALMER PUTNAM

PARAMOUNT BUILDING, NEW YORK

PHONE CHICKERING 4-7040

RECEIVED

MAY 18 1933

Ans'd 5/22

May 18, 1933

Dear Lewis Strauss:

Returning from our pleasant luncheon, I find here in my office a copy of "Robbie's" book of which I spoke. I am venturing to send it down as an offering for your library. I do believe you will enjoy it.

Later you will be hearing from me about your pet picture idea. I like it.

Sincerely,

G.P.P.

Lewis Strauss, Esq.,
Kuhn Loeb & Company,
52 William St.,
New York City.

56 C. - 4000
- 25421.

May 22, 1933.

Dear Mr. Putnam:

Upon my return to the city from a short trip, I find your note of the 18th and Mr. Robertson's book which I am sure I shall enjoy reading, especially since, thanks to your hospitality, I know the author.

I am looking forward to our lunch together today.

Faithfully yours,

George P. Putnam, Esq.,
Paramount Building,
New York, N. Y.

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Received at

FT26CC 8G 31 DL XU

NEWYORK NY 402P MAY 24 1933

LEWIS STRAUSS, KUHN LOEB AND CO

52 WILLIAM ST NYK

PLEASE SIR SHALL I TRY TO GET LILLIAN GISH FOR LUNCHEON NEXT MONDAY
OR WEDNESDAY STOP WILL TRY TO INVEIGLE MISS EARHART ALSO STOP YOURS
FOR MORE LUNCHEONS AND FEWER INVESTIGATIONS

G P PUTNAM

407P.

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER
	34

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mf
Tee for LLS
July 8th

GEORGE PALMER PUTNAM

PARAMOUNT BUILDING, NEW YORK

PHONE CHICKERING 4-7040

June 19, 1933

Dear Lewis:

I only called Friday suggesting lunch because I had somehow got the impression that the investigation, so far as you were concerned, was postponed until the fall.

When you are out from under the clouds (if any) I do want to see you.

Sincerely

G.P.P.

Lewis Strauss, Esq.,
Kuhn Loeb & Company,
52 William Street,
New York City.

RECEIVED

JUN 29 1933

GEORGE PALMER PUTNAM

PARAMOUNT BUILDING, NEW YORK

PHONE CHICKERING 4-7040

June 28, 1933

Dear Mr. Strauss:

Thanks for the suggestion that Miss Earhart and I dine with you on the night of July 15th, relayed to me by your secretary yesterday.

Miss Earhart is shoving off for Los Angeles in the Bendix Trophy Race this Friday. So of necessity our plans are confused for the moment. An added complication is the fact that we are scheduled to entertain General Balbo and his Italian flyers some time during their stay in New York. That stay likely will be in the neighborhood of the 15th. Pending the determination of the date of our Balbo dinner, we cannot make an engagement for that period.

All of which sounds a bit complicated and perhaps rather rude. But it isn't meant to be. Summed up, may we leave the matter open for a little bit? By the way, if the Balbo dinner develops, perhaps you will honor us.

Sincerely

G.P.P.

Lewis L. Strauss, Esq.,
Kuhn Loeb & Company,
52 William Street,
New York City.

GEORGE PALMER PUTNAM

RECEIVED

MAR 22 1934

Ans'd

3/26

Haramount Building,
New York City.
March 22, 1934.



Dear Lewis:

Here is a memorandum concerning Mackenzie-Kennedy, which I am submitting to you in confidence, asking you to return it on Monday. In the last day or two I have checked up a bit on what the Major has been doing in Washington and what has been said about him. I note some reactions in the press about British spy scare, etc., which angle I am absolutely confident is ridiculous.

I play hunches. I have a hunch that this man is okay. And I very genuinely feel he has a lot on the ball.

I am yours to command.

Sincerely,



Lewis Strauss, Esq.,
52 William Street,
New York City

March 26, 1934.

