

John William Meyer

Capitol Premiere Monday:
Luscious Pin-up Girls Called
In Senate Probe of Hughes
F. D.'s Secret Papers and Star Witnesses
Lend Hollywood Background for Quiz

By FRANK WOLKMAN

Beginning with two luscious Hollywood pin-up girls, Senate investigators yesterday began rounding up bit players for their forthcoming spectacular production to be

called "The Case of Howard Hughes and His \$44,000,000 War Plane Contracts"

The subpoenas, which were served in the movie capital today on Judy Cook, free lance actress, and Martha Goldthwaite, model, were only a mild start, informed sources hinted.

When the show really gets underway here next Monday, it is expected to feature besides secret papers from the files of F.D.R., Hughes himself, Henry A. Kaiser, once his partner, Elliot Roosevelt,

well, war production heads, and a host of top Hollywood stars testifying voluntarily or under subpoena.

The script, too, supposedly has all the lush Hollywood trimmings. The Senate war investigating committee, under Senator (R) of Maine will probe charges that wild parties, with cash and carry beauties, figured in the award of Hughes' lucrative contract to build cargo and photo

(Turn to Page 5, Col. 1)

- Mr. Tolson
- Mr. E. A. Tamm
- Mr. Clegg
- Mr. Glavin
- Mr. Ladd
- Mr. Nichols
- Mr. Rosen
- Mr. Tracy
- Mr. Carson
- Mr. Egan
- Mr. Gurnea
- Mr. Harbo
- Mr. Hendon
- Mr. Jones
- Mr. Leonard
- Mr. Pennington
- Mr. Quinn Tamm
- Mr. Nease
- Miss Gandy

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Pin-up Girls Subpoenaed in Hughes Probe

(Continued from First Page)

Reconnaissance planes which still are undelivered.

Sen. Ferguson (R.) of Michigan who will lead the inquiry, flatly denied Hollywood reports that Linda Darnell, Lana Turner and Ava Gardner have been subpoenaed. He also refused to comment on the cases of Judy and Martha.

From other sources it was learned that only three subpoenas have been delivered to the U. S. Marshal in Hollywood thus far. These are for Judy, Martha, and John W. Geer, publicity director of the movie company which produced "The Outlaw."

The subpoena on Geer has not been served, however, it was said. He is believed to be out of country at present.

Committee investigators, dispatched from Washington, are quietly rounding up more top witnesses in the movie capital, asking them to testify voluntarily, a committee source disclosed. More subpoenas may be issued if persuasion fails, it was said. This might account for the reports involving the other women stars.

'Blushingly Amazed'

Yesterday in Hollywood the Marshal served the subpoenas on Judy, a former Aquacade swimmer, and Martha, who blushingly professed to be amazed by the whole proceeding.

The Marshal, according to press reports, didn't know much about the case either. "All I know is they are both beautiful girls," he was quoted as saying.

Hughes himself was still on the west coast but was expected to come here voluntarily for the investigation. Monday a Washington representative of his tool company disclosed that Elliott Roosevelt helped design the speedy photo-reconnaissance plane XP-11.

The senators will probe charges that President Roosevelt helped Hughes obtain contracts totalling \$44,000,000 to build his huge eight-engined wooden flying boat, and the photo planes over the objections of top air force commanders.

'Hughes Offers Records'

When the investigation was first rumored, Hughes declared he had nothing to hide and that it was largely his own money which went into the big flying boat—not Government funds. On March 29, he agreed to make all his records available.

Committee investigators journeyed to the coast and gathered photostats of his expense accounts and other papers.

The flying boat was begun in 1941.



AP Wirephoto

Model to Appear at Capitol Probe

Martha Goldthwaite, 26, Hollywood model, has been subpoenaed as a witness for a congressional investigation of Howard Hughes' Government airplane contracts. The model said yesterday: "I don't know Mr. Hughes."

John Meyer

In Closed Committee

Krug Testifies He Attended Big Parties of Howard Hughes

(See Picture on Page 3)

By Mary Spargo
Post Reporter

Secretary of the Interior Julius Krug has testified that he attended fabulous parties given by Hollywood's Howard Hughes while Hughes was trying to hang onto some 40 million dollars worth of Government plane contracts.

Krug, The Washington Post learned, appeared this week at a closed session of the Senate War Investigating Committee. The Interior Secretary was quizzed about his wartime activities as chief of the War Production Board, which had the power of life and death over Hughes' contracts. The Government gave Hughes the 40 million dollars.

Krug will be one of the main witnesses in a sweeping public inquiry into Government wartime procurement practices which will open here next week.

In accordance with its usual practice, the committee questioned him in secret before putting him on the stand publicly.

Some committee members already have found it difficult to reconcile Krug's ready acceptance of lavish hospitality from war contractor Hughes with the orders he gave to WPB officials during the war to be careful about taking favors and hospitality from war contractors.

Because of the importance of Krug's position as a cabinet member, the committee has given him the full record of the testimony of other witnesses taken in executive session so that he can prepare an answer. Some committee members have termed the story of the Hughes war contracts "spectacular" while others describe it as a tale of a "sordid waste" of taxpayers' money.

Intimately involved in the whole picture are not only Hughes and Krug, but Elliott Roosevelt and his beautiful actress wife, Fay Bono, a former publicity agent for Errol Flynn who has suddenly dropped from sight somewhere in the Argentine; Henry Kaiser, Donald M. Nelson, John Small, wartime WPB official, several high-ranking Army procurement generals and a bevy of beautiful models who "entertained" at night-club parties from coast to coast.

In Hollywood yesterday, one of the Hollywood biesses who has been summoned to testify August 4, told of lavish parties Hughes gave for Krug and Elliott Roosevelt.

Judy Cook, actress and professional swimmer, said she was engaged to stage her swimming act at three of the affairs. The blonde platinum blonde said she entertained.

See HUGHES, Part 2, Column 4.

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Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

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Hughes
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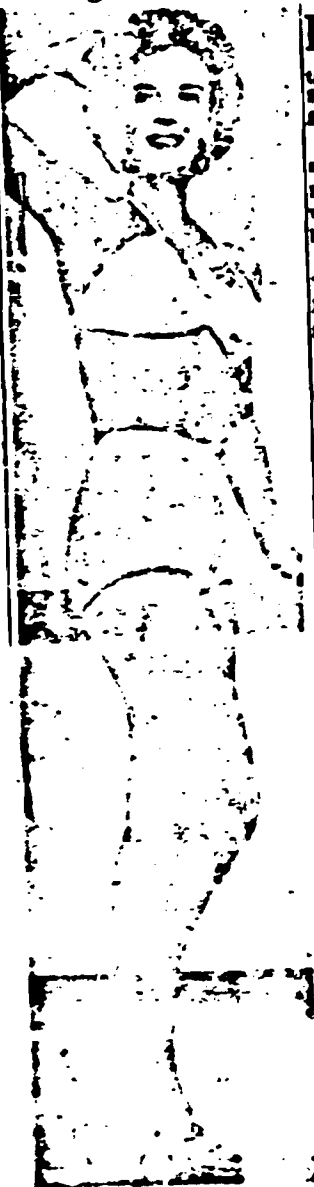
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WASHINGTON POST
DATE 7-24-47

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To Testify In Hughes Probe



Associated Press Wirephoto

JUDY COOK,

dancer, swimmer, and film actress, has been subpoenaed to appear at a Senate War Investigation Committee hearing on multimillionaire Howard Hughes' plane-building activities.

HUGHES—From Page 1

Krug Attended Hughes Parties

joined at one party given at Palm Springs, Calif., for Krug.

Swam in Hughes Pool

She got paid, she said, for swimming in Hughes' swimming pool as well as other places. She wore a skin-tight, flesh-colored bathing suit.

"One party," she told reporters, "was given in honor of Elliott Roosevelt and Faye Emerson before their marriage."

Hughes' great friend, Elliott Roosevelt, gets the lion's share of the credit for swinging one of the two 30-million-dollar deals.

It was through Hughes, heretofore secret testimony discloses, that Elliott met the beautiful actress who was to become his wife.

More correctly, it should be stated that it was through the Hughes vice president in charge of public relations, John Meyer, that Elliott and Faye met.

Meyer Goes Far South

John Meyer, who once handled some of Errol Flynn's affairs for Warner Brothers, is now absent in Argentina. The committee, after getting all of his testimony in a closed session, found that he had taken off with visas for all European countries and the Near East.

A committee member said yesterday that Meyer had been traced down to the remotest part of Argentina, on Cape Horn.

Krug is said to have testified originally that "Johnny Meyer" is a very good friend of his, but the Secretary changed his mind. It is reported, after reading Meyer's testimony given in executive session.

Meyer is said to have had an amazingly detailed record of expenditure, including dates and names recorded.

So far to be paid.

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Miss Gandy _____

taxes greatly aided in cutting down taxes paid over to the Government.

The committee, if it follows its customary procedure, will lay the stage for its inquiry by official Air Force testimony on the Hughes contracts.

Elliott and Hughes were friends at least as far back as 1940, three years before Hughes and Kaiser, jointly, received a contract for some 18 million dollars to build a big wooden cargo plane. The plane, never flown, is now having a tent built around it.

Hughes told the committee in secret session that the plane would "either fly or sink."

File 6/2

WASHINGTON POST

DATE _____

Big Names Linked to Plane Contract Parties

Elliott and Wife Guests of Honor

(Continued from First Page)

Meyer was reported to be out of the country at present.

At the same time, it was learned that at least 10 documents have been found in the Roosevelt Hyde Park memorial library linking the White House directly with the Hughes plane contracts and that these will be made available promptly to the Senate war investigating committee.

The documents were said to bear out Army contentions that the Hughes contracts were awarded over protest on orders from the White House.

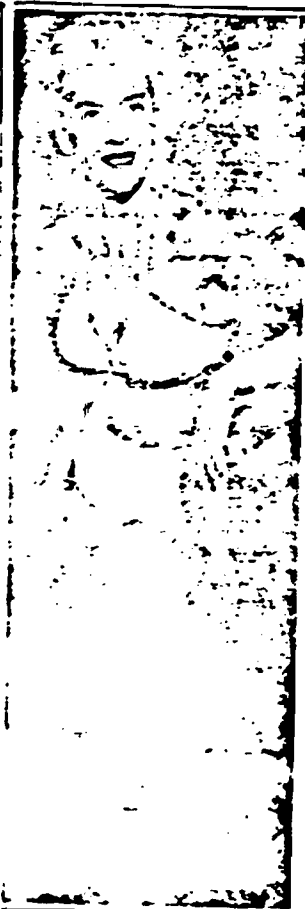
The wine and women theme song of the dealings between the Hughes industries and the Government bigwigs ran from coast to coast, it was learned, with equal emphasis being given to entertainment in New York and Hollywood.

The story of champagne-drenched parties was said to involve some Army generals who wore at least three stars, but none higher.

Actress Names Krug

A hint of the forthcoming testimony came from actress Judy Cook in Hollywood, one of those who has received a subpoena, who admitted she had attended several Hughes parties where once Secretary of Interior Krug was among the guests.

This particular brawl, Judy said, recalling that she splashed around in the swimming pool clad in a skin-bugging bathing suit, was



JUDY COOK

Krug, Army Brass, Senators Mentioned

in 1944 and was given in honor of Elliott Roosevelt and Faye Emerson just before their marriage.

In addition to Krug and Jack Frye, then head of TWA airlines, Judy said the landscape was liberally decorated with U.S. senators and representatives as well as Army brass.

Model Martha Goldthwaite, also subpoenaed, was misled at reports that Government investigators got her name from income tax reports of Meyer, who allegedly listed her as raking in cash for attending Hughes' social gatherings.

She was around, she insisted, for strictly social reasons. She dated Meyer "about four or five times. I think it was in 1943."

Denies Getting Money

"Only twice do I remember seeing any Government men in the party when I went out with Johnny," Miss Goldthwaite reflected. "He entertained some officials from aircraft companies, but I don't remember who they were."

"I never got a cent from Johnny. He never even gave me gifts."

Intent of the Senate committee's investigation, it was learned, is to bring out the facts regarding business methods of some war contractors who pursued the theory that lush entertainment for the people in high places bred many a piece of favored treatment. Every effort will be made, it was said, to show that the babes and booze program was financed by the taxpayers.

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Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

Closed Committee

Krug Testifies He Attended Big Parties of Howard Hughes

(See Picture on Page 3)

By Mary Spargo
Post Reporter

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In accordance with its usual practice, the committee questioned him in secret before putting him on the stand publicly.

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Because of the importance of Krug's position as a cabinet member, the committee has given him the full record of the testimony of other witnesses taken in executive session so that he can prepare an answer.

Some committee members have termed the story of the Hughes war contracts "spectacular" while others describe it as a tale of a "sordid waste" of taxpayers' money.

Intimately involved in the whole picture are not only Hughes and Krug but Elliott Roosevelt and his beautiful actress wife, Faye Emerson, a former publicity agent for Errol Flynn who has suddenly dropped from sight somewhere in the Argentine. How Mr. Roosevelt came to be an official high-ranking Army procurement general and a bevy of beautiful models who "entertained" at night-club parties from coast to coast.

In Hollywood yesterday, one of the Hollywood blondes who has been summoned to testify August 4, told of lavish parties Hughes gave for Krug and Elliott Roosevelt.

Julius Krug, actress and professional swimmer, said she was engaged to stage her swimming act at three of the affairs. The lithe stadium blonde said she continued at one party given at Palm Springs, Calif., for Krug.

Swam in Hughes Pool

She got paid, she said, for swimming in Hughes' swimming pool as well as other places. She wore a skin-tight, flesh-colored bathing suit.

"One party," she told reporters "was given in honor of Elliott Roosevelt and Faye Emerson before their marriage."

Hughes' great friend, Elliott Roosevelt, gets the lion's share of the credit for swinning one of the two 20-million-dollar deals.

It was through Hughes, heretofore secret testimony discloses, that Elliott met the beautiful actress who was to become his wife.

More correctly, it should be noted that it was through the Hughes vice president in charge of public relations, John Meyer, that Elliott and Faye met.

Meyer Goes Far South

John Meyer, who once handled some of Errol Flynn's affairs for Warner Brothers, is now absent in Argentina. The committee, after getting all of his testimony in a closed session, found that he had taken off with visas for all European countries and the Near East.

A committee member said yesterday that Meyer had been traced down to the remotest part of Argentina, on Cape Horn.

Krug is said to have testified originally that "Johnny Meyer" is a very good friend of his, but the Secretary changed his mind. It is reported, after reading Meyer's testimony given in executive session.

Meyer is said to have kept an amazingly detailed record of every expenditure, including names, dates and persons. He carefully recorded just how much each beautiful "entertainer" was paid.

So far Judy Cook is the only one to admit publicly that she was paid anything for her services.

Frye Is Witness

One expense Meyer did not list was the cost of \$908 for the wedding breakfast of Elliott and his bride, the cost of their romantic wedding on the brink of the Grand Canyon and the fee to the minister.

According to the evidence all that cost was met out of the pockets of Jack Frye, president of Hughes' TWA airline. Frye saw the couple to the Grand Canyon in a TWA airplane, but there are reports Frye did not expect to have to meet all of the bill. Frye also has testified in executive session.

Some of these lavish expenses were sought in reimbursement of Hughes war contracts but all of them were listed as cost on his income tax reports. Under the tax laws then in effect such expendi-

tures greatly aided in cutting down taxes paid over to the Government. The committee, if it follows its customary procedure, will lay the stage for its inquiry by official Air Forces testimony on the Hughes contracts.

Elliott and Hughes were friends at least as far back as 1940, three years before Hughes and Kaiser jointly received a contract for some 18 million dollars to build a big wooden cargo plane. The plane, never flown, is now having a tough time around it.

Hughes told the committee in secret session that the plane would either fly or sink.

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John William Meyer

WHAT—NO DISHES?

—By TATBURT

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Krug Reported Admitting Attending Hughes' Parties

(See cartoon on Page 39)

Interior Secretary J. A. Krug was reported today to have admitted attending parties given by Howard Hughes while the millionaire plane-maker was trying to build \$10,000,000 worth of government contracts.

Mr. Krug was said to have appeared before the committee earlier this week. He will be one of the major witnesses in the inquiry into government procurement practices which gets under way next week.

Mr. Krug was War Production Board chief at the time when Mr. Hughes and Henry Kaiser were awarded a contract to build a huge new type wooden cargo plane. The plane never was delivered.

The Senate committee reportedly gave Mr. Krug a (U) transcript of the testimony taken in executive session so he could prepare an answer.

There was no official confirmation of reports Mr. Krug would be asked to resign as result of the hearings.

In Hollywood yesterday, Actress Judy Cook said she entertained at a party in Mr. Krug's honor at Palm Springs, Calif. She said the party was given by Mr. Hughes.

A congressional committee has subpoenaed her and one other Hollywood glamour girl to tell all about Mr. Hughes' fabulous wartime parties.

Miss Cook, who swished thru Mr. Hughes' swimming pool in a tight flesh-colored bathing suit, said when she came up for air at the parties she spotted Mr. Krug, Jack Warner, then president of Hughes' TWA airline, several U. S. senators and representatives and "a lot of high-ranking Army officers."

At one party, she recalled, she met Col. E. V. Crawlings, Mr. Krug's AAF representative on the WPB



Mr. Krug

Mr. Hughes

airplane committee, M. H. Winter, then deputy chief of WPB's aircraft division, and Capt. J. D. Smith, Mr. Krug's executive assistant.

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Mr. Hendon
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

Brass, Babes and Booze:

Big Names Linked to Hughes Plane Contract Parties in N. Y.

By JERRY GREENE

The babes and booze entertainment trail which wound around the Howard Hughes \$44,000,000 wartime aircraft contracts cost money running into six figures, it was learned yesterday.

One of the most lavish high-sinks shindigs, at which ranking Army officers participated in a slightly missing week end at New York's swank Waldorf-Astoria hotel, took place in November 1944, when Elliott Roosevelt was an honor guest.

Names of the other guests—said to include high Government officials—were not immediately available. But it was learned that

this was regarded as one of the most expensive of a series of parties where the war contractor picked up a check for soothing the weary nerves of top Army brass and procurement chiefs.

Bought as a key witness and considered the financial expert who handled the party tabs was John W. Meyer, head publicity man for Hughes' movie business.

(Turn to Page 4, Col. 8)

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WASHINGTON TIMES HERALD
Morning EDITION
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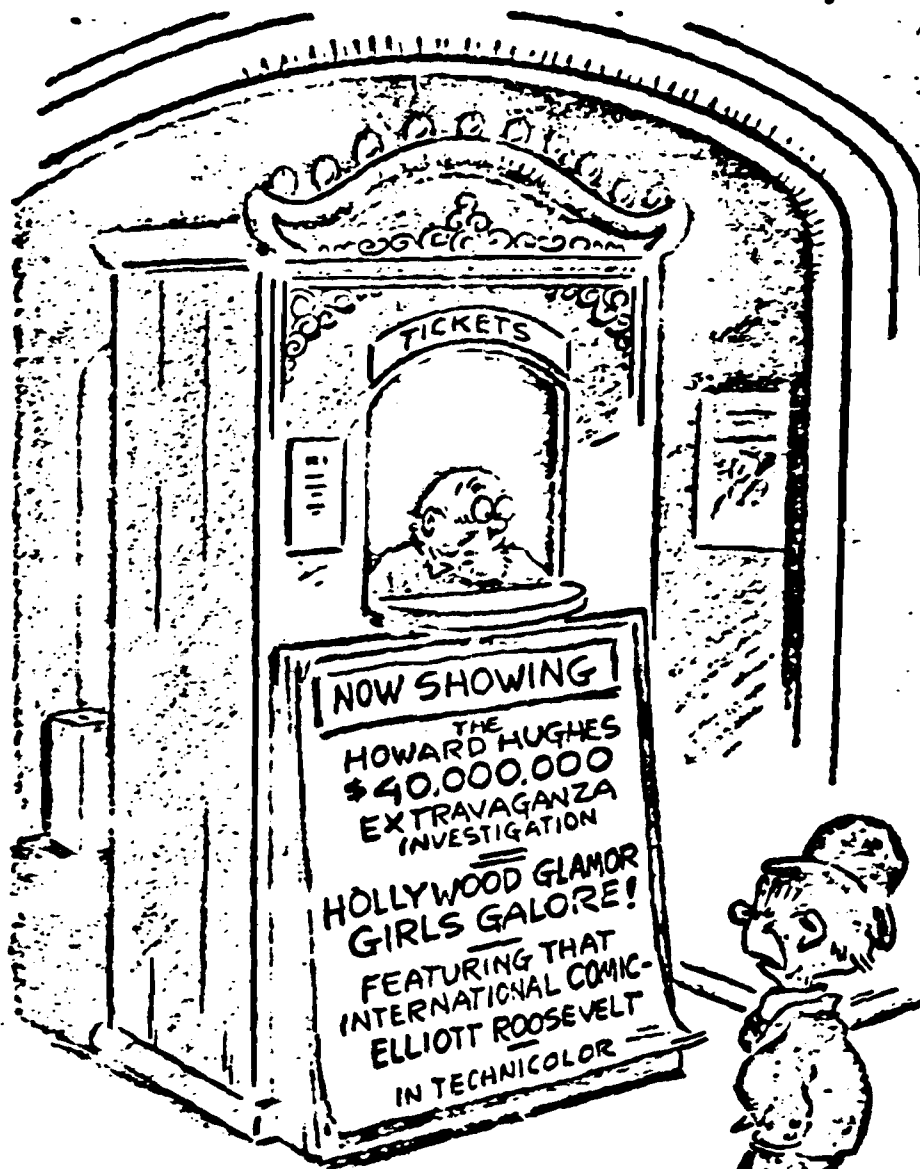
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Subject Krug

Synopsis Krug reported admitting attending
Hughes parties.

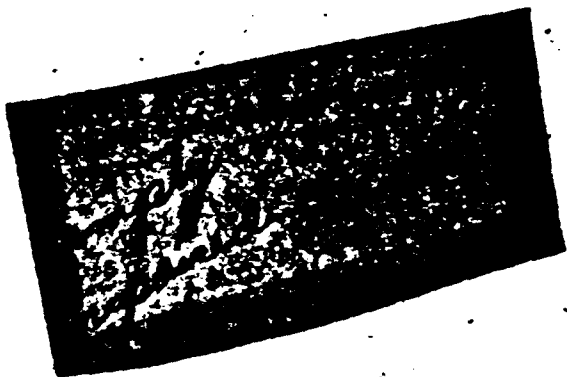
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John W. Meyer

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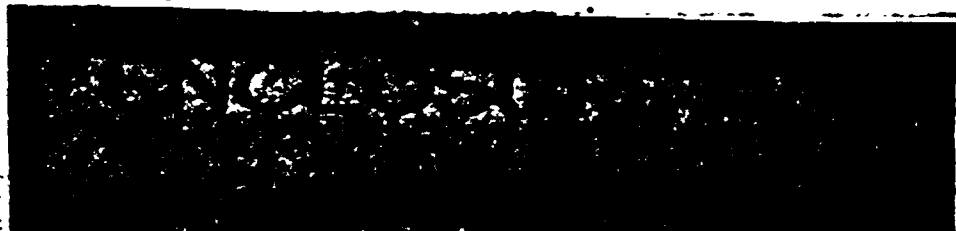
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THE NEW YORK JOURNAL AMERICAN

JULY 25, 1947

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Hughes Party

HOW HUGHES PLAYED HOST

Officials Named in Party Bills

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Journal

AN AMERICAN PAPER FOR

DAILY, 5 Cents. SATURDAY, 10 Cents.
In New York City and

No. 21,724—DAILY FRIDAY, JULY 25, 1946

W. Meyer

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Miss Linda Kilton Form 72-1
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Miss Mary C. W. Brown
Olympic Club

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in Deluge of War Dollars

LYWOOD CALIF — December 6, 1944
SOUTH HOLLYWOOD BRANCH 37:104

CHECK 25112

Bank of America

VENDOR NO. 42001

7100 SANTA MONICA BLVD.
HOLLYWOOD, CALIF.

HUGHES AIRCRAFT COMPANY

FLORENCE AVE AT 7TH ST.
CULVER CITY CALIF

RECORD OF
PAYMENT

EXACTLY \$159 AND 41 CTS

DOLLARS \$ 159.41

DATE TO

PAID FRANKLIN

DUPLICATE

HUGHES AIRCRAFT COMPANY
CALIFORNIA

Request— Col E. Edwards
Wedding Party.
Four days Pilot's time.

59.41

100.00

159.41

159.41

EVIDENCE.— Ex-
-Colonel E. Edwards
-wedding party. In a
-tion on this check
-Hughes Aircraft Co.
-note to Franklin
-siders who also want
-know about the "Four
-Pilot's time." The
-statement is dated
-8-1944 about the
-of Edwards' marriage
-action from Edwards.

PARTIES.— The
-from the expense
-of Howard
-right-hand man
-W. Meyer. If Meyer
-expenses for the
-celebrations were
-A. King, then J.P.
-urban, and a group of
-officers, in March.

A. Krug, then WPB
airman, and a group of
my officers, in May
4 Everything—
girls and photos
a meticulously
led.

reproduction
age by
News

Mr. John C. Munn
80 Madison Avenue
New York, N.Y.

September 24, 1944

Dear Mr. Munn:

Enclosed find check in the amount of \$100.00 for the
two small Lusite tags plus express and postal charges.
Under separate cover, I am returning the two metallic
brooches and vallets. Thank you, you were very kind to send
these to me but I find I have no use for them.

I expect to be in New York the latter part of October
and might possibly see you at that time.

Cordially,

JWM
John E. Meyer
Director of Public Relations
and Advertising

cc: Mr. Munn

cc: Leo Murrin ✓

These are to be charged to Hughes Aircraft Co. as gifts for:
Miss Faye Emerson, 3245 Van Nostrand Street, No. Hollywood, Cal.
State 4-2354
Rudy A. Cook, 1348 No. Harper Street, Hollywood, Cal.
Gr. 3643

This letter over the
that the Hughes
fired to high
era. Their
use of the

Little Lucile tokens went to Miss Faye Emerson,
who soon was to become the bride of Col. Elliott
Roosevelt. Johnny was thorough in his account-
keeping. He even included the phone numbers of
the recipients of Hughes' favors.

New York Journal American

Fri. July

Photostats!

American LATEST NEWS

Krug Fetes Places and Costs Listed

**BEVERLY HILLS HOTEL AND BUNGALOWS
BEVERLY HILLS, CALIFORNIA**

AMT. CHARGED	AMT. CREDITED	BAL. DUE
1.00		575.33
		576.33

(Locke Gould reveals that the New Deal Civil Aeronautics Board reversed the finding of its own examiners in awarding choice air routes to Hughes airline—See today's Financial Page.)

By CHARLES FINTON

N. Y. Journal-American Washington Bureau

HOLLYWOOD, Calif., July 25.—Photostats prove that Secretary of Interior Julius A. Krug was lavishly entertained with wine, women and song—again and again and again—by Howard Hughes was uncovered today by Newspapers.

Expense reports kept meticulously by John Meyer, \$10,000-a-year publicity man and vice president of Hughes Aircraft Corp., disclosed the tale story.

These photostats constitute the strongest evidence in the hands of the Senatorial War Frauds Committee in exposing Hughes' undelivered wartime flying boat, which cost American taxpayers \$40,000,000.

List Elliott Roosevelts

Big names were feted by Hughes, including Elliott Roosevelt, Fay Emerson (now Elliott's wife), many War Production Board officials and Army Air Force officers, celebrities and party girls.

Meyer's expense accounts list Gov. Mon C. Williams of Washington as having attended some of the formal dinners.

Another who experienced the hospitality of Hughes was Nicholas A. De Rachat, of the Soviet Peace mission.

The expense accounts covered a wide range of parties, hotel bills and elaborate dinners to formal dinners and official celebrations. But they all had one thing in common—Johnny Meyer always picked up the bill.

The accounts cover a three-year period—1936 to 1939. The names of the hotels and restaurants in Hollywood and Los Angeles are named.

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575.33
576.33

*OK
E. Roosevelt
J.W.M.
12-13-44*

Washington as having attended some of the former...
Anot... experienced the hospitality of...
was Nicol... De Rachat, of the Soviet Pur...
mission.

The expense accounts covered a wide range...
parties, hotel bills and elaborate dinners to formal...
and official celebrations. But they all had...
Johnny Meyer always picked up the...
... three-year period...
... hotels and restaurants in...
New York and Washington are named.

Col \$200

... as planes took guests...
... phone calls...

... it was revealed that Krug was...
... by Sen. Brewster (R-N.Y.)...
... and Hatch (D-N.H.)...

... conceded "it looked bad...
... Krug is 40 and was...
... Truman's Cabinet...

All this was charged... to Hughes Aircraft...
Hughes Productions (the movie outfit), or TWA Air Lines...
which Hughes is a major stockholder.

A chronology of some parties given for Krug follows:

Feb. 24, 1944, Meyer charged up a \$435.90 "material...
bill to Hughes Aircraft for a party in Hollywood. Cost...
included \$125.90 at Mocambo; waiter tips, \$30; four girls...
paid between \$50 and \$75 each. They were: E. R. Merritt...
Judy Cook, E. A. Merritt and E. V. Taylor. A \$5/cab bill...
was paid for M. A. Goldthwaite.

Present with Krug, then vice-chairman of the War...
duction Board, were Col. Edwin Rawlings (later a general),
Lt. Col. Ben Silberberg and Maj. Morton Willner. Meyer...
was host.

Krug Gets Oranges

This followed a \$406.15 bill charged to Hughes Aircraft...
for two parties at the Trocadero on March 4 and 6, 1944, when...
dinner cost \$108.50 one night and \$45.55 the next. Bar bills...
totalled \$41.50 and tips \$42. There was a \$5 taxi charge...
two girls, E. A. Merritt and L. L. Stafford, were paid \$10...
for "entertainment."

Following the dinners, Krug and the party of officers went...
to Mocambo night club for drinks, \$27.50, and tips, \$4; and...
wound up the night at the Clover Club, with drinks totaling...
\$29.16; tips, \$4; and photos, \$6. There was also a \$3 restaurant...
charge.

Oct. 24, 1944. (The scene shifts to New York)—Meyer...
charged \$250 for "entertainment" for Krug, now WPB chair...
man; Navy Capt. John Davis Small, executive assistant to...
Krug. The "entertainment" was provided by four girls, Linda...
Shelton, Betty Curtis, Joyce Breyer and Sally Moody from...
the Manor Arts Apartments, 307 E. 44th st., New York City...
In brackets was the phone number—Vl-rax Hill 4-4800.

On Dec. 4, 1944, Meyer billed \$125 for party at...
to Krug and Col. Rawlings.

Jan. 2, 1945—In New York, again, Meyer has a \$10 lunch...

Continued on Page 2, Column 2

REPORT OF

John W. Meyer

ENDING

FROM

TO

DATE

MEALS

TRIP

POST

Sun Oct 13-46

Rothman's Restaurant at Oyster Bay ⑤
with Miss Marilyn Buford Longford

Mon Oct 14-46

2 Ladies Room from Phelps 80⁰⁰ each
Entertainment at J. A. Jones
(Dorcas Talum Hotel)

Tues Oct 15-46

St Regis Bar - Mrs. Powell
Dinner Perry Bar (Powell)
Embassy Club

Mr & Mrs W. Powell

Marilyn Buford Longford

Mr & Mrs Longford

Dorcas Talum Hotel

EXPENSES

TRIP

POST

TOTAL

Ch.

100

851-4

NAMES AND NUMBERS

Mr. J. A. Krug was hobnobbing with celebrities in and around New York in October, 1946, according to the listings of "J. W. M." on the expense sheet. The party actually passed in the gay round to Marilyn Buford

purchase a couple of \$80 handbags. Dolores apparently made a hit. She got on the scene twice. This three-day spree was an elaborate production. Howard's wife entertained the party. changed to his marital status. Mrs Dolores Talum

Mr. Clegg	Mr. English
Mr. Glavin	Mr. Ladd
Mr. Harbo	Mr. Rosen
Mr. Ladd	Mr. Tracy
Mr. Rosen	Mr. Cartwright
Mr. Tracy	Mr. Jones
Mr. Cartwright	Mr. Leonard
Mr. Jones	Mr. McCoy
Mr. Leonard	Mr. McGuire
Mr. McCoy	
Mr. McGuire	

See Me For Appropriate Action
Send File Prepare Reply

*This should be
indexed & filed
Re: John Dwyer*

L. B. Nichols
Room 5640, Ext. 591

How Hughes Keted New Deal

PLEASE REPORT OF

John W. Meyer

IC 754.1. Y

FROM TO

Wed. Oct 17 43

Mocambo Dinner (14)

252

J. A. Kug

VO 5427

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TRANS

By Hughes

Ex-10

John William Meyer

Brass in the Swim:

Probers Find New Evidence On Hughes' Lavish Parties

'Counter-Offensive' Entertainment Reported as Hatch Sees President

By ELLIOTT HAYES

Senate war investigators last night were ankle-deep in new evidence concerning lavish champagne sprints where Hollywood lovelies in skin-tight suits swam in a mirrored

pool while millionaire Howard Hughes entertained Elliott Roosevelt and officials who awarded him \$48,000,000 in contracts for planes that never left the ground.

Sen. Ferguson (R), once known as Michigan's "one-man jury," said the special subcommittee of which he is chairman, will go over the evidence tomorrow and present it to the full committee when hearings on the Hughes contracts open Monday.

Meanwhile, there were reports that a clever counter-offensive of equally sprightly parties is being waged by persons seeking to discredit the Senate investigation, in-

volving Secretary of the Interior Krug and a penciled note believed hidden in the late President Roosevelt's archives at Hyde Park.

In fact, developments in the whoopie program that led to the contracts began flying with the profusion of confetti yesterday following disclosure that Krug had been questioned secretly by the subcommittee.

Krug flatly denied he had been at a Hollywood party where car-
vaceous Judy Cook, 25—riveter in an airplane plant by night and

(Turn to Page 5, Col. 3)

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

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WASHINGTON TIMES HERALD
Morning EDITION
DATE 2-1-42

2-25-41

FEB 1 1942

83
RECEIVED ORIGINAL RETURN

John W. Meyer

'WHOSE' Nightmare?!

by Burris Jenkins Jr.