Dear George,

I am returning Captain Mackenzie-Kennedy's outline of his aviation career. It certainly makes impressive reading, but most of it is over my head. Many thanks, indeed, for letting me see it.

I am glad to discover that you also play hunches. I thought I was the last surviving member of that school.

Faithfully yours,

George Palmer Putnam, Esq.,
Paramount Building,
New York, N. Y.

encls.

RECEIVED

APR 6 1934

Ans'd _____

GEORGE PALMER PUTNAM

TIC
non

Paramount Building,
New York City.
April 5, 1934.

Dear Lewis:

The Villiers film is being shown next Monday, April 9th, 5 o'clock, at the RCA Victor Studios, 411- 5th Avenue. As I understand it there will be thirty or forty literary critics and the like. It would be nice if you can come. The films are worth seeing.

I am sending you herewith an article by A.E. on transportation, which appeared in the Tribune. It might interest you.

Sincerely,

Lewis Strauss, Esq.,
Kuhn Loeb & Co.,
52 William St.,
New York City.

P.S. That's fine. We are counting on you and Mrs. Strauss for next Wednesday, the 11th. The gang will meet at 8:40 at the American Music Hall, 139 East 55th Street.

Amelia Earhart on Transportation

The Air Mail Controversy Has Centered Attention on America's Transportation Problem and the Need of Co-ordinating Our Railroads, Air Lines, Buses, Trucks and Steamships Into a Unified System. Here the Nation's Foremost Woman Aviator Offers a Common-Sense Plan for Our Carriers

Secretary of Transportation,
Washington, D. C.

Dear Sir:

While you do not exist today, I feel your creation is so imminent that this letter will not be ill timed.

Heretofore, all means of transportation have been separate entities, so far as concerns governmental regulation and service to the public. Surely the time has come to cure the inefficiency of this situation. The wastefulness of unco-ordinated systems of railroads, auto-transports, steamships and air lines affects the pocketbook and the convenience of every taxpayer and every one else who ever strays from home.

The proper piecing together of the picture puzzle of transport—now so jumbled—is your job, Mr. Secretary. The doing of it will require patient planning and courageous administration. To me it appears one of the very biggest and most interesting tasks of the New Deal today and newer deals to come.

If the current crisis in the conduct of the

air mail has done nothing else, at least it has focused public attention upon the importance of the new member of the transportation family—aviation. And it has unleashed pertinent discussion as to the comparative advantages of air transport and ground transport, consideration of the proper co-ordination of the two, and some realization of aviation's special problems, technical and economic.

It is an old adage that some times one cannot see the forest because of the trees. Just now it seems that the cancellation of the air mail contracts, the exciting evidence of Congressional air investigations and the travail of army mail flying are so blindingly spotlighted that many may fail to visualize the larger picture. Frankly, I think no one sees it more clearly than President Roosevelt. Few non-flyers are so genuinely aware of the potentialities of aviation and so deeply interested in its welfare as is this Chief Executive whose ardor for square dealing brought about the reshuffling of the aviation pack of cards.



A Drawing by E. H. Suydam, from "The Macadam Trail." Courtesy of Alfred A. Knopf



There Is Still Plenty of Work for the Railroads
From an Etching by O. Kuhler Courtesy of the Schwartz Galleries

Whether that general action, in immediate detail, has been wise or otherwise is less important than the goal aimed at. And I suspect that President Roosevelt is not so distracted by the imminent trees that he fails to see the forest of the future in proper perspective.

In the contract cancellations some injustices may have occurred. Drastic action cannot be painless. There are two well known ways of curing a boil—treating it gently with poultices, or cutting it out. Each has advantages and disadvantages. In the surgical treatment applied to the air mail case, the temporary curtailment of employment, the hurt to innocent investors, the deaths of army pilots, the momentary derangement of the air mail—all are tragically regrettable.

As one who has had a small hand in air transport operation, I feel that the subsidy as administered has not universally helped American aviation, but may actually have hurt it. By that I mean that fat mail pay has too often been simply a cause of inefficient operation and an encouragement to the establishment of routes economically unwarranted.

Revelation of excessive salaries and bonuses for insiders in companies which were supported primarily by air mail subsidy and which paid no dividends to their stockholders is not pleasant reading. However, the record both as regards stock manipulations and the "take" of the insiders

shows up no worse for aviation in the last five years than it does for, say, banks, steel or motion pictures.

It is only human to accept favors foisted upon one. The air operators, it seems to me, were not always to blame. They were told how, when and where to fly, and had to obey, whether the demands were good operating practice or not. They had to keep books according to one of the most complicated and ill adapted systems ever devised. It is small wonder if they sought to take any advantage they could.

Indeed, the basic reason for complication may well be that a single individual, the Postmaster General, was made practically a Czar of a great and growing industry. Had his despotism been more benevolent, his favors more equitable and his transport outlook broader, his subjects, the air operators would be happier today.

Most dramatic and most subject to bitter attack among the aftermaths of the air mail cancellation are the deaths among the army flyers. There, indeed, is a tragic paragraph in this chapter of reform. Yet, hard as it is to say and unfair as it is to those who have suffered, out of the tragedy will come increased safety for other army pilots and an improved national defense. There is probably no finer personnel than the army pilots. But in the opinion of many, they have not had a fair chance. Their training and their equipment often is far from what it should be. Without ex-



Miss Earhart in Flying Togs
Photograph by Frederick Bradley

perience they could not be expected to fly the mail as well as civil pilots who have been trained to cross-country flying by instrument, in foul weather finding the landing fields by following the radio beam.

Conversely, the civil pilots couldn't possibly do the formation flying at which the army excels. A violinist seldom can perform at the piano, or a quarter-miller in a gruelling steeplechase.

There is enough evidence in the recent mishaps to indicate that the army's training is deficient. Its work has been spectacular formation flying, mostly for fair weather consumption, and, according to some who should know, not at all what may reasonably be expected in future warfare. For air fighting tomorrow certainly won't be fair weather individual combat, or formation charges of aerial light brigades. It is far more likely that pilots will be required to fly at night, through fog and storm, following a course prescribed by radio, "seeing" with instruments alone for hours at a time. Such flying is very specialized, and evidently outside the experience of the majority of army flyers (I know of a group who during the last fortnight have been "boning up" on instrument flying at a school. According to their teacher, they "just didn't know what it was all about." And the informal after-hours class included an army instructor).

The lack lies not with the pilots. It is apparently with the General Staff who, so

far as organized national aviation is concerned, is still thinking in terms of the methods and machines of the World War.

Out of the tragic present, then, is likely to come a revivifying of army flying, the establishment of proper modern cross-country and bad-weather training, and the installation of modern instruments. Also there should emerge a better realization of the importance of the established airways and their facilities in the national defense picture.

To this end the President has asked that ways be found to permit army flyers to receive training as co-pilots on civil air lines.

I cannot pass from the military without suggesting the advisability on grounds of economy and efficiency of combining the army and navy air services into one division—a move now opposed principally by die-hard reactionaries without the good-of-the-whole point of view.

All of which, Mr. Secretary of Transportation, is largely a digression. Your authority, I think, will not directly concern the operations of this centralized air unit of national defense. But it will co-ordinate with that unit the operations and the personnel, the training and the development of the flying equipment of the commercial field. Each is an intricate part in the general picture, inter-dependent.

Being frankly "air-minded," and because aviation just now is so much in the public

eye, I perhaps have devoted too much space to observations concerning flying—for of course, Mr. Secretary, the larger part of your job for some years to come will concern ground transport.

Railroads have been with us a hundred years. From their pristine need and their period of progressive development latterly they have largely been outmoded by the march of time, burdened with duplication of mileage, obsolescent equipment and changeless methods of operation. Contributing to their difficulties, too, is the fact they've been legislated high unto death.