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ENCLOSURE 53

NEW YORK JOURNAL AMERICAN

JULY 25, 1947

FEB 9 1972

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Hughes P May Call Jones On Plane Deal

Proof of White House
Pressure on Kaiser
Contract Sought

By the Associated Press

Senatorial investigators hinted today at Jesse Jones as an ace witness in their efforts to prove that White House pressure forced award of a \$10,000,000 wartime plane contract to Howard Hughes and Henry J. Kaiser.

The former Treasury member's possible appearance might, one Senator said, on either side, deny secondary evidence is found in the files of President Roosevelt.

A Senate war investigating subcommittee will open a hearing Monday into the contract for planes that never were delivered.

Senator Ferguson, Republican of Michigan, who fears the inquiry group told a reporter he "can't say yet" whether Mr. Jones will be asked to testify.

Refuses Further Comment

Although Senator Ferguson declined further comment, another committee member said it is likely the former Secretary of Commerce and head of the Reconstruction Finance Corporation will be asked to testify on the contract.

Mr. Jones was represented by this member as having balked at signing the airplane contract with Mr. Hughes, millionaire Hollywood movie producer, and Mr. Kaiser, wartime shipbuilder, until he was given a written memorandum on the deal.

President Roosevelt ousted Mr. Jones from the cabinet in January, 1945, to give the Commerce portfolio to Henry A. Wallace.

The Ferguson committee has been told in testimony taken behind closed doors that the Army and Navy opposed letting the Hughes-Kaiser contract for plane-making. This contract later was replaced by a contract with Mr. Hughes for a photo-reconnaissance ship.

Senator Ferguson has charged that White House "interference" brought in the acceptance of the contract, which was carried out in part through the Defense Plant Corp., an RFC subsidiary.

Compliance Probed
The Michigan Senator said, however, the committee thus far has received no documents from trustees of the Roosevelt estate in answer to a subpoena served on them.

Both Senator Ferguson and Senator Hatch, Democrat of New Mexico, predicted that the trustees would comply with the subpoena. A New York court has ruled that the Roosevelt papers are the property of the Government.

Ferguson's spokesman was said to have asked the Department of Justice to determine how far the Government should go in releasing the Roosevelt papers, but committee

(See HUGHES, Page A-3)

Mr. Tolson
Mr. E. A. Tamm
Mr. Clegg
Mr. Coffey
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Carson
Mr. Egan
Mr. Hendon
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

*Asst. Dir.
Hughes*

John William Meyers

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JUL 25 1947

WASHINGTON STAR
Page 1

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REPRODUCED ORIGINAL RELEASE

Hughes

(Continued From First Page)

members said they believe this has no bearing on the current inquiry.

These members described Mr. Truman as keeping hands off the investigation, despite the fact that one of his cabinet members, Secretary of Interior Krug, may figure largely in the testimony.

Silent on Parties

Mr. Krug declined yesterday to comment on reports that he had been a guest at California parties arranged by John Meyer, former vice president of some of Mr. Hughes' enterprises.

Mr. Krug noted to reporters that the plane contract was let before he became chairman of the War Production Board in August, 1944. But committee members said evidence shows he subsequently signed an order releasing \$1,500,000 for continuation of the contract.

Mr. Meyer's sworn testimony, including documents detailing his expenses in arranging parties for officials, will be laid before the full War Investigating Committee tomorrow.

News... Says Pelf, Not Sex, Real Issue as ...

Krug Calls Hughes Publicist a Liar

By United Press (See Peter Edson, Page 9)

Chairman Owen Brewster (R., Me.) of the Senate War Investigating Committee declared today that neither "political pressure" nor exaggerated "sex angles" would prevent an inquiry Monday into Howard Hughes' \$40,000,000 worth of wartime plane contracts.

He charged that reports that Mr. Hughes provided night club diners and \$100-a-night party girls for Interior Secretary J. A. Brown and other Government big game were part of a "smear campaign to divert public attention from the real issue."

"What we want to find out," said Sen. Brewster, "is how \$40,000,000 worth of the taxpayers' money was spent."

Senate investigators want to know why the Government paid Mr. Hughes for a plywood cargo plane and some photographic planes that reportedly never were delivered. Mr. Hughes maintains some of them were turned over to the Air Force.

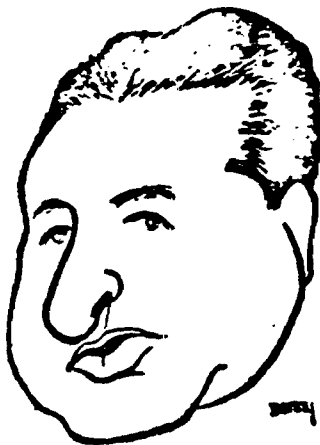
Sen. Brewster's statement followed disclosure by John W. Meyer, publicist for Mr. Hughes, that Mr. Krug, Elliott Roosevelt and Gov. Mon C. Wallgren of Washington were among guests at parties for which his boss paid the bills.

Mr. Krug replied that Mr. Meyer's captioned accounts were "a parade of the grossest kind." He said his personal records would indicate the necessity of the accounts.

Mr. Wallgren, close personal friend of President Truman and chairman of a Senate Aviation subcommittee during the war, admitted having attended some of Mr. Hughes' parties at which there were "many beautiful women present." But he insisted there was "nothing wrong" with the affairs.

Mr. Meyer, a stocky, balding one-time race-track press agent, told the Senate subcommittee:

"How he played 'Cupid' to Elton Sweeney and movie actress Fay Bainter, now Mrs. Roosevelt. He paid \$10 in the black market for two Air Force stamps for Chairman Robert E. Hannegan of the Democratic National Committee. (The committee said Mr. Hannegan, who is also Postmaster General, was 'out of town' and not available for comment.)"



SECRETARY KRUG

John W. Meyer

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____

Miss Gandy _____
C. Hughes

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JUL 26 1947
WASHINGTON NEWS
Page 5

FEB 9 1972
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Hughes Rushes Work to Beat Probe

SAN PEDRO, Calif., July 26—Howard Hughes' engineers rushed tests today on his monster plywood plane in hopes that they could get it into the air before the Government starts investigating a \$20,000,000 contract to build it.

Mr. Hughes said the Government had already accepted delivery and paid for the "completed" flying boat. He said he was making further tests by choice.

(In Washington, Sen. Owen Brewster (R., Me.) said his investigating committee "will be interested in learning why the armed forces accepted planes which have not been tested and some of which have not been flown.")

How he paid New York and Hollywood love-lives "anywhere up to \$100 or \$125 for going along on parties to entertain the guests."

Asked what the girls did in the way of "entertainment" to earn such fees, Mr. Meyer testified:

"I do not know. Possibly just going to dinner and dancing."

He claimed that the girls were mostly models from Conover and Walter Thornhill Agencies were included in the parties because "officers did not like to go out and eat alone, especially if they had been overseas about a year."

Mr. Meyer said he introduced El Mott and Faye in August, 1943, when young Roosevelt, then an Army colonel, flew to California to look over Mr. Hughes' new photographic plane.

He recalled it as a case of love at first sight.

"After a couple of days," Mr. Meyer said, "he had fallen very much in love with Miss Emerson."

Later that month, his expense vouchers showed \$1000 for entertaining Mr. Roosevelt in New York. Another voucher listed \$200 in "presents" for four girls. Asked why this was charged against the Hughes company, Mr. Meyer replied:

"Because it was in the line of entertaining . . . entertaining El Mott Roosevelt."

Also on the expense account was an item for \$125 worth of nylon stockings for Faye who went along on all the New York parties.

Oct-26-43 bill from the Borneo

by which (Calif.) Hotel, San Francisco, Mr. Meyer said:

"This is after the wedding possibly. I thought it would be a wedding present."

A committee attorney mentioned that Mr. Krug was appointed chairman of the War Production Board in September, 1944. Then he asked Mr. Meyer:

"It was about that time that you started to entertain him rather heavily?"

"Yes," said the publicist.

"How did that happen?"

"Possibly," Mr. Meyer responded, "because of his importance with the W.P.B."

Mr. Krug, however, took exception to several notations in the expense account.

One entry read: "Monday, Oct. 14, 1946. Entertainment for J. A. Krug, \$175."

"On Oct. 14, 1946," said Krug, "I was in Washington."

Sen. Brewster said that since his appearance at the closed session of the committee, Mr. Meyer had obtained visas for Europe and South America. He said he understood the 41-year-old publicist is now in South America and will not return in time for the public hearing.

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Figures Due Before Girls in Hughes Quiz

Business Data to Open
Inquiry Tomorrow

By JERRY GREENE

The sexiest show to hit the nation's capital since they hung front drapes on the naked babes at the local burlesque yesterday promised to get off to a slow start with a lot of businessmen talking facts, figures and political pressure.

The Howard Hughes \$40,000,000 wartime aircraft contract probe, which will be publicly launched by the Senate War Investigating committee tomorrow, won't get around to the babes, booze and brass stage for another seven days.

Meyers Cast As "Fall Guy"

But at the moment, all hands, who are spilling pieces about lousy whisky brawls full of dames and big names in high places, seemed determined to make Patagonia Johnny Meyers the fall guy who put taxicabs on his expense account when he should have said street car.

Sen. Ferguson (R) of Michigan chairman of the subcommittee which will play ringleader for the circus, said the State department had given him assurances it would revoke Johnny's passport if he won't come home. Furthermore, Ferguson said, he would "do everything humanly possible" to bring Johnny back.

This note fell with a dull thud since the committee had Johnny here for two days of sworn testimony early in June and let him go without a hint of a subpoena or a further request.

Traces of "Assn"

A thorough check at the State department failed to turn up anybody who had talked to or heard of the Ferguson requests—or anybody who had the authority to give the senator his "assurances."

It is possible that the department might recall Johnny's passport and maybe the government whose hospitality he is enjoying might toss him in the pakey and send him back. That, however, remained only a possibility.

There was no denial anywhere, despite the anguished howls of "frame," "swindle" and other such pollic terms, that Interior Secretary Angus, Elliott Roosevelt and bride Faye and a sundry assortment of bigger and smaller fry drank deeply from the Hughes chilled glass on oft occasions.

But there turned up a consider-
(Turn to Page 6, Col. 1)

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
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© Hughes

John W. Meyer

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Hughes Probe

Business to Open
Inquiry Tomorrow

(Continued from First Page)

able amount of evidence to indicate that both the Hughes probe and the Senate probe are "one and the same" thing, a fact which is being emphasized by the fact that the two probes are being conducted by the same body.

Mr. Hughes had received a passport and visa for Britain, Germany and France, and was in the process of being interviewed by the Senate committee.

Mr. Hughes' Questioned

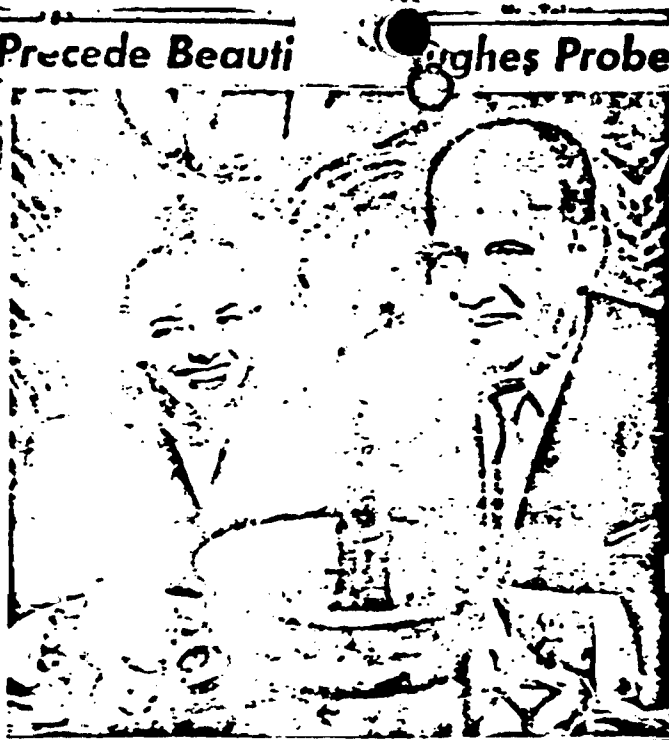
Mr. Hughes made public a letter from committee counsel William F. Rogers to Hugh D. Hughes, president of the Hughes Tool Co., in which Rogers said he understood that Mr. Hughes was out of the country on business for the Hughes Aircraft Co.

"The reason which you will have," Rogers wrote, "is that it appears to the committee that Mr. Hughes is being kept out of the country to avoid public questioning about certain matters connected with the Hughes Tool Co."

When Mr. Hughes left the U. S. he had enough time to visit about any place in the world he pleased, including Russia. Hughes spokesmen here said Mr. Hughes is not on vacation but is still on the payroll and is authorized to sell all sorts of things on his trip.

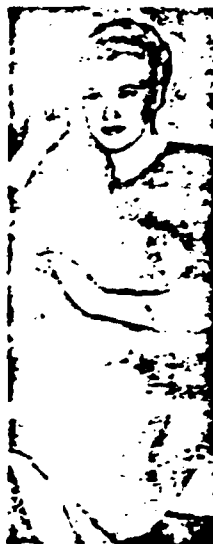
Courtesy May be Withheld

It appeared probable that the courtesy of Elliott Roosevelt and Miss Brewster, for which Pamela Driscoll has claimed sponsorship, would be withheld on the committee record before the hearings were done. It was obvious that a lot of brain, brawn and bag stock were going to be very red at



Hughes' Aide Night-Clubbing With Starlet

John Meyer, top press agent for airplane manufacturer Howard Hughes, is shown at El Morocco in New York with screen starlet Pamela Driscoll. Both may testify before the Senate committee checking into the \$40,000,000 war contracts awarded to Hughes.



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Elliott's Bill and Dancer Involved in Hughes Probe

This story from the purported espionage records of John W. Meyer, Howard Hughes' press agent, covers the bill of Elliott Roosevelt for a stay at a Beverly Hills hotel in 1944 and is charged to the Hughes Aircraft Corp. At night in Pamela Driscoll, New York dancer, who recently testified before the Senate committee probing Hughes' plane-building activities. She said Meyer gave "fantastic" parties but added she never saw Hughes there.

showing how persons close to Hughes had been paid up with bills of money administration. It was during the investigation that the Hughes Aircraft Corp. was found to be working on war contracts.

But the investigation, as it developed, turned up more than mere espionage. The Senate committee, which is now probing the Hughes Aircraft Corp. for alleged espionage, has received a report from a source in the Hughes Aircraft Corp. that the company was working on war contracts. The source, who is now a member of the Hughes Aircraft Corp., has been working on war contracts for the Hughes Aircraft Corp. for some time.

secret committee reports for some time.

However, who charged that all the "leaks" were coming from the Hughes Aircraft Corp. and that the company was working on war contracts. The committee, which is now probing the Hughes Aircraft Corp. for alleged espionage, has received a report from a source in the Hughes Aircraft Corp. that the company was working on war contracts.

"I am a member of the Hughes Aircraft Corp. and I can tell you that this investigation is not a matter of espionage," the source said. "It is a matter of war contracts."

There were three who were known to be in the Hughes Aircraft Corp. at the time of the investigation. The source, who is now a member of the Hughes Aircraft Corp., has been working on war contracts for the Hughes Aircraft Corp. for some time.

The fact that the Hughes Aircraft Corp. was working on war contracts was a matter of public knowledge. The source, who is now a member of the Hughes Aircraft Corp., has been working on war contracts for the Hughes Aircraft Corp. for some time.

WASHINGTON TIMES HERALD

EDITION

SUNDAY

DATE

7-27-47

JOHN WILLIAM MEYER

Broadway and Elsewhere

By JACK LAIT

New Angle on a Strangle—

As underworld who knew her and her associates well and long tells me that Sheila Mannering, the murdered former bit actress, was a mobsters' moll in the prohibition peak days, and that among her associates was "Bugsy" Siegel, who had not yet turned his face west at the time.

She was the sweetheart of Nathan "Nigger Nate" Raymond, a white man of swarthy complexion, who was the big winner in the fatal poker game that cost Arnold Rothstein his life. Raymond was a horserace-fixer (barred for life), a stock swindler and larger, and when last heard from was paroled out of Dannemora.

Sheila was a blackmailer and not above "putting the shake" on gangsters. She continued her unsavory associations and, my informant tells me, if Siegel was rubbed out by an executioner imported from New York, it was highly possible that she knew about it.

She may have—mind you, he didn't say she did and I don't say she did—but she may have attempted a bit of extortion with what she knew about the Siegel killing, and her finish may have been, therefore, also done on order.

The man who strangled her knew her well. They had been drinking and indulging in other trivials before he tightened his strong hands around her throat. He was no amateur, no desperate sucker. He left no fingerprints. He got in and out unwitnessed. He hasn't been apprehended.

Raymond was a notorious and conspicuous character. He was one of the numerous husbands—the third—of Claire Ray (now billing herself as Lyn Logan), international marrier, a platinum blonde who used to cart him around the Bright Belt in a canary-yellow Rolls-Royce, wearing a chinchilla coat, a 26-karat diamond on her driving hand. She divorced him to take on Charles E. Carnevale, heir to \$10,000,000. She was then only 21.