Duplication of competitive railroad effort is a primary ill in the ground transport picture. An instance is the corps of far-flung freight agents, each trying to route shipments over their particular system, no matter if, after so doing, a carload originating in Ohio and bound for New York may have to go via New Orleans.

There are reasonable middle grounds, involving logical competition without illogical wastefulness which, Mr. Secretary, your co-ordinating powers may make it possible for you to force upon the carriers, just as we, the people, expect you to unravel some of the burdensome regulations of today.

As to common-sense regulations, I suspect, for instance, that you would not permit the expenditure of some hundreds of millions of dollars upon the electrification of a line when the engineering trend seems

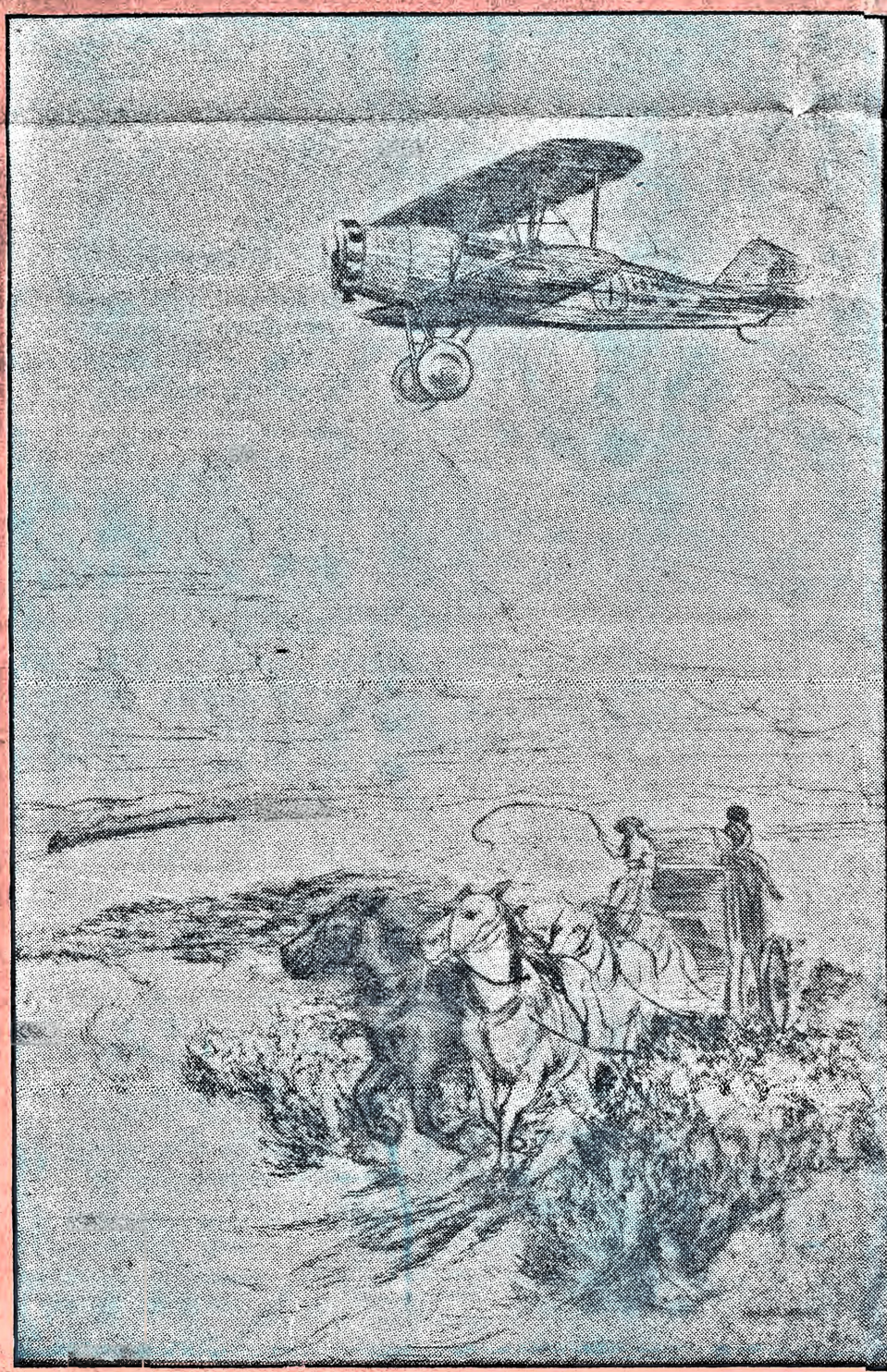
so definitely pointing toward light streamlined train units with individual power plants.

Air operators realize how obsolete is the communication equipment of most of the railroads. Few of them, I believe, have teletype, that automatic telegraph-type-writer for instantaneous written transmittal, which may duplicate a message at every point on the system.

In this matter of equipment, of course, the railroads face tremendous problems. Vast investments cannot be wiped out. The luxury of thoroughgoing replacements cannot always be indulged in even though new equipment in cars, locomotives or whatever, could be shown capable of paying for themselves in a surprisingly short period. But at that there is an interesting comparison between the rate of depreciation of airplanes and of railroad cars. I believe every successful air transport company charges off its "flying stock" under five years at the most, while the life of a passenger coach goes on for decades.

Originally the railroads won out over the waterways and stage coaches by offering greater service. So today they are in turn being outmoded by newer means of transport. In vain do they still hope to have buses or air lines forced out of business by burdensome gasoline taxes or other legislative obstacles calculated to embarrass their rivals. It is too late. The most

Continued on page twenty-three



Wings of the Mail
From an Etching by Inger Veise Courtesy of the Schwartz Galleries



GEORGE PALMER PUTNAM

RECEIVED

APR 11 1934

APR 11 1934

Paramount Building,
New York City.
April 9, 1934

Dear Lewis:



[Amelia Earhart - Putnam's wife]

Chiefly because it looks as if A.E. and I will be away a good deal, we have decided to try to rent our place at Rye this summer for a month or two, or the whole season, or whatever. I am venturing this note on the chance that you might know of someone interested.

It is an attractive, livable home, cool and quiet. The little reproduction attached is a reminder.

It is one mile from the Rye depot, three car garage, lovely trees, and a grand garden. The only informal rental I ever had was \$1500 a month. For nice people this year \$600 would be acceptable, because all I really want is enough to pay taxes and overhead, and have the place well cared for.

If you have any inspiration, I will be grateful. Dont bother to answer this note. I am troubling you only because you know so many nice people who might be interested.

Sincerely,

GP



Lewis Strauss, Esq.,
Kuhn Loeb & Co.,
52 William St.,
New York City.



April
Eleventh
1934

Dear George,

I shall speak to several of my friends who customarily rent homes for the summer in Westchester, and suggest that they have a look at your lovely place in Rye. If any of them are in the market and evince interest, I shall of course put them in immediate touch with you.

With cordial greetings, I am

Faithfully yours,

George P. Putnam, Esq.,
Paramount Building,
New York, N. Y.

MG

We had a very jolly
time last night. It was
a swell idea for a party.

4/12

Lewis

PARAMOUNT PRODUCTIONS, INC.
PRODUCER OF



December 18, 1934.

Mr. Louis Strauss,
Kuhn Loeb and Company,
New York City.

Dear Louis:

This coming Saturday we expect to sail for
Honolulu.

[Amelia Earhart]

After a fairly strenuous period of six
weeks, A.E.'s ship is now in beautiful condition.
And not the least important or appreciated portion
of its equipment is the excellent 8-ply Royal U. S.
Rubber tires! I am venturing this word just to
express my appreciation to you for the good word
you put in, and through you to those others respon-
sible. The friendly cooperation of U. S. Rubber
Company has been most helpful.