Soon after they parted, he took up with Sheila, who was 33, a handsome and world-wise woman, whom he met through Siegel, who was just beginning to rise from the ranks of the bootleggers and bookmakers who infested Broadway. Sheila became the hostess at what might be called a salon of that type of society. She knew everything that went on and came off. Insiders were convinced she profited from some of the secrets she garnered.

Howard Hughes confided to party-pals that he had been approached by high Soviet agents in this country and offered \$10,000,000 to place at the disposal of Russia any plans he had for improved aircraft...He intimated the proposition was carte blanche and he could have had the sizable sum—which would pay off a lot of "entertainment"—for a few blueprints which would not conflict with any orders he had from the U. S....But he turned it down...He added that he had lost only \$8,000,000 in 1946-47, between his air experiments and his air lines, which he rejoiced to announce, was some \$2,000,000 less than such gimcracks had cost him the year before!

Mr. Tolson	
Mr. E. A. Tamm	
Mr. Clegg	
Mr. Glavin	
Mr. Ladd	
Mr. Nichols	
Mr. Rosen	
Mr. Tracy	
Mr. Carson	
Mr. Egan	
Mr. Gurnea	
Mr. Harbo	
Mr. Hendon	
Mr. Pennington	
Mr. Quinn	
Mr. Nease	
Miss Gandy	

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DAILEY MIRROR

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You don't hear much these days about Rex Tugwell, one of the court pets of the happy New Deal days. Maybe you wonder what became of him. He's doing a h., thank you.

F. D. R. appointed Tugwell Governor of our orphan dependency, Puerto Rico. The bewildered natives had never heard of him, and as far as I know, he had never heard much of them.

Among the first things he and Mrs. Tugwell did was to alter historic La Fortaleza, the Governor's mansion, to suit their esoteric whims... It is one of the oldest, perhaps the oldest, of buildings in this hemisphere. It was the official residence of Puerto Rico's first governor, one Ponce de Leon, before he came North to seek the Fountain of Youth in Florida. It has been the seat of government there ever since.

La Fortaleza is a graceful white Spanish colonial structure, set on an imposing palisade over San Juan harbor, which its ancient guns commanded.

The Tugwells, at the expense of the Insular appropriation, had rococo, modern glass quarters constructed on top of the palace, for sleeping, living and dining rooms. The natives resented the extravagant waste of public funds, but, more so, they blazed over the desecration of the beautiful, classical lines of their architectural gem, which to Puerto Ricans is a shrine and symbol of their antiquity in known history.

(The first thing the present governor, Jesus T. Pinero, first native ever to attain the office, did was to order the eyecore removed and the building restored.)

Tugwell commandeered and maintained a fleet of costly limousines for himself, his friends and his many guests, most of whom were from the U. S. This was during the gas shortage and rationing, when most Puerto Ricans couldn't ride at all.

The cars were manned by uniformed members of the Insular Police, two to each, as chauffeurs and footmen. That force is small but proud and efficient. It is the whole enforcer of law and order on the island. I am told Tugwell drafted some 10 percent of it for palace and personal use. The governor is commander-in-chief of the body, a semi-military organization on lines of the Canadian Royal Mounted.

Shortly before Tugwell's term expired, a series of rather extraordinary coincidences occurred:

The University of Puerto Rico, a government-subsidized institution, set up a new chair—of history. History is Tugwell's specialty. By the terms of the innovation, the Professor of History was not required to spend more than three months of each year on the island. The salary was, I believe, as large as that which Tugwell enjoyed as governor.

Moreover, with the chair went a private residence on the university grounds, constructed and furnished by the government.

Mrs. Tugwell volunteered to advise and assist the university authorities in selecting the furniture, furnishings and decorations, also paid for by the government.

On the day of Tugwell's retirement as governor, it was announced that the regents had chosen Rex Tugwell as the Professor of History. And his curriculum was so set that his three-months' presence in Puerto Rico would fill in the open time left by the nine-months' contract he had already closed with the University of Chicago!

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- Mr. Tolson _____
- Mr. E. A. Tamm _____
- Mr. Clegg _____
- Mr. Glavin _____
- Mr. Ladd _____
- Mr. Nichols _____
- Mr. Rosen _____
- Mr. Tracy _____
- Mr. Carson _____
- Mr. Egan _____
- Mr. Gurnea _____
- Mr. Harbo _____
- Mr. Hendon _____
- Mr. Pennington _____
- Mr. Quinn Tamm _____
- Mr. Nease _____
- Miss Gandy _____

C. R. Hughes

Opening Today. Without 'Babes': **'Patagonia Johnny' Available To Testify at Hughes Probe** Roaming Expense Expert Back in U. S. 3 Weeks Ago; Now 'in Reach' for Quiz

By FRANK MOLEMAN

Patagonia Johnny Meyer, the elusive publicity director and party manager for Howard Hughes, returned to the United States from South America about three weeks ago, but was sent out of the country again on Hughes' business, it was learned last night.

Testified, Got Passport

His exact whereabouts are still a secret, closely guarded by the Hughes organization. But it was learned that the roly-poly author of the fabulous expense accounts for wartime parties is within easy reach of the United States, and he may be produced as a witness before the Senate war investigating committee this week as the committee has demanded.

Meyer, No. 1 witness in the Senate investigation of Hughes' multi-million-dollar war plane contracts,

since he fingered Elliott Roosevelt, Paye Emerson, Secretary of Interior Krug and other notables as guests at company-bought parties with \$100 a night party girls, obtained a passport about six weeks ago, it was learned.

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(Turn to Page 7, Col. 1)

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INDEXED 114 45 116 6 7

WASHINGTON TIMES HERALD
MORNING EDITION
DATE: SEP 8 1941

7-28-41

FEB 11 1942
BB
RECEIVED ORIGINAL RETURN

'Patagonia' 'hunny' Available To Testify in Hughes Probe

(Continued from First Page)

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Later inquiries revealed, however, that the \$200-a-week press agent has been shunted out of the country again by his boss, on a new job.

Last week the committee wrote Hughes demanding that Meyer be produced next Wednesday, or it would demand an explanation from the movie maker himself.

Meanwhile, Senate investigators vowed they would not be distracted by beautiful Hollywood babes in the back row of the chorus, or the clink of champagne glasses, when the bang-up investigation gets underway here at 10 a.m. today.

They promised to limit themselves to investigating Hughes' money dealings with the government, and not pry into the movie maker's other business affairs, involving his Trans World airline and its overseas routes.

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A high committee source pointed out that probers, under their grant of authority from Congress, can only dig into war contracts and money spent by the government for national defense.

While the star-studded cast was gathering back stage, top aircraft industry people, not connected with Hughes, hinted that the investigation might blow the lid off some entirely unsuspected shenanigans at WPB during the war, involving many other aircraft manufacturers.

Testimony may reveal that WPB bigwigs gave Henry J. Kaiser his contract to build the huge eight-engineered wooden flying boat with biplanes to keep the spectacular shipbuilder from getting into the race to produce conventional type warplanes, it was said.

Other manufacturers reportedly feared that Kaiser might have been able to get hold of most of the country's aluminum and source engines, because of his tremendous political popularity. As a result, it was said, many established plane makers urged WPB to give Hughes and Kaiser the wooden plane contract, to keep them from under foot at least three years.

Kaiser Stated Tomorrow

Chief committee counsel William P. Rogers predicted that the opening session today will be brief and comparatively unexciting. He expected only two witnesses, Merrill Meigs, former WPB aircraft official, and Grover Loening, New York plane expert, to testify.

The following day, he said, Kaiser will take the stand to discuss the \$18,000,000 flying boat contract. He later withdrew from the deal.

The technicolor feature starring Elliott Roosevelt, Faye, the party girls, and Patagonia Joullie, in a carnival of wartime merry-making from coast to coast, will probably begin Aug. 4. Judy Conk, aquatic swimmer, and Martha Goldthwaite, 24-year-old lounge

model, have been subpoenaed to appear then.

Rogers still declined to say what he found of interest in the secret papers of the late President Roosevelt which were delivered to him from Hyde Park last week.

Meanwhile, it was disclosed that Ben Ferguson (R) of Michigan pictured Elliott Roosevelt with the power to "ram" a scout plane contract for Hughes "down somebody's throat."

But this contention had been disputed by Meyer.

Hughes previously had denied that Roosevelt helped him and Kaiser obtain the original contract for construction of the enormous flying boat.

Testimony Revealed

To this Meyer added the assertion, in testimony taken June 3 behind closed doors, that while continuation of the subsequent photo-reconnaissance (scouting) plane contract held by Hughes alone probably depended on Roosevelt's recommendation, "he couldn't force it down any throat."

Meyer testified at the closed hearing that he was friendly with Roosevelt and often entertained him as publicity chief for the Hughes Tool Co., parent organization of the Hughes enterprises.

At the closed hearing, Ferguson asked Meyer why he entertained Roosevelt.

Meyer replied: "We got a contract in which he was sent out there as chief of the mission. The contract probably depended upon his recommendation. He recommended it, but he couldn't force it down any throat."

Ferguson: "That is what you say, Mr. Meyer, and you know different. You know he could ram it down somebody's throat."

Meyer: "No, senator."

Ferguson: "You mean to say the son of the President of the United States, under the conditions under which he was operating, could not ram this down somebody's throat?"

Meyer: "I doubt it."

Ferguson: "What did he know about an airplane?"

Meyer: "Well, it wasn't our fault that he was assigned to the mission."

Ferguson: "All right, I know that it was not."

Boy Posing as Hughes' Son Tosses a Party

CHICAGO, July 27 (UP)—A 15-year-old high school boy was discovered today, posing as the son of Howard Hughes, millionaire movie producer and airplane builder, and "treating" two classmates to a 99¢ limousine ride, a champagne supper and a week end in a hotel ornithouse.

Glenn Cordes, high school sophomore, readily assumed full responsibility for the party. He said he had a wonderful time.

His father, Gilbert Cordes, a carpenter, paid the bill, \$200, and him nearly \$700.

Hotel officials said they would not seek formal action against the boy, but juvenile authorities said they would look into the matter.

"I only wanted to have a lot of fun and a big party," young Cordes said.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

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ET

John Meyer

Hughes Quiz Starts Today³

By United Press

WASHINGTON

Armed with sensational testimony gathered in secret sessions, a Senate War Investigating Subcommittee opens public hearings today on the business deals between millionaire plane-maker Howard Hughes and the Government.

Turning aside from wild tales of lavish glamor girl parties, it will get down to the more prosaic business of how Hughes obtained an \$18,000,000 contract to build a huge, plywood cargo plane which still awaits its first test flight.

The witnesses called to give Chapter I in this saga are Merrill C. Meigs, Hearst Corp. executive and wartime chief of the WPB's Aircraft Division, and Grover Loening, ex-WPB aircraft consultant. Industrialist Henry Kaiser, who held a brief partnership with Hughes, also will appear.

Hughes was asked some time ago by the subcommittee if Elliott Roosevelt had been of any help in getting the contract.

"I can say absolutely he was not," Hughes replied.

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- Mr. Glavin _____
- Mr. Ladd _____
- Mr. Nichols _____
- Mr. Rosen _____
- Mr. Tracy _____
- Mr. Acers _____
- Mr. Carson _____
- Mr. Harbo _____
- Mr. Hendon _____
- Mr. Mumford _____
- Mr. Starke _____
- Mr. Quinn Tamm _____
- Mr. Nease _____
- Miss Gandy _____

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58 AUG 6 1947

FEB 9 1972

REPRODUCED ORIGINAL RETURN

18-Million Contract On Flightless Flying Boat to Be Probed

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a Senate War Investigating Sub-
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The witnesses called to give Chapter 3 in this saga are Merrill C. Meigs, Hearst Corp. executive and wartime chief of the War Production Board's aircraft division, and Grover Loening, former WPB aircraft consultant. They will be followed by West Coast Industrialist Henry Kaiser, who held a brief partnership with Hughes, airplane builder Glenn L. Martin and War Department officials, among others.

The subcommittee gets its public testimony under way with offers of an assist from the State Department. Subcommittee Chairman Homer E. Ferguson (R., Mich.) said the department had offered to furnish the passport of ~~James Earl Ray~~ James Earl Ray and perhaps for Burke, who currently is out of the country.

It was Meyer who fortified with his extensive account records, told the committee in secret session that Hughes footed the bill for elaborate parties and dinners for various officials, including Secretary of the Interior, James H. McHugh, and Gov. Alfred E. Smith.

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See HUGHES, Page 4, Column 2.

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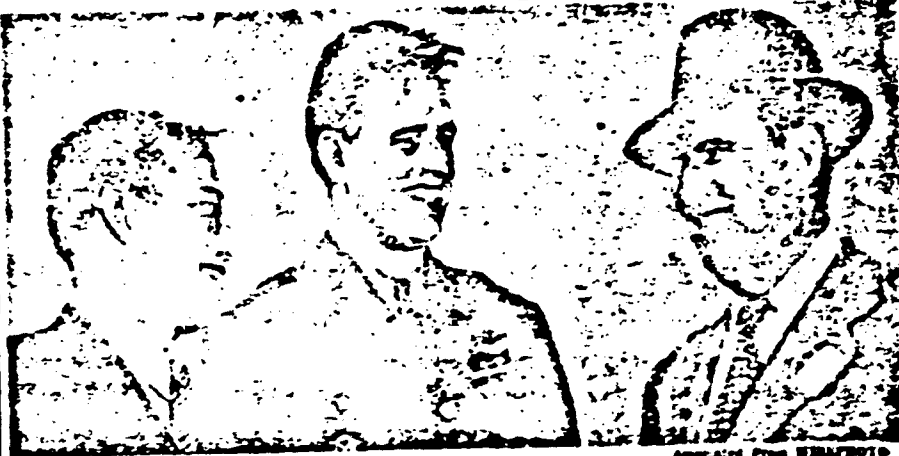
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FEB 9 1972

REPRODUCED ORIGINAL-STATE

Elliott Roosevelt With Hughes Official



ON VISIT TO AIRCRAFT PLANT—Brig. Gen. Elliott Roosevelt, then a colonel in the AAF, is shown talking with two officials of the Hughes Aircraft Corp. in November, 1944. C. W. Fawcett, plant general manager, is at Roosevelt's left, while John W. Meyer, public relations director, is at right.

HUGHES—From Page 1

Airplane Deal Hearings Open

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6/1/45

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Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
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Times Herald
Page 1

FEB 9 1972

REPRODUCED ORIGINAL-RETAIL

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(Continued from First Page)

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Cordes

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18-Million Contract
On Flightless Flying
Boat to Be Probed

By the United Press

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WASHINGTON POST

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John William Meyer

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WASHINGTON TIMES HERALD
 DATE 7/28/47

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Meyer: "Well, it wasn't until that he was assigned to the task."

Ferguson: "What about the fact that he was assigned to the task?"

JOHN WILLIAM MEYER

Seems Like a Reissue

By Fred Othman



WHEN I left Hollywood I thought I was all thru writing pieces about blonds admiring the moon thru the portholes of Errol Flynn's yacht. And about beauteous red-heads studying Shakespeare under tutelage of Charlie Chaplin.

Now it's brunets with curves more pronounced than that of the fuselage of Howard Hughes' 800-passenger airplane, skimming thru the water (the lovelies, not the plane) in Deshe-colored bathing suits for the edification of Government bigwigs.

Only difference in today's story about the Senate's inquiry into the \$30,000,000 plus that Hughes got from the Government to build airplanes and the trials I used to cover is that the scene is Washington instead of Hollywood. Even so a fellow has to look sharp to realize he's in the Senate Caucus Room and not in Los Angeles' skyscraper courthouse.

THERE'S the sworn evidence of champagne parties in a mansion on Doheny Drive in the hills high above Hollywood, the \$125 fees to gals for going to dinner with hot-shots, the tete-a-tetes in plush-lined restaurants.

One of these is Romanoff's in Beverly Hills, operated by the phony Russian nobleman, Prince Mike (nee Harry Gerguson) Romanoff. And many an item I had to write about the mustachioed Mike. One member of the cast of characters, even, I remember from the trial of Errol Flynn: His old pal, Johnny Meyer.

When I knew Johnny he was a portly young man with thinning hair, who had his desk in the Warner Brothers publicity department. Johnny knew everybody in Hollywood. He never seemed to function

as a press agent, except on studio junkets for movie premieres. That was when Johnny shone. He herded the accompanying starlets. Saw that they had their pictures taken with the dignitaries. Stuff like that.

Johnny was a character witness for Flynn at the latter's trial on charges of monkey business with an 18-year-old girl aboard his boat. (Flynn was acquitted.) After I left Hollywood for what I thought would be a more dignified job in Washington, Johnny moved over to Howard Hughes' movie company in a similar capacity.

Now it turns out that Johnny came here a while back to give secret testimony to the Senate War Investigating Committee about the entertainments he provided for such people as Elliott Roosevelt; Fay Emerson, the Warner Brothers' actress who became Elliott's wife; Gov. M. W. Wallgren of Washington, and C. R. Krug, Secretary of Interior.

HAVING noted his fabulous expense accounts over to Sen. Owen Brewster, Romanoff, Krug & Co. Johnny found urgent business about as far elsewhere as he could get. He reportedly went to South America and last was in Patagonia, the southernmost tip of the continent.

Krug claims he never ate \$100 dinners with Johnny; that the latter is a master of the swindle-short. Gov. Wallgren laughs off the parties. Young Roosevelt hasn't said anything yet. Hughes says he has a right to entertain his friends.

And that brings us to Miss Peggy Cook, whose bathing suit portraits lately have been sizzling the newspapers. I seem to have met her somewhere in my previous past, but I can't quite place her. By the time the senators have learned how come the Government handed the millions to Hughes, I imagine my memory will have been well refreshed.

- Mr. Tolson _____
- Mr. E. A. Tamm _____
- Mr. Clegg _____
- Mr. Glavin _____
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- Mr. Nease _____
- Miss Gandy _____

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WASHINGTON NEWS

Date 7-28-47

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60 AUG 10 1947

Hints F.D.R.'s Son Rammed Through Hughes Contract

By JACK BELL

WASHINGTON, July 27 (AP).—Sen. Ferguson (R-Mich.), delving into wartime activities of Howard Hughes and Elliott Roosevelt, pictured the late President's son as having power to "ram" a scout-plane contract for Hughes "down somebody's throat," it was disclosed today.

But this contention of the Senator, who heads a war investigating subcommittee, was disputed by a witness, John Meyer, a publicity man employed by Hughes.

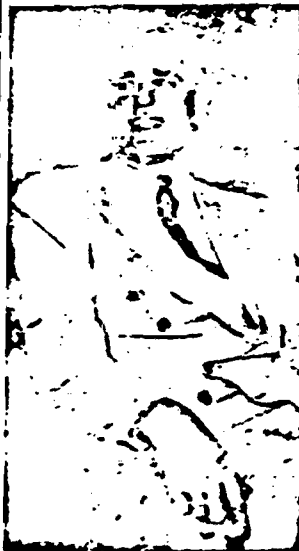
Hughes, Hollywood millionaire, has denied Roosevelt helped him and Henry J. Kaiser obtain the original contract for construction of an enormous cargo flying boat.

To this Meyer added, in closed testimony, June 3, that while continuation of the subsequent photo-reconnaissance plane contract held by Hughes alone probably depended on Roosevelt's recommendation, "he couldn't force it down any throats."

The testimony, made available by a committee member, was taken preliminary to the opening tomorrow of public hearings by Ferguson's group on the Hughes-Kaiser contract for the cargo plane.

The subcommittee also wants Meyer as a witness and has enlisted the aid of the State Department. Meyer is reported out of the country.

Meyer testified at the closed hearing that he was friendly with Roosevelt and often entertained him as publicity chief for



Elliott Roosevelt
Hughes claims he exerted pressure to obtain aircraft awards.



Sen. Ferguson
Claims Elliott Roosevelt's power
to influence plane contracts.
(AP Wire Photo)

the Hughes Tool Co., parent organization of the Hughes' enterprises.

Roosevelt, a photo-reconnaissance colonel during the war, headed a group of War Department officials who inspected Hughes' photo-reconnaissance plane at its California factory.

At the closed hearing, Ferguson asked Meyer why he entertained Roosevelt.

Meyer replied: "We got a

Continued on Page 8

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Links Roosevelt's Son With Hughes

Continued from Page 2

contract in which he was sent out as chief of the mission. The contract probably depended on his recommendation. He recommended it, but he couldn't force it down any throat."

Ferguson: "That is what you say, Mr. Meyer, and you know different. You know he could ram it down somebody's throat."

Meyer: "No, Senator."

Ferguson: "You mean to say the son of the President, in the conditions under which he was operating, could not ram this down somebody's throat?"

Meyer: "I doubt it."

Ferguson: "What did he know about an airplane?"

Meyer: "Well, it wasn't our fault that he was assigned to the mission."

Ferguson: "All right, I know it was not."

See Wallgren's Hand In Hughes Airline

Left-wing, New Dealish Gov. Mon. C. Wallgren, of Washington, was instrumental in helping Howard Hughes expand his TWA airlines into a globe-circling system, the Mirror has learned from a reliable source.

This may account for the constant reappearance of the name of the fun-loving governor in John W. Meyer's astronomical expense accounts.

Ever since Hughes flew around the world, it had been his ambition to establish a commercial earth-gridling line. Opposition of competitors held his TWA at Calcutta, instead of its being permitted to hop the Pacific and join up with the domestic terminus in San Francisco.

Meanwhile, Northwest Airlines, in which Seattle interests close to Gov. Wallgren were involved, suddenly grew from a regional carrier to a transcontinental line, and was then awarded the North Pacific route to Tokyo and India, via Anchorage, Alaska.

Last year, the Mirror revealed that Hughes, through a complicated option agreement with Northwest, virtually controls it, and that the two will shortly form an integrated around-the-world route.

Before running for governor of Washington, Wallgren was a New Deal U. S. Senator. He served on Truman's War Investigating Committee and is regarded as the President's closest friend in public life.

*File
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BROADWAY By DANTON WALKER

Manhattan Memoranda 20

THE Club Vogue in Buenos Aires could at least furnish a forwarding address for John W. Meyer. Howard Hughes' missing aide, an American named Meyer, was reported in a New York Times spot with one of the characters prominent in the Buenos Aires case. On advice from their studio heads, Hollywood stars whose names have cropped out in the Hughes case are holding private meetings with their lawyers before being interviewed by the press. Movie stars and starlets departing for European and South American vacations during the next month will be quizzed to learn if they have information useful to senatorial investigating committees. One top male movie actor who had passage for England won't be allowed to ship out of New York, not because he was involved in the Hughes or Meyer cases but because the local cops still hold a moral rap against him and he was warned to stay out of this town.



John W. Meyer

- Mr. E. A. Tamm
- Mr. Clegg
- Mr. Glavin
- Mr. Ladd
- Mr. Nichols
- Mr. Rosen
- Mr. Tracy
- Mr. Carson
- Mr. Egan
- Mr. Gurnea
- Mr. Harbo
- Mr. Hendon
- Mr. Jones
- Mr. Leonard
- Mr. Pennington
- Mr. Quinn Tamm
- Mr. Nease
- Miss Gandy

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Kaiser Trains Heavy

Mr. Tolson _____
 Mr. E. A. Tamm _____
 Mr. Clegg _____
 Mr. Glavin _____



Above: The probers, seated (left to right): Sen. Claude Pepper (D., Fla.), Herbert O'Connor (D., Md.), Henry Bergson (R., Mich.), Earl Burch (D., N. Y.). Standing (left to right): James Thompson, assistant counsel; William Quinn, chief counsel; and John J. Ark of Hughes Tool Co. Top center: Sen. Owen Brewster (left) and Howard Hughes (right) during an earlier hearing of the committee. Sen. William F. Knowland is center. Bottom center: The Hughes-Kaiser case to the U.S. trial court, at San Pedro, Calif. Right: Actress Barbara Daily Cook, who attended some of Hughes' parties for Washington officials.

By Robert Price. (This continues on Page 21, and Mr. Glavin on Page 22.)



GROVER LOENING

Howard Hughes
Johnny Newen

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BRINGTON NEWS
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RECEIVED ORIGINAL-RETRAM

Henry J. Kaiser challenged Senate investigators today to unmask the powerful "forces" who gave the "clever, mysterious kiss-off" to his wartime plan to lick the U-boat menace with an armada of wooden flying boats.

In a vigorous defense of the mass production project which he planned with millionaire Howard Hughes, the portly West Coast industrialist indicated his belief that old line aircraft manufacturers torpedoed it to safeguard their hold on the aviation industry.

Mr. Kaiser told a Senate War Investigating sub-committee the cards were so "stacked" and the opposition reached so high that "word came to me on the night of Aug. 2 (1942), certain Army generals were going to run me out of town."

The bald and bespectacled production "miracle man" testified at the sub-committee's second day of open hearings into the multi-million dollar Government contracts awarded to him and Mr. Hughes for war planes that have never been delivered.

Mr. Kaiser rejected charges he high pressured former WPB Chief Donald M. Nelson into an \$18,000,000 experimental cargo plane contract and then pulled out to leave Mr. Hughes "holding the bag."

He said the Government had stipulated Mr. Hughes was to have the responsibility for engineering and construction.

He defended Mr. Hughes as a brilliant engineer who agreed to do the research and development job for the Kaiser flying boats out of "unselfish devotion to the cause of aviation."

"I know of no other man in this nation who would contribute \$7,000,000 of his own funds to finish a plane engineering job which he undertook, in the face of a Government cancellation," he said.

Mr. Kaiser told the sub-committee:

- He never attended any of the lavish parties which Mr. Hughes, with the aid of beautiful, \$125 a night feminine "entertainers," reportedly threw for such prominent persons as Interior Secretary J. A. King and Elliott Roosevelt.
- "I do not recall ever having met Elliott Roosevelt and I have never had any business relations with him."
- That Mr. Hughes was highly endorsed as an aircraft engineer by Jesse H. Jones, then RFC head.
- That a vigorous investigation would show that the same forces who scuttled his cargo plane project are still at work and have "left us with a weak air force."

Sen. Claude Pepper (D., Fla.),

member of the investigating group, said testimony thus far had convinced him that neither the late President Roosevelt nor Elliott had a role in award of the flying boat contract.

Mr. Kaiser devoted most of his statement to the developments that led up to his scheme for the eight-engined wooden flying boats.

In the summer of 1942 he suggested two solutions to the U-boat menace: A great mass-produced, air cargo fleet to fly over the wolf packs and a fleet of 100 aircraft carriers to destroy the submarines. Despite initial skepticism by the Navy, he said, the second project proved successful with the aid of Kaiser shipyards.

But as to the cargo planes, he said, "Kaiser was stopped on that."

"The mass production cargo plane program did get a clever, mysterious kiss-off," he told the sub-committee. "Can't you find out why?"

Mr. Kaiser said that altho the public was much taken with the cargo plane project, "much opposition developed in official circles." It was here, he said, that he heard certain generals were after his scalp.

He then produced a memo from WPB Boss Nelson to President Truman, then a senator. In it, Nelson said that "the military had not . . . evidenced an adequate understanding of the great potential needs of the cargo plane."

Mr. Kaiser said Mr. Nelson sent Grover Loening, WPB aircraft consultant, to San Francisco where he outlined his plans for the wooden cargo planes. He said Mr. Loening appeared enthusiastic and remarked that "regular aeronautic engineers had too orthodox views to deal with the new venture."

(Mr. Loening testified yesterday he felt the project was foolish and Mr. Nelson was primarily responsible for approving it, even in limited form.)

Mr. Kaiser said "something very strange took place" between Mr. Loening's San Francisco visit and a secret meeting of a special WPB aircraft industry committee held in the office of Donald Douglas, aircraft manufacturer, and centered his testimony on a belief the conference in Douglas' office killed off his project. Mr. Loening testified yesterday the meeting merely attempted to clarify a Washington directive as to whether the committee merely was to advise Mr. Kaiser, or had instructions to develop plans

for planes which Mr. Kaiser would build.

Kaiser was called to the witness chair after Mr. Loening and Merrill C. Meigs, erstwhile dollar-a-year head of the WPB aircraft division, maintained Mr. Kaiser virtually bludgeoned Mr. Nelson into giving him the contract thru a big publicity build-up.

Mr. Loening and Mr. Meigs said Mr. Kaiser came to Washington in 1942 with "fantastic" plans for building great cargo airships, and got them approved over the objections of such uneasy aircraft experts as themselves.

Mr. Meigs put it this way: Mr. Kaiser's scheme was "impossible." But his high-pressure salesmanship was that of a "Diamond Jim Brady" or "a Billy Sunday."

CULVER CITY, Calif., July 28—Howard Hughes predicted bitterly today the only result of a Senate investigation of his airplane contracts would be to ruin a reputation he spent years and "risked my life" to build.

The millionaire manufacturer and movie producer said it would uncover no graft in his contracts and no flaws in his airplanes.

One plane, the XF-11, is the best in the world, he said.

Mr. Hughes nearly killed himself last July when he crashed while testing the plane. The crash was caused by a faulty propeller.

He said the monster plywood flying boat he built for the Government was "purely a research project," but "will do what it was designed to do, and the Government knew what it was designed to do when it ordered it." "I was told to build it and I built it," he said.

The Government got its \$18,000,000 worth, but he lost money, he added, \$14,000,000 to be exact.

"My contract called for a completed airplane at Culver City," he said. "I moved it to the beach at my own expense, and all the work now being done is at my own expense."

The eight-engined plane is undergoing tests before its first flight.

He added he had documentary evidence Sen. Owen Brewster (R., Me.), chairman of the investigating committee, requested a \$1000 free ride with him.

"He has never paid for it and certainly never had any intention of paying for it," he said.

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Miss Gandy _____

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HIS FAN MAIL

—By TALBUX



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WASHINGTON NEWS
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Adm. Leahy Approved Flying Boat Contract, Kaiser Tells Senators

Industrialist Says Nelson Took Him To White House For Talk With Aide

By Mary Spargo

Henry J. Kaiser testified yesterday that the Government gave its first approval to the Kaiser-Hughes flying boat proposal six days after Admiral William D. Leahy of the Joint Chiefs of Staff gave it the green light.

Kaiser told the Senate War Investigating Committee that Donald Nelson, then War Production Board chief, took him and Chad F. Calhoun, a Kaiser executive, to the White House on September 11, 1942, to see Leahy.

At the time, Leahy was chief of staff to the Commander in Chief, as he is now, and a member of the Joint Chiefs of Staff.

May Call Leahy

Subcommittee Chairman Homer Ferguson (R, Mich.) said the committee is considering calling Admiral Leahy as a witness in its inquiry into the 18 million dollars the Government invested in the 200-ton flying boat which has never yet been in the air.

The West Coast industrialist said the first letter of intent was dated September 17, 1942. It called for two of the plywood duramold ship and a third for static tests.

The reference to Leahy was the nearest the committee has so far been able to get to rumored "White House" influence in awarding of the contract. The military services and technical experts of the War Production Board had all opposed expenditure of funds and materials in the project.

Mentions Feud

"I never did get clear in my mind why Nelson asked us to go to see Leahy," Kaiser declared.

He told the committee he had assumed that Nelson was seeking White House support because of a then-current feud between the Army and the War Production Board, in view of the fact that the Army had turned thumbs down on the project.

Nelson did all the talking in the 15-minute interview, Kaiser testified.

"Admiral Leahy did not have any objection to the plan and said he was definitely for it if it would not interfere with offensive military operations," Kaiser told the committee.

"Mr. Nelson stated that it would not, and assured the Admiral several times that he personally would assume full responsibility for the program as outlined."

As the group left the White House, Calhoun's memorandum stated, Nelson said he would take immediate steps to finance the program either through Jesse Jones, then head of the Reconstruction Finance Corporation, or through the Maritime Commission.

Kaiser said he expressed his preference that the contract be handled through the Maritime Commission because he was already doing business with that agency on air carriers.

Navy Overruled

The bald, portly industrialist, sweating under the huge klieg lights set up by movie cameramen, told the committee he sought help wherever he could to put across the idea of the flying cargo ships to thwart the submarine menace.

"At the time, I'll remind you," he told the committee, "we were losing the war because ships were being sunk by the submarine packs."

Kaiser said he remembered that he had prepared a note for the late President Roosevelt on the subject of the flying boats and asked the late Marvin McIntyre to place it before the Chief Executive.

"But they told me that it was hopeless so the note was never sent," Kaiser declared.

Earlier he had disclosed that he had obtained a wartime order for 50 baby flat tops by sending a note to HUGHES, Page 2, Column 2.

Mr. Tolson	
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Mr. Rosen	
Mr. Tracy	
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JOHN W. MEYER

Leahy Helped, Kaiser Says

to President Roosevelt after the Navy had turned thumbs down on the project. A Navy Board had rejected the idea 16 to 8.

But later, after Kaiser began rolling off one carrier a week, he said, the Navy reversed its own position and began "to put the heat of hell on me" to get the carriers.

Ferguson asked him if Interior Secretary Julius Krug's statement

Admiral Leahy's Braid Impressed Calhoun

A novel description of Fleet Admiral William D. Leahy, Chief of Staff to the Commander in Chief and a member of the Joint Chiefs of Staff, was given yesterday by Chad F. Calhoun, an executive in the Kaiser organization.

Speaking of a White House meeting between Henry Kaiser and Admiral Leahy, Calhoun said:

"We assumed he was of military importance because he was all dressed up in uniform."

that Kaiser had "put the heat of hell" on everyone in Washington to get over the cargo plane idea was a fair description.

"I approve those words," said Kaiser. "That's right. And the war was putting the heat of hell on all of us."

It was Nelson, Kaiser said, who decided that the contract with the Kaiser-Hughes corporation was to be handled by Jesse Jones for the Defense Plants Corporation.

And it was Jones, he declared, who made the decision that Howard Hughes was to handle all the engineering and production of the planes as soon as the contract was signed.

"Is this a fair statement then," Ferguson queried, "your part was the getting of the contract for three flying boats or cargo ships?"

Kaiser replied, "My part was the idea—the conception of it."

Jones had more faith in Hughes as an airplane builder, Kaiser said, than he did in Kaiser.

Hughes Called Reliable

The former RFC chief said of Hughes, Kaiser testified:

"You are safe in proceeding with Howard Hughes. I have known him since he was a boy—and I know his able father before him—and I know of no more capable and reliable man than Howard Hughes."