Sincerely,

AE

GPP:MS

RECEIVED

DEC 24 1934

Ans'd *12/24*

December
Twenty-fourth
1 9 3 4

Dear George,

I am so glad everything
worked out all right. Needless to
say Alice and I send you and Amelia
our sincerest good wishes for the
New Year and every year to follow.

Faithfully yours,

George Palmer Putnam, Esq.,
Paramount Productions, Inc.,
5451 Marathon Street,
Hollywood, California.

MG

December
Twenty-fourth
1 9 3 4

Dear Mr. Tompkins,

The enclosed is copy of a letter which I have just received this morning from George Palmer Putnam and is self-explanatory. "A. E." is, of course, Amelia Earhart.

Faithfully yours,

L. D. Tompkins, Esq.,
United States Rubber Co.,
1790 Broadway,
New York, N. Y.

MG

P.S. Saks went up to see you^{WAM} by appointment but after waiting a hour was told to come back another time. Obviously he has not called.

RECEIVED

AUG 4 1936

Ans'd 8/7

GEORGE PALMER PUTNAM

2 West 45th Street
New York City
August 3rd, 1936.

Lewis
Dear ~~Mr. Strauss~~

Here are two memoranda, one involving Goodyear, the other Goodrich.

I have tried to tell the story clearly and briefly, so that you will have the minimum of inconvenience.

I genuinely feel that both these companies will cooperate. It does seem as if they should. Incidentally, of course there will be, throughout, appropriate publicity in return.

I am postponing settlement of the final account with Lockheed covering these two matters. I will be tremendously grateful if you will find ways and means to get the right idea across.

Sincerely,

GPP

Mr. Lewis Strauss
Kuhn Loeb & Co.
52 William Street
New York City.

(3 enclosures)

*What we want, of course,
is a credit to Lockheed,
in each instance, which
will be passed on by Lockheed
to us.*

August 7, 1936.

Dear Sidney,

The enclosed memorandum has been sent to me by George Palmer Putnam, who is the husband of Amelia Earhart. I have written to him to say that I have no connection with the Goodrich Company but that I intend to speak to you about the matter. Do you suppose that it would have enough advertising value to Goodrich to make a contricution similar to that made by Pratt & Whitney, Bendix and others.

Faithfully yours,

Sidney Weinberg, Esq.,
Goldman, Sachs & Co.,
30 Pine Street,
New York, N. Y.

encl.

August 7, 1936.

Dear Colonel,

The enclosed memorandum has been sent to me by George Palmer Putnam, who is the husband of Amelia Earhart. I have written to him to say that I have no connection with the Goodyear Company but that I intend to speak to you about the matter. Do you suppose that it would have enough advertising value to Goodyear to make a contribution similar to that made by Pratt & Whitney, Bendix and others.

Faithfully yours,

Colonel Grayson M.-P. Murphy,
111 Broadway,
New York, N. Y.

LLS:WHM

encl.

August 7, 1936.

Dear George,

I have communicated with my friends in both the Goodyear and Goodrich companies and will let you know as soon as I have their responses.

Faithfully yours,

George P. Putnam, Esq.,
2 West 45th Street,
New York, N. Y.

GOLDMAN, SACHS & CO.
30 PINE STREET

BOSTON
CHICAGO
PHILADELPHIA
ST. LOUIS

NEW YORK August 11, 1936

RECEIVED

AUG 12 1936

Mr. Lewis L. Strauss
52 William Street
New York, New York

My dear Mr. Strauss:

Your letter of August 7, enclosing a memorandum to you from Mr. George Palmer Putnam of August 3, regarding the possibility of a contribution by the B. F. Goodrich Company to Miss Amelia Earhart's new "flying laboratory", has been received by me in the absence of Mr. Weinberg who is away on a holiday.

Upon his return the latter part of this month I shall be glad to bring this matter to his attention.

Yours very truly,

(Miss) M. J. Lowery

Secretary to Mr. Sidney J. Weinberg

August
Twelfth
1936.

Dear George:

The Flying Laboratory matter has been put up to the Goodyear Company by my friend there. The Goodrich matter, however, will have to wait for the return of the Director with whom I have communicated, as he will not be in his office again before the end of the month.

Faithfully yours,

George Palmer Putnam, Esq.,
2 West 45th Street,
New York, N.Y.

V.

RECEIVED

AUG 11 1936

Ans'd _____

G. M. P. MURPHY & CO.

MEMBERS NEW YORK STOCK EXCHANGE

111 BROADWAY
NEW YORK

247 PARK AVE., N.Y.
BOSTON
NEWPORT
PHILADELPHIA
BALTIMORE
WASHINGTON
LONDON

Putnam

August 10th, 1936.

TIC

9/6

Dear Mr. Strauss:

I have your letter of August 7th, and I am forwarding it with the enclosure to Mr. Litchfield, who, as you know, is President of Goodyear.

Thank you for bringing the matter to my attention.

Always sincerely yours,

G. M. P. Murphy

Lewis Strauss, Esq.,
Fifty-Two William Street,
New York City.

The Goodyear Tire & Rubber Company, Inc.

OFFICE OF
VICE PRESIDENT

Akron, Ohio,

August 19, 1936

Col. G M-P Murphy
111 Broadway
New York City

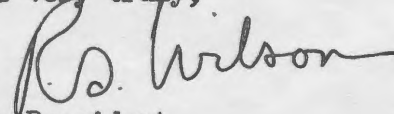
Dear Col. Murphy:

Mr Litchfield asked me to give consideration to your letter of August 10th to which you attached a letter from Mr Lewis Strauss and a memorandum sent to him by George Palmer Putnam in regard to supplying free of charge some tires, tubes and brake and wheel assembly for a special plane Purdue University is equipping for use by Amelia Earhart.

We are in this position in a matter of this sort. We have a very deep interest in the development of the airplane industry. Continuously throughout the depression we kept up our development work - not only in connection with tires for airplanes, but also in connection with hubs, wheels and brakes, where our engineers have made some notable contributions. All of this has been very costly - particularly during the depression when there was very little business to compensate for the expenditures.

For that reason we have adopted a rather hard and fast policy against supplying free equipment and we would prefer to pass up the opportunity which Mr Strauss' letter offers us.

Yours very truly,



Vice President

R S Wilson
f

Putnam

G. M. P. MURPHY & CO.

MEMBERS NEW YORK STOCK EXCHANGE

111 BROADWAY
NEW YORK

247 PARK AVE., N. Y.
BOSTON
NEWPORT
PHILADELPHIA
BALTIMORE
WASHINGTON
LONDON

RECEIVED

August 21st, 1936.

AUG 22 1936

Ans'd _____

Lewis L. Strauss, Esq.,
Messrs. Kuhn, Loeb & Co.,
52 William Street,
New York City.

Dear Mr. Strauss:

I am sorry to have to send you
the enclosed letter. I did what I could.

Very sincerely yours,

Geo. H. K. L. K. L.


GEORGE PALMER PUTNAM

RECEIVED
AUG 27 1936
Ans'd _____

2 West 45th Street,
New York City.
August 26, 1936.

Dear Lewis:

In your absence your office very
courteously phoned me the outcome as regards
Goodyear and Goodrich and A.E.'s ship.

I am tremendously grateful for
your help. After all, we have been fifty per-
cent successful. And perhaps, even despite
Goodyear's initial turn-down, they may eventually
have a change of heart!

It was mighty nice of you to take
all this trouble.

Sincerely,

Lewis Strauss, Esq.,
52 William St.,
New York City.