Jones told Kaiser he was "to let Hughes alone," the valuable builder testified.

"Jones' position with me was always 'let God's cake stick to what you are doing,'" Kaiser beamed. "He didn't want me to take on any thing more."

about this time both Admirals, Secretary Land of the Maritime Commission and Jones wanted to handle the cargo plane program.

At the time he commented: "It is most amazing now (after so many rejections) to see two strong Government agencies fighting for the privilege of building the cargo ships."

Kaiser related to the committee how he called Jones, when he learned Land also was interested in the project, and said:

"You are two good friends of mine, and I am glad to have you interested, but I don't want to get caught in a cross-fire here."

During his testimony, Kaiser made public for the first time the reason why the joint venture in which he and Hughes were engaged was canceled and the flying boat contract taken over by Hughes alone.

From the moment the contract had been signed in 1942 all the responsibility had been on Hughes' shoulders anyway, Kaiser declared.

"Hughes came to me in March, 1944, and he said the Government was going to cancel the contract. He said 'I believe this research will be forever valuable. I know that if the Government cancels this, you don't want to finish the plane, but I do.'"

"He told me," Kaiser added, "that if he could make some arrangement with Jesse Jones he would finish the plane at his own expense."

Kaiser added that few men in the United States would step in and finish a job spending seven million dollars of their own money on a project that would belong in the end to the Government.

Ferguson asked Kaiser how he knew Hughes had spent seven million dollars of his own money.

But Goes Unchallenged

"I have no direct evidence," Kaiser replied. "Howard told me he did, and since he said so I believe it."

"In fact, I bet \$100,000 right now that he did," the shipbuilder challenged.

There were no takers.

Kaiser explained that the Kaiser-Hughes Corp. was a nonprofit venture. Under the terms of the contract no subsidiary of either Kaiser or Hughes could make any profit by subcontracting.

Kaiser said he was disappointed when the contract was for three flying boats instead of for a mass-production job.

One reason for the delay in Hughes production — "And the Army will have to tell you about it, Senator" — was the fact that "the War Department simply would not furnish what we call GFM—Government Furnished Materials."

The War Department delayed in furnishing engines for the planes, he said.

He added that Hughes also was a very precise, thorough and accurate researcher and designer, who took his time to be sure he was right at every step.

In his prepared statement, Kaiser angrily charged that the cargo plane program was "a clever, mysterious off."

Under questioning, he charged that some of the large aviation companies had ganged up to stop mass production of any giant planes.

He mentioned William L. Batt, former WPA chief, and Merrill Meigs, Hearst executive who was a 51-year man in WPA during the war, as being stumbling blocks within the Government. He charged Meigs with "protecting" established plane manufacturers from Kaiser's invasion of their field.

Kaiser insisted that Grover Loening, aviation expert employed during the war by WPA, had given him "the double cross" by first seeming for the program and then turning around and opposing it.

Rushed to the stand after Kaiser left, Loening angrily denied the "double cross" and said:

"Mr. Kaiser's use of the term double cross struck me because the double cross appears to have been by Mr. Kaiser on the American people."

Loening said he referred to the fact that Kaiser tried to sell the program to the Government on the basis of using existing shipyards but that when Loening made a first-hand inspection he found the Kaiser organization had already picked the site for a new plant.

Maj. Gen. Edward M. Powers,

assistant chief of the Army Air Forces staff supply and maintenance division, declared that the AAF urged cancellation of the contract in 1945 to "avoid squandering funds."

Senator Claude Pepper (D., Fla.) disconcerted the witness with a series of rapid-fire questions supplied by Tom Stack, attorney for Hughes.

He asked if cancellation of the B-32 model plane contract with Consolidated by the Army Air Forces hadn't resulted in a loss to the Government of a hundred million dollars.

Powers said he did not know the sum, but it was more than 10 million dollars.

F.D. Balked Giant Plane Deal After Navy's 'No,' Says Kaiser

Tells Probers Leahy
Also Joined Approval

By JERRY GREENE
and FRANK MOLEMAN

In a hot jam session packed with charges, countercharges and matches of Tennyson's poetry, Henry J. Kaiser yesterday revealed that the White House put a heavy okay on his war-born ideas to build giant cargo planes and a fleet of little escort aircraft carriers.

Kaiser fingered Fleet Adm. Leahy, chief of staff to the President, as the man who in 1942 liked the idea of the skies full of great cargo planes. A letter Kaiser wrote to "the chief" (F.D.R.) at the suggestion of the late Marvin McIntyre, Presidential press secretary, about the jeep carriers, after a Navy board had turned the plan down, was supposed to have brought about quick approval of the carrier deal.

Kaiser Rules Hearing

It took the Senate war investigating subcommittee, headed by Sen. Ferguson (R) of Michigan, nearly four hours of squirming, bawling, posing for photos and arguing to get around to the subject of the inquiry. This, presumably, is whether or not the government got a fair break in awarding Kaiser and Howard Hughes \$40,000,000 worth of experimental airplane contracts.

This was on Tuesday, Sept. 4. Kaiser took charge of the proceedings, jockeyed for his chance to quote Tennyson, had to deny that he was the author of the bit of verse and finally tossed in his socks, demanding that the Senators find the mysterious gremlins who out-pressed him in Washington.

Leahy May Be Called

Ferguson said after the session his subcommittee may summon Leahy and Gen. Arnold, wartime Army air force commander, for questioning.

Kaiser had the senators all mixed up, talking one moment about his flying boat, then about his jeep aircraft carriers, then about a deal he was working on to build some of the Mars flying boats designed by Glenn Martin of Baltimore.

The roaring, howling talkathon failed to mention the sixty-girty singles, wherein the committee has expressed a desire to study hush drink and dame expense accounts run up for the comfort of Washington hotshots. But more of this

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Mr. Tolson _____
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John W. Meyer

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WASHINGTON TIMES

EDITION DATE

HERALD

Kaiser Says Plea To Roosevelt Won 100-Ship Contract

By BOB CONSIDINE

WASHINGTON, July 29 (INS).—Henry J. Kaiser testified today that an appeal to President Roosevelt in 1942 got him a contract to build 100 baby aircraft carriers after 16 admirals had turned him down. The big, bald industrialist later contradicted himself and told the Senate subcommittee investigating the Kaiser-Hughes plane contracts that the appeal was to build cargo planes instead.

Later Chad Calhoun, vice-president of the Kaiser company, sought to clear up the confusion by explaining to newsmen that his boss was right the first time.

Calhoun, who subsequently took the witness stand, said Adm. William D. Leahy, then Chief of Staff to Roosevelt and now to President Truman, personally approved Kaiser plan to build three giant flying boats.

Sen. Ferguson (R., Mich.), said at his subcommittee may summon Adm. William D. Leahy and Gen. H. H. Arnold, wartime Army Air Forces commander, for questioning.

He said Donald M. Nelson, wartime chairman of the War Production Board, took him and Kaiser to the White House to see Leahy Sept. 10, 1942. With Kaiser sitting at his side and nodding assent, Calhoun said:

"Mr. Nelson asked his (Leahy's) advice. Leahy stated he had no objection to the plan as outlined and that he was definitely for the idea."

Contract Followed

Calhoun said the White House conference occurred before the WPB issued a letter of intent, commitment to a contract, for construction of the three flying boats. The first of these, the \$18,000,000 "Hercules," world's largest plane, remains unflown to this time.

Kaiser said the "jeep" carrier contract was later cut to 50 after the Navy had squawked that it wanted destroyers instead. He said the first of the baby flat-tops was launched in eight months and that afterward production stepped up to six per month.

The subcommittee is also investigating a \$2,000,000 contract given to Hughes to build a photo-reconnaissance plane.

Kaiser was the first witness. The subcommittee opened the day of hearings. He immediately got into a row with the senators and accused them of a "smear campaign."

He wanted to read a prepared statement, but Chairman Ferguson (R., Mich.) would not let him. This brought a protest from Sen. Pepper (D., Fla.).

The statement was made public anyway. In it, Kaiser urged the Senators to investigate the "clever, mysterious influence" which blocked his plan to build 5,000 wooden flying boats to live

Hitler's submarine menace. He accused the aviation industry and WPB officials of "scuttling" the plan.

Kaiser estimated the interview with Leahy lasted about 15 minutes and said Nelson did the talking. He added:

"It was never clear to me why Nelson said we should go to see Leahy. I assume there was some sort of a feud going on."

Ferguson interposed: "And you wanted White House support?"

Calhoun replied: "We assumed Leahy had military significance. He was all dressed up in uniform."

Ferguson asked Kaiser if Jimmy Corcoran, White House adviser of early New Deal days, represented him in the cargo plane deal.

"No," Kaiser replied. "At any time," Ferguson pressed.

"At one time I was low bidder on some contract. They threw out the bid. The next time someone found out what our bid was and got the bid."

Ferguson: "Do you employed Corcoran?"

SAYS MEYER ON WAY



(International NOUN) Deputy Noah Dietrich, executive vice-president of Hughes Tool Co., announced yesterday John Meyer will testify tomorrow.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Coffey _____
Mr. Glavin _____
Mr. Ladd _____
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Mr. Egan _____
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Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Mrs. Gandy _____

"Yes," Kaiser continued, "and he utterly failed. The bill he presented was totally unworkable."

"You mean it was too large?" Ferguson asked.

"Yes—and it was never paid."

Went to McIntyre

Kaiser told of going to the White House in 1942 and talking to Marvin McIntyre, secretary to Roosevelt, about his plan to build baby aircraft carriers. He quoted McIntyre:

"Why don't you write a letter of about four paragraphs, not more than one page, and I'll lay it on the Chief's desk."

Kaiser said McIntyre did this for him and shortly after he received a call from Adm. S. Land, Maritime Commission chairman, who demanded:

"What the hell are you doing?"

Kaiser said Land called him to

Continued on Page 3

John W. Meyer

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New York Daily Mirror
Page 3

Plea to F. Got Kaiser Contract

Continued from Page 3

his office the next day and eventually turned over to him his Vancouver shipyard's for construction of the carriers.

When the 100-carrier order came through, Kaiser said, "all hell broke loose." He added:

"The Navy wanted me to build destroyers. I told them I couldn't and refused the order. The whole Navy moved into the White House and said, 'you can't do this.'"

"When the cargo plane came up, my recollection is that I went to Mac again, but I didn't receive favorable consideration."

Kaiser said he prepared a note for Roosevelt on the cargo plane program, but "didn't leave it."

"I got the impression from Mac that it was kind of hopeless," Kaiser said. "He didn't think the President would take an interest in it."

Contradicts Himself

Later Kaiser contradicted himself and said he left a note with McIntyre on the cargo plane program, but not on the carriers.

Later, however, Calhoun told newsmen:

"Mr. Kaiser was a little confused. What happened was that a memorandum on the carriers was sent to President Roosevelt through McIntyre and we got an order for 100."

"Some time afterward, Kaiser went to McIntyre with a memorandum on cargo-carrying flying boats, but McIntyre said he saw no use in sending it along to the President, so Kaiser didn't leave the memo at the White House."

Kaiser charged that Grover Loening, aircraft adviser to the WPB, "double-crossed" him by first approving his cargo plane idea, then opposing it.

Ferguson asked Kaiser whether Howard Hughes took an active part in obtaining the contract for the giant flying boat or "was he really silent most of the time." Kaiser answered:

"He is silent most of the time. As a matter of fact, it was only recently that he was provoked. I don't remember that he took any part in obtaining the contract."

Names Names

Ferguson interrupted when the shipbuilder ran his prepared statement a that "certain Army men were going to run me town." The Senator asked for names. Kaiser replied:

"I was told it was Gen. Somervell (chief of Army Service Forces), so I made an appointment with him."

Ferguson: "Did he do it?"
Kaiser: "No, but we had quite a time. He later used me to advantage."

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 Miss Gandy _____

Come Josephine...

By Fred Othman



THE longer I listened to the evidence about Howard Hughes' mighty flying boat—said to be the finest job of carpentry since Noah's Ark—the more I thought about that celebrated ditty of the gay 90's: "Come Josephine in my Flying Machine."

The senatorial investigators tried to stick to the \$18,000,000 the Government spent for a wooden plane with wings as long as a football field. And the witnesses kept mentioning the Hollywood beauties who seem destined to become an integral part of the story about the biggest flying machine ever built.

There was, for instance, a toothy little man, gray of hair, precise of manner, and clad in a suit of widely spaced checks and shoes with rubber soles nearly an inch thick. He identified himself as Grover Loening, the pioneer aviator, assistant to Orville Wright, inventor, plane designer, and wartime consultant to the War Production Board.

I AM the oldest (he's 58) active pilot in America," he said. "In the world, I guess."

He told how he urged the Government to steer clear of the visions dreamed up by Henry Kaiser of ocean-going freighters with wings on 'em to sell the German subs.

Loening told how he went West to inspect Kaiser's plans, which consisted of artists' drawings of the ships winging hundreds of tons of freight across the Atlantic. He told how he met Howard Hughes, the

sometimes movie magazine, tool builder and airplane designer, who became Kaiser's partner.

The intensely serious Loening then read from a prepared statement about his own assortment of Hollywood Josephines who rode with him in his flying machine.

He said he didn't need to accept the hospitality of Johnny Meyer, the fabulous press agent of the fabulous Hughes, who will tell Thursday about the lovelies he hired to entertain the bigwigs from Washington. None of these curvaceous cuties entertained Loening.

"I have my own girl friends in Hollywood," he read. "With them I passed those necessary relaxing moments that any normal man should do to keep a good sane balance in his health and work."

"... Mr. Meyer did offer to entertain me. I did not accept, but I was not surprised or shocked at his offer."

LOENING said that after the contract was made against his advice and \$9,000,000 had been spent on aerial carpentry, he urged that it be canceled before the Government wasted any more money. Again he was ignored.

"Well, do you think the plane ever will fly?" asked Sen. Homer Ferguson of Michigan, heading the investigating sub-committee.

"Yes, I think so," Loening replied. "And because of its sheer size it will break many world records. If it goes very fast I should very much fear, because of its wooden construction, flutter in the tail and the wings. But it will fly. And after the pilots have been thoroly photographed, including Mr. Hughes looking very tired, it will be run up on the beach like any old movie set."

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WASHINGTON NEWS
DATE

FEB 9 1942

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RECORDED ORIGINAL-RELEASE

Adm. Leahy Approved Flying Boat Contract, Kaiser Tells Senators

Industrialist Says Nelson Took Him To White House For Talk With Aide

By Mary Spargo

Henry J. Kaiser testified yesterday that the Government gave its first approval to the Kaiser-Hughes flying boat proposal six days after Admiral William D. Leahy of the Joint Chiefs of Staff gave it the green light.

Kaiser told the Senate War Investigating Committee that Donald Nelson, then War Production Board chief, took him and Chad F. Calhoun, a Kaiser executive, to the White House on September 11, 1942, to see Leahy.

At the time, Leahy was chief of staff to the Commander in Chief, as he is now, and a member of the Joint Chiefs of Staff.

May Call Leahy

Subcommittee Chairman Homer Ferguson (R., Mich.) said the committee is considering calling Admiral Leahy as a witness in its inquiry into the 18 million dollars the Government invested in the 300-ton flying boat which has never yet been in the air.

The West Coast industrialist said the first letter of intent was dated September 17, 1942. It called for two of the plywood derrick ships and a third for static tests.

The reference to Leahy was the nearest the committee has so far been able to get to rumored "White House" influence in awarding of the contract. The military services and technical experts of the War Production Board had all opposed expenditure of funds and materials in the project.

Headlines Fund

"I never did get clear in my mind why Nelson asked us to go to see Leahy," Kaiser declared.

He told the committee he had assumed that Nelson was seeking White House support because of a then-current feud between the Army and the War Production Board, in view of the fact that the Army had turned thumbs down on the project.

Nelson did all the talking in the 15-minute interview, Kaiser testified.

"Admiral Leahy did not have an objection to the plan and said he was definitely for it if it would not interfere with offensive military operations," Kaiser told the committee.

"Mr. Nelson stated that it would not, and assured the Admiral several times that he personally would assume full responsibility for the program as outlined."

As the group left the White House, Calhoun's memorandum stated, Nelson said he would take immediate steps to finance the program either through Jesse Jones, then head of the Reconstruction Finance Corporation, or through the Maritime Commission.

Kaiser said he expressed his preference that the contract be handled through the Maritime Commission because he was already doing business with that agency on air carriers.

Navy Overruled

The bald, portly industrialist, sweating under the huge bright lights set up by movie cameramen, told the committee he sought help wherever he could to get across the idea of the flying cargo ships to outwit the submarine menace.

"At the time, I'll remind you," he told the committee, "we were losing the war because ships were being sunk by the submarine packs."

Kaiser said he remembered that he had prepared a note for the late President Roosevelt on the subject of the flying boats and asked the late Marvin McIntyre to place it before the Chief Executive.

"But they told me that it was hopeless so the note was never sent," Kaiser declared.

Earlier he had disclosed that he had obtained a wartime order for 50 baby flat tops by sending a note.

See HUGHES, Page 2, Column 2.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
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REPRODUCED ORIGINAL-RELIANT

Shipbuilder Testifies

Leahy Helped, Kaiser Says

to President Roosevelt after the Navy had turned thumbs down on the project. A Navy Board had rejected the idea, 16 to 8.

But later, after Kaiser began rolling off one carrier a week, he said, the Navy reversed its own position and began "to put the heat of hell on me" to get the carriers.

Ferguson asked him if Interior Secretary Julius Krug's statement

Admiral Leahy's Braid Impressed Calhoun

A novel description of Fleet Admiral William D. Leahy, Chief of Staff to the Commander in Chief and a member of the Joint Chiefs of Staff, was given yesterday by Chad F. Calhoun, an executive in the Kaiser organization.

Speaking of a White House meeting between Henry Kaiser and Admiral Leahy, Calhoun said:

"We assumed he was of military importance because he was all dressed up in uniform."

that Kaiser had "put the heat of hell" on everyone in Washington to get over the cargo plane idea was a fair description.

"I approve those words," said Kaiser. "That's right. And the war was putting the heat of hell on all of us."

It was Nelson, Kaiser said, who decided that the contract with the Kaiser-Hughes corporation was to be handled by Jesse Jones for the Defense Plants Corporation.

And it was Jones, he declared, who made the decision that Howard Hughes was to handle all the engineering and production of the planes as soon as the contract was signed.

"Is this a fair statement then," Ferguson queried, "your part was the getting of the contract for three flying boats or cargo ships?"

Kaiser replied, "My part was the idea—the conception of it."

Jones had more faith in Hughes as an airplane builder, Kaiser said, than he did in Kaiser.

Hughes Called Reliable

The former RFC chief said of Hughes, Kaiser testified:

"You are with in proceeding with Howard Hughes. I have known him since he was a boy—and I know his father before him—and I know of no more capable and reliable man than Howard Hughes."

Jones told Kaiser he was "to let Hughes alone," the valuable builder testified.

"Jones' position with me was always 'for God's sake stick to what you are doing,'" Kaiser beamed. "He didn't want me to take on anything more."

Calhoun's notes indicated that at this time both Admiral Raymond L. E. Calhoun and



Associated Press Photo
Henry J. Kaiser takes the stand before Senate War Investigating Subcommittee yesterday and protests a "smear campaign"

made public for the first time the reason why the joint venture in which he and Hughes were engaged was canceled and the flying boat contract taken over by Hughes alone.

From the moment the contract had been signed in 1943 all the responsibility had been on Hughes' shoulders anyway, Kaiser declared.

"Hughes came to me in March, 1944, and he said the Government was going to cancel the contract. He said 'I believe this research will be forever valuable. I know that if the Government cancels this, you don't want to finish the plane, but I do.'"

"He told me," Kaiser added, "that if he could make some arrangement with Jesse Jones he would finish the plane at his own expense."

Kaiser added that few men in the United States would step in and finish a job spending seven million dollars of their own money on a project that would belong in the end to the Government.

Ferguson asked Kaiser how he knew Hughes had spent seven million dollars of his own money.

"I have no direct evidence," Kaiser replied. "Howard told me he did, and since he said so I be-

lieved him." The assistant chief of the Army Air Forces staff supply and maintenance division, declared that the AAF urged cancellation of the contract in 1945 to "avoid squandering funds."

Senator Claude Pepper (D., Fla.) disconcerted the witness with a series of rapid-fire questions supplied by Tom Stack, attorney for Hughes.

He asked if cancellation of the B-32 model plane contract with Consolidated by the Army Air Forces hadn't resulted in a loss to the Government of a hundred million dollars.

Powers said he did not know the sum but it was more than 18 million dollars.

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Mr. Quinn Tamm _____
Mr. Nease _____
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you are safe in proceeding with Howard Hughes. I have known him since he was a boy—and knew his able father before him—and I know of no more capable and reliable man than Howard Hughes.

Jones told Kaiser he was "to let Hughes alone," the venerable builder insisted.

"Jones' position with me was always 'for God's sake stick to what you are doing,'" Kaiser beamed. "He didn't want me to take on anything more."

Calhoun's notes indicated that about this time both Admiral Henry Land of the Maritime Commission and Jones wanted to handle the cargo boat contracts.

At the time he commented:

"It is most amusing now (after so many rejections) to see two strong Government agencies fighting for the privilege of building the cargo ships."

Kaiser related to the committee how he called Jones, when he learned Land also was interested in the project, and said:

"You are two good friends of mine, and I am glad to have you interested, but I don't want to get caught in a cross-fire here."

During his testimony, Kaiser

that if he could make some arrangement with Jesse Jones he could finish the plane at his expense."

Kaiser added that few men in the United States would stop and finish a job spending several million dollars of their own money on a project that would bring the end to the Government.

Ferguson asked Kaiser how he knew Hughes had spent the million dollars of his own money. But Goss interrupted.

"I have no direct evidence," Kaiser replied. "Howard told me he did, and since he said so I believe it."

"In fact, I bet \$100,000 right now that he did," the shipbuilder challenged.

There were no takers.

Kaiser explained that the Kaiser-Hughes Corp. was a nonprofit venture. Under the terms of the contract no subsidiary of either Kaiser or Hughes could make any profit by subcontracting.

Kaiser said he was disappointed when the contract was for three flying boats instead of for a mass-production job.

One reason for the delay in Hughes production—"And the Army will have to tell you about it, Senator"—was the fact that "the War Department simply would not furnish what we call GFM—Government Furnished Materials."

The War Department delayed in furnishing engines for the planes, Kaiser said.

He added that Hughes also was a very precise, thorough and accurate researcher and designer, who took his time to be sure he was right at every step.

Attacks Meigs

In his prepared statement, Kaiser angrily charged that the cargo plane program met with "a clever, mysterious kiss-off."

Under questioning, he charged that some of the large aviation companies had ganged up to stop mass production of any giant planes.

He mentioned William L. Batt, former WPA chief, and Merrill Meigs, Hearst executive who was a \$1-a-year man in WPA during the war, as being stumbling blocks within the Government. He charged Meigs with "protecting" established plane manufacturers from Kaiser's invasion of their field.

Kaiser insisted that Grover Loening, aviation expert employed during the war by WPA, had given him "the double cross" by first seeming for the program and then turning around and opposing it.

Rushed to the stand after Kaiser left, Loening angrily denied the "double cross" and said:

"Mr. Kaiser's use of the term double cross struck me because the double cross appears to have been by Mr. Kaiser on the American people."

Loening said he referred to the fact that Kaiser tried to sell the program to the Government on the basis of using existing shipyards but that when Loening made a first-hand inspection he found the Kaiser organization had already picked the site for a new plant.

Maj. Gen. Edward M. Fowles

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Shipbuilder Testifies . . .



Henry J. Kaiser takes the stand before Senate War Investigating Subcommittee yesterday and protests a "smear campaign."

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Brewster Story of Plane Rides 'Amateurish Lie,' Says Hughes

LOS ANGELES, July 29 (INS).—Howard Hughes today denied Sen. Brewster's explanation of how he got free air trips from the millionaire plane builder. Hughes called the Senator's story "a very amateurish lie."

He documented his statement with quotations from records of the phone company and the TWA ticket office in Kansas City. He said these disproved Brewster's assertion that he asked the Senator to return to Washington last Feb. 9.

Hughes also defended his wartime entertaining as a necessary business expenditure.

In Washington, Hughes' representatives said John W. Meyer, key figure in the Senate investigation, will arrive here from Paris Thursday. Meyer will appear at the Capitol then for questioning about lavish parties at which government officials were entertained.

The debate started yesterday when Hughes, in an open letter published in the Los Angeles Examiner, asked the Maine Senator why he didn't "tell the whole truth" about the current investigation of the Hughes wartime plane contracts. He accused Brewster of requesting two free plane rides for which the charter price would have been \$1,400.

Denied by Brewster

Brewster, in Washington, promptly denied he had requested the rides, saying Hughes had offered them.

Hughes said today:

"Regarding Sen. Brewster's statement, I believe the following facts will prove his statement is a very amateurish lie.

"Brewster claims that when I talked to him in Kansas City, I asked him to return to Washington. The truth is that I did not. He told me he was leaving for Washington that afternoon and already had his reservation. Here is what he said:

"I am leaving on your airline and I will meet you in my room at the Mayflower Hotel as soon as I get in."

"I replied I would prefer to see him the next day in his office."

"Now Brewster claims that, during our phone conversation, he went out and bought a ticket to Washington.

"To prove this is a very obvious lie, I offer the following:

"The official telephone company records show I talked to Brewster on Feb. 9 at 10:07 a. m.

"The official airline records show he bought his ticket and

made his seat reservation on Feb. 8, for TWA flight No. 100 scheduled to leave Kansas City Feb. 9 at 10:25 a. m.

Already Had Ticket

"So when I talked to Brewster, he already had his ticket to Washington. Under those circumstances, it is difficult to see how I could have persuaded him to go to Washington.

"Brewster also said that, until I talked to him on the phone, he planned to go from Kansas City to Washington via Morgantown, arriving in Washington Wednesday.

"This hardly corresponds with the fact that he already had in his pocket a TWA ticket direct from Kansas City to Washington on Sunday. Furthermore, TWA does not even go to Morgantown.

"Brewster claims I offered to

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SAYS PLAN WAS SCUTTLED



Kaiser, before subcommittee, urges investigation of 'mythical' influence which he says blocked his building 5,000 planes to wipe out Hitler's U-boats.

(AP Wirephoto)

Mr. E. A. Tamm
Mr. Clegg
Mr. Coffey
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Carson
Mr. Egan
Mr. Hendon
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

John W. Meyer

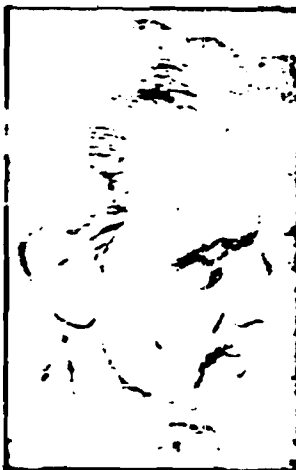
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CITES TELEPHONE CO. AND TWA RECORDS, TO DISCREDIT BREWSTER STORY



Variety of moods is reflected in Howard Hughes' face as he grants first press interview since start of Congressional investigation into his handling of wartime contracts for flying boats.

(International Security)

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Hughes Denies 8 Brewster Story

Continued from Page 8

fly him from Washington to Morgantown in order to induce him to go to Washington. The fact is that I never heard of Brewster's desire to go to Morgantown until after he was in Washington.

"Boarding the second special trip in a private plane—the one to Columbus, O.—Gen. Brewster requested that trip from me the following day, Tuesday.

"The bold and obvious fact remains that, while Brewster criticizes others for accepting my hospitality, he, himself, brazenly requested and accepted from me \$1,400 worth of special transportation in a luxurious private plane. He has never paid for it and certainly never had any intention of paying for it."

BEFORE STORMY SESSION WITH SUBCOMMITTEE



Henry J. Ruess (right), in cheerful mood, chats with Sen. Ferguson (left) and Sen. Brewster before testifying. (AP Wirephoto)

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- Mr. Quinn Tamm
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FITTING, PROPER AND PRACTICAL

MUCH is being said in the public prints about Johnny Meyer, press agent and check picker-upper. He of Howard Hughes aircraft investigation fame, now absent but due back—it is said—which we will believe when we see him.

But he who sprinkled good cheer from Coconut Grove to Copacabana is a piker compared with Uncle Sam.

It is therefore fitting and proper that a House committee has been appointed to look into the question of how far we can go in bailing out a busted Britain and a broken world. For under our Constitution, all spending measures must originate in the House. Therefore, knowledge of what the check is likely to be and whether we can afford to pick it up without going broke ourselves is vital indeed.

So this 19-man committee, 11 Republicans and 8 Democrats, has been named by Speaker Martin. The selection seems to be a careful one, drawn from 15 important House committees, and the plan of procedure has been thought out. It doesn't have the aspects of a good-time junket, but rather of a hard-working, on-the-spot survey of what the Marshall plan implies, and how far we can go in backing it up. Too, it promises to be a really practical application of the bipartisan principle in dealing with foreign affairs.

In the meanwhile we are in already for \$460,000,000 on the Greek and Turkish fronts, and we are confronted with such fresh headlines as "Britain May Reduce Army to Save Cash." Which, being interpreted, indicates more military responsibility passed over to us. Also Britain's dollar situation is fading fast and is expected to be exhausted by December.

So—there is every reason for that authority in our Government in which is imposed the responsibility for deciding appropriations, to learn firsthand what the check is likely to be and whether we can afford all or just part of it.

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Krug Reporter Admitting Attending Hughes Parties

(See cartoon on Page 10)

Interior Secretary J. A. Krug was reported today to have told a closed session of the Senate War Investigating Committee he attended parties given by Howard Hughes while the millionaire plane-maker was trying to hold \$40,000,000 worth of Government contracts.

Mr. Krug was said to have appeared before the committee earlier this week. He will be one of the major witnesses in the inquiry into Government procurement practices which gets under way next week.

Mr. Krug was War Production Board chief at the time when Mr. Hughes and Henry Kaiser were awarded a contract to build a huge new type wooden cargo plane. The plane never was delivered.

The Senate committee reportedly gave Mr. Krug a full transcript of the testimony taken in executive session so he could prepare an answer.

There was no official confirmation of reports Mr. Krug would be asked to resign as result of the hearings.

In Hollywood yesterday, Actress Judy Cook said she entertained at a party in Mr. Krug's honor at Palm Springs, Calif. She said the party was given by Mr. Hughes.

A congressional committee has subpoenaed her and one other Hollywood glamour girl to tell all about Mr. Hughes' fabulous wartime parties.

Mrs. Cook, who swished thru Mr. Hughes' swimming pool in a light flesh-colored bathing suit, said when she came up for air at the parties she spotted Mr. Krug. Jack Frye, then president of the TWA airline, showed U. S. senators and representatives and to lot of high-ranking Army



Mr. Krug Mr. Hughes
 airplane committee, M. H. Wheeler, then deputy chief of WPA's aircraft division, and Capt. J. D. Small, Mr. Krug's executive assistant.

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Brewster Invites Clark To Probe Him; General Pins Plane Contract on Elliott

By BOB CONSIDINE

WASHINGTON, Aug. 1 (INS).—Sen. Brewster (R.-Me.), chairman of the Senate War Investigating Committee, today invited Attorney General Clark to investigate "blackmail" charges leveled against him by Howard Hughes. This development in the inquiry into the Hughes wartime plane contracts came after John W. Meyer, Hughes' party-throwing publicity man, had testified briefly.



Brewster, whose long-distance feud with Hughes has given colorful side-play to the investigation, offered to step out of his role as committee chairman, waive all Senatorial privileges and appear before the panel "as a plain American citizen" to answer Hughes' charges.

Earlier, Hughes was quoted by the Los Angeles Examiner as saying he would ask the Justice Department to investigate the "relationship of Brewster and Pan American Airways."

Maj. Gen. Oliver P. Echols, former Assistant Chief of Air Staff, as he told Senate committee that 100 Hughes planes were ordered against advice of experts, on Elliott's recommendations.

This was a follow-up to the Hughes "blackmail" charge of some days ago, in which he said Brewster had offered to call off the Senate investigation if Hughes would merge his TWA with Pan American and support the Brewster-McCarran bill for a single American overseas line.

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Mr. E. A. Tamm _____
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Mr. Nease _____
Miss Gandy _____

Meyer Testifies

Meyer testified that the names of men appearing on his entry payment expense accounts might have been inaccurate.

His accounts had listed as guests such persons as Interior Secretary J. Edgar Hoover and Gen. Wallgren of Washington.

Meyer took the stand after the committee had received testimony that "pressure from very high places" was responsible for a contract for 100 photo-reconnaissance planes granted to Hughes.

The committee was told that Gen. H. H. Arnold, retired war-time head of the Army Air Forces, overrode the advice of experts and ordered the planes after Elliott Roosevelt had reported it was "the most suitable type" available.

(Arnold was shown an International News Service dispatch on this testimony of Maj. Gen. Oliver P. Echols, retired, that the planes were ordered on recommendation of Elliott.)

(Arnold read the story, then nodded his head and said: "That's right.")

Young Roosevelt was a colonel at the time and in charge of the reconnaissance in the European

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EX-25

62 AUG 29 1947

New York Daily Mirror
Pages 3 & 6

FEB 11 1972

RECEIVED COMMUNICATIONS SECTION

PROBE ME! SAYS

BREWSTER;

HUGHES COMING

Gen. Echols Reveals
How Elliott Swung
Deal for 100 Planes

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

Hughes

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63 OCT 8 1947

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51 OCT 9 1947

EX-41

WASHINGTON TIMES HERALD
MORNING EDITION
DATE

9-2-47

Builder to Fly From California Monday

LOS ANGELES, Aug. 1 (AP).—Howard Hughes announced tonight he will leave Los Angeles Monday on a two-day flight to Washington, in time to appear before the Senate war investigating committee Wednesday.

"In case Sen. Brewster is interested," the plane manufacturer said in a statement. "I have gone away for the week end to get a little rest."

Search Still On

The statement punctuated, but did not terminate, an all-day search for Hughes by a deputy United States marshal with a subpoena for his appearance "forthwith" before the committee, headed by Brewster.

"I intend to return to Los Angeles Monday, climb in my airplane, fly half way across the continent Monday, spend the night at some point en route, as is my normal procedure, and continue on to Washington, arriving late Tuesday, in time for my appointment to testify before the senator on Wednesday," Hughes' statement continued.

"I want to make it clear that I have the utmost respect for the U. S. Senate.

No Respect for Brewster

"But I have no respect for Sen. Brewster, well known as the mouthpiece for Pan American Airways, who has misused his high powers as a senator to try and blackmail me into a merger with Pan American Airways and to stage a three-ring publicity circus for his own personal gratification.

"His vanity and desire for personal publicity is nothing new. He has that reputation.

"When Sen. Brewster sent word to me and told me to jump on a plane, fly all night and testify before his committee in Washington, I refused to do it," Hughes said. "Here's why:

"1. Brewster's committee made firm agreement with me that

(Turn to Page 4, Col. 2)

Meyer Will Resume His Testimony Today

By PAUL HEALY and FRANK HOLMAN

As one bombshell after another exploded in the Howard Hughes investigation, Sen. Brewster (R) of Maine, defiantly announced last night he would welcome a Justice department probe of his affairs and declared he would strip himself of all senatorial privileges to answer under oath Hughes' sensational charges of "blackmail."

Brewster, trembling violently, read his decision to reporters after his Senate War Investigating committee grilled Johnny Meyer, Hughes' party manager, briefly about his expense accounts for lavish entertainment of big shots. Meyer, glib but tired after his flight from France, admitted that some of his names and dates might be wrong.

Meyer on Stand

While Meyer was cooling his heels in the hearing room the committee heard testimony that Elliott Roosevelt forced the air forces to give Hughes the con-

Gen. Arnold Admits Giving Hughes Order

SAN FRANCISCO, Aug. 1 (UP).—Gen. Arnold, wartime commander of the Army air forces, today confirmed issuing an order directing that Howard Hughes be given a contract to build 100 photographic reconnaissance planes.

"We needed planes in a hurry," Arnold said. "We tried to build (British) Mosquitoes fast enough, but couldn't do it. The Hughes plane was the next best thing, so we let them go ahead with it."

tract for his speedy photo-reconnaissance plane F-11 after all the other experts had turned thumbs down on it.

Former Maj. Gen. Oliver P. Echols testified that after Army air experts turned down the Hughes plane Elliott persuaded Gen. Arnold to order the purchase of 100 of them.

Hughes Investigation

While the smoke was clearing away here, Hughes dragged the Justice department into his bitter battle with Brewster yesterday morning. He demanded that Attorney General Clark investigate the "proposition" which Brewster allegedly made to Hughes in the Mayflower hotel here. Hughes charged Brewster offered to call off this probe if he would merge his Trans-World Airline with Pan American Airways.

"I will uphold and back the Clark to Page 4, Col. 2.

Investigate Me! Brewster Snaps As Hughes Ducks

(Continued from First Page)

most thorough exploration of this charge by the attorney general in justice to all concerned," Brewster shot back.

"After Hughes finds time to respond to the subpoena, and tells his story under oath, I shall be most happy to waive all committee and senatorial privileges and appear before the committee as a plain American citizen under oath," he added. Brewster contended, however, that Hughes charges, if true, should have been presented to the attorney general last February, when the incident allegedly occurred.

Meyer arrived at National Airport here at 9:45 a. m., and proceeded immediately to the hearing room. His lawyer conferred briefly with Sen. Ferguson of Michigan, subcommittee chairman, and Johnny was excused to go to a hotel for a few hours sleep, while the group dug further into the connection between Elliott Roosevelt and Hughes.

Became Assistant

Flash bulbs popped, five newsreel cameras began to grind and the jam-packed committee room bustled noisily as the balding, shabby Meyer took the stand. Under questioning by Ferguson he disclosed that he was a former owner of La Conga night club in Hollywood and a publicist for the Alvin Karpis race track and Warner Brothers movie studio before going to work for Hughes' motion picture studio on Dec. 1, 1941.

A few weeks after Pearl Harbor, Meyer said, he transferred to the Hughes aircraft factory—"at Mr. Hughes' request." He said that in July or August of 1942 he became a public relations man and assistant to Hughes, whom he had known for 10 or 11 years.

"Did you tell us what your duties were as public relations man?" asked Ferguson.

"Public relations is a rather nebulous statement."

"What did you do?" asked the chairman.

"I did whatever Mr. Hughes asked me to."

"What consist in entertaining party officers?"

"Party officers?"

"What," said Meyer. "He gave me permission to entertain them."

"What did you do?"

"I did whatever Mr. Hughes asked me to."



Johnny Meyer Is All Tired Out

John W. Meyer, Howard Hughes' party-throwing publicity man, arrived at the Senate war investigating committee yesterday yawning and red-eyed from fatigue. He was sent to a hotel to get some sleep before testifying.

cocky and flippancy through the brief session, snapped:

"I know what you're driving at. I had four dependents."

Ferguson then resumed the hearing until today.

The name of Elliott Roosevelt popped up after Ferguson had exhaustively questioned Oliver P. Echols, former commanding officer at Wright Field, Ohio, about the AAF's connection with the haphazard development of Hughes' P-41, the "hot wagon" which started out in 1937 to be a pursuit ship, was changed to a fighter-bomber and ended up as a photo-reconnaissance plane.

James Entered Picture

Echols, a retired major general, said he first learned about the experimental Hughes plane when he was instructed in the summer of 1940 to keep in close to the secret project as Hughes desired. The original agreement, according to official papers produced by Ferguson, the first Hughes would build the ship himself and the government would pay for the rest. The Hughes plane was to be built at Hughes' expense and the government would pay for the rest. The Hughes plane was to be built at Hughes' expense and the government would pay for the rest.

Hughes Will Be Here Wednesday

(Continued from First Page)

I would testify next Wednesday and Thursday. I won't have the required facts and figures researched until then. I was only given nine days' notice of this hearing in the first place, which is ridiculous.

"I brought Johnny Meyer back from Europe at my own expense for this hearing, although I had previously sent him to Washington and he answered questions him under oath for the solid days. At that time, Hughes asked Meyer all the questions he could think of and exhausted him. However, only today we now to get the story of the matter."

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Hughes aircraft factory—Mr. Hughes' request." He said that in July or August of 1942 he became a public relations man and assistant to Hughes, whom he had known for 10 or 11 years.

"Will you tell us what your duties were as public relations man?" asked Ferguson.

"Public relations is a rather nebulous statement."

"Well, what did you do?" persisted the chairman.

"I did whatever Mr. Hughes asked me to."

"Did that consist in entertaining Army officers?"

"Yes."

"Army officers?"

"Right," said Meyer. "He gave me discretion to entertain them any way I saw fit."

Told to Kiss Mease

"Did he ever ask you to put your hands on anyone's telephone books and places where you could find them?"

"No, sir," said Meyer. "He never asked me to do that."

"Did he tell you?"

Meyer was emphatic in telling Ferguson that he never was regarded by the guests he had entertained. He said his job lasted 24 hours a day, that his salary was \$12,400, and that he spent an average of \$500 a month on a T.W.A. expense account. Meyer added that while he usually wrote out his vouchers within a few days, his accounts sometimes ran from 6 months to six weeks.

"I would then try to remember," he continued. "Some of the names could be wrong. Some of the dates could be wrong."

He told the committee he hadn't the slightest idea how much he had spent for the entertainment of public officials, including Elliott Roosevelt.

At this point Sen. Cain (R) of Washington remarked that Meyer must have been 41 years old at the time of Pearl Harbor and quizzed him about his physical condition. The fast-talking witness, who was

born at Wright Field, Ohio, about the time of the development of the P-11, the "hot wagon" which started out in 1939 to be a pursuit ship, was changed to a fighter-bomber and ended up as a photo-reconnaissance plane.

James Entered Picture

Echols, a retired major general, said he first learned about the experimental Hughes plane when he was instructed in the summer of 1940 to keep as close to the secret project as Hughes desired. The original agreement, according to official memos produced by Ferguson, was that Hughes would build the craft himself and the government would pay him \$500 for data on it.

Other committee documents read aloud by Echols declared that after the RMC head James Jones had quizzed the late President Roosevelt on details about Hughes' new plane, the government had agreed to build it. Echols said that the RMC would build the craft while it was being tested.

Echols testified that on June 14, 1942, he had been authorized to buy an experimental P-11, but that Hughes had balked at selling the plane because he claimed to have sunk \$1,000,000 to \$5,000,000 in the experiment and the government considered it worth only \$500,000. Every air force expert he knew, Echols went on, felt the P-11 "would not make a satisfactory airplane for the air force" because it was made of duramold plywood.

After another year passed, air force experts considered Hughes' estimates of a 485-mile an hour speed and other characteristics "extremely optimistic" and the plane was not in a flyable stage. As a result, Echols testified, Arnold on Aug. 21, 1943, ordered "no further action" on the project by the AAF, the Hughes company was notified to discontinue progress reports, and the case was considered closed.

But a week later Arnold, worried about the inefficiency of U. S. photographic planes in Europe, brought Elliott Roosevelt

and Thursday. I won't have the required facts any more researched until then. There was only given nine days' notice of this hearing in the first place, which is ridiculous.

"I brought Johnny Meyer back from Europe at my own expense for this hearing, although I had previously sent him to Washington and let Brewster question him under oath for two solid days. At that time, Brewster asked Meyer all the questions he could think of and discharged him. Brewster only wants him now to set the stage for publicity purposes."

"I Brewster now has Johnny Meyer (who traveled 4,000 miles) sitting in the hearing room waiting for 10 weeks. Brewster has a lot of other witnesses waiting to be called. He says that he won't call them now."

Echols testified that the P-11 would be the most efficient true combat plane yet produced, capable of doing so.

Echols testified that on Sept. 1, 1942, he sent a memo to Arnold arguing that despite Elliott's enthusiasm the Hughes plane should be turned down. However, he said, the next day the air force chief issues verbal orders directing the purchase of 100 P-11s from Hughes.

"As I recall it," Echols said, "General Arnold told me he had heard all the pros and cons and we would go ahead and get 100 airplanes."

"He certainly heard your cons," put in Ferguson.

Experts Not Consulted

Echols added that he had informed Arnold it would be necessary to reduce deliveries of some other type of combat planes produced in the Los Angeles area to provide manpower for the new ship.

Ferguson wanted to know if Echols' own engineers and experts had been consulted in the reversal of opinion about the P-11.

"As far as I know, they were not," said Echols.

The specifications for the exact type of plane the air force wanted from Hughes were not written until after the 100 planes were ordered, Echols said. This excited Ferguson's interest.

"Wasn't it customary to have the requirements out before the contract was written?" the senator asked.

"Yes," replied the general. Ferguson also asked Echols if the P-11 was flown at the time Elliott fell in love with it.

"I don't think so. It was undergoing changes," Echols answered.

Cholly Knickerbocker Reveals: Franklin Jr. Had Narrow Escape In Nylon Deal

By CHOLLY KNICKERBOCKER

Registered U. S. Patent Office

J B. ROOSEVELT BOYS are really doing fine—in print. Ex-Gov. Elliott, a friend of the Kremlin, is up to his neck in the Howard Hughes probe. And his younger brother, Franklin Delano Roosevelt Jr., was nearly up to his neck—in nylon.

It all goes back to June, 1946, when the Marindque Export Corp.—a firm specializing in electrical appliances, textiles, and hosiery destined for the Far East, Sweden and Belgium—was established in New York with offices at 26 Platt st.

Its president was Thomas Higgins, socialine owner of a nylon firm; vice-president was his wife, Julia Donahue Higgins, related to Barbara Sutton, and secretary-treasurer was Franklin Delano Roosevelt Jr.

All of which would appear fine on the surface, except that Julia was arrested in Belgium on July 9, as exclusively reported here, together with Donna Cristina Terlonia, for smuggling a million francs' worth of nylons to France via Belgium.

The two society gals finally were released after having been fined \$7,500.

And the Marindque Corp. specified at the time of its incorporation that it specialized in the export of hosiery to foreign countries.

A few months ago, however, the Marindque Corp. was subject to official complaints on the part of the consuls general of Norway and France.

Upon the suggestion of the consuls general, the Better Business

Continued on Page 8, Column 1.

advertising New York investigated the matter, especially Marindque's advertising in Sweden, Norway, France, Greece and Italy.

This campaign, obviously something new in export trade, ran along the following lines:

The corporation sent thousands of letters to citizens of foreign lands advertising their new kind of service.

Your American friends would like to send you a free package. It ran one letter, "If you send the names of three of your American friends. Just give your name and you will receive from us one kilo of coffee, one kilo of chocolate, one kilo of cocoa, 6 cans of condensed milk, 6 cans of fish, 40 American cigarettes, and 2 pairs of nylons."

In this manner, the corporation availed itself of a list of "patrons" who, always more than ready to help their less fortunate friends overseas, gladly paid for the packages and, naturally, for the Higgins nylons!

According to Marindque, this wouldn't cost a Frenchman a sou.



Gen. and Mrs. Robert Wood Johnson make an after-the-theater stop at Versailles.

but it would cost each American friend five dollars—plus 15 dolls would come into the Marindque coffers for each package delivered.

Another type of letter said: "Do you want 3 combis without payment... and 1 lb. of cocoa, and 2 pair of nylons? Send at least name of an American friend, and your own, to Nordisk Reklam, Stockholm, Sweden."

Julia Higgins was in Sweden at the time and was operating that bureau.

The reasons for the objections from Norway and France were widely different scope. Norway complained that Marindque's advertising was nothing more than organized begging. France claimed that the so-called free package was not free at all, because Frenchman would have to pay high duties on cigarettes and nylons.

The Better Business Bureau of New York didn't like it for any reason. The idea of that "nicker" list solicited by the Ryz Roosevelt corporation was far from answering ethical standards. Besides, Julia Higgins, while in Europe, had indiscreetly told the corporation was making big money.

According to latest information from the office of Thomas



Cool and comfortable, Mr. and Mrs. John S. Nicholas Jr. enjoy an evening at Herb McCarthy's Bowden Square in Southampton.

Higgins more than 350 replies were received from Norway alone. But it was stated that no packages had been shipped out as yet.

The corporation dropped all advertising after Mr. Higgins petitioned to consult with the Better Business Bureau when they plan resume their advertising campaign.

Franklin Delano Roosevelt Jr., whose law firm handled Marindque account, resigned as secretary-treasurer of the corporation which move to call himself quite lucky, been was. At much later Marindque's V-P, Julia Higgins, and Donna Cristina Terlonia got in ditch with the Belgians.

Elliott Roosevelt must surely be wondering if he's in it, in the Affaire Hughes.

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EX-30
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JAN 30 1947
NEW YORK

FEB 9 1947

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RECEIVED ORIGINAL DELAND

Clash Interrupts Meyer's Story Of Parties for Elliott Roosevelt; Hughes Renews Brewster Attack

Builder Says Senator Accepted Free Rides From Pan American

Stories of parties given for Elliott Roosevelt and others during the war at Howard Hughes' expense, spread on the record at Senate War Investigating Subcommittee hearing yesterday. Here countered by Mr. Hughes last night with the charge that Chairman Brewster of the full committee had accepted entertainment—"and lots of it"—from Pan American Airways.

John W. Meyer, free-spending publicity man for Mr. Hughes' millionaire movie and aircraft producer, was questioned by the subcommittee yesterday about his expenses, including \$106 for a New York night club party for Mr. Roosevelt, then an Army Air Forces colonel on the day the latter drafted a report recommending that the Government buy photo-reconnaissance planes from Mr. Hughes.

His testimony was interrupted by a sharp verbal clash over fairness of the inquiry after a Senator challenged Mr. Meyer's draft deferment during the war.

Both to Testify

Mr. Roosevelt, son of the late President, and Mr. Hughes will have a chance to tell the subcommittee this week their version of how Mr. Hughes obtained Government airplane contracts during the war. Mr. Roosevelt is due to testify tomorrow, and Mr. Hughes Wednesday.

Not waiting for his appearance here, Mr. Hughes continued from Los Angeles last night a series of newspaper blasts at Senator Brewster.

In a copyrighted article appearing under his name in the Los Angeles Examiner, Mr. Hughes directed a series of questions at Senator Brewster, the Associated Press reported, and asserted:

"Difficult as it may be to believe, you, yourself the hush and mighty boiler-plate Senator Brewster, himself, did actually accept entertainment from Pan American Airways—and lots of it."

Brewster Checks

Senator Brewster chuckled when Mr. Hughes' comments were read to him by telephone here last night. He described them as "a little repetitious."

He declined to comment further, except to say that the matter could be taken up further "as soon as he (Mr. Hughes) will come here and tell his story under oath."

The Hughes article said the among other things Senator Brewster flew to South America last December as Pan American's guest.

Mr. Hughes, principal stockholder in Trans World Airlines, has charged previously that Senator Brewster tried to persuade him to agree to a plan sponsored by Pan American for a merger.

Expense Account in Record

Senator Ferguson, Republican, of Michigan, chairman of the subcommittee conducting the hearings here, placed in the record yesterday a compilation purporting to show that Mr. Meyer spent \$5,063.78 between 1943 and 1945 for entertainment of Mr. Roosevelt and his wife, the former Faye Emerson. Mr. Meyer said they were not the only guests at some of the affairs listed, however.

The public relations man was questioned in detail about expense vouchers showing generous presents to girls, bills for liquor, theater tickets and even headache tablets. He insisted that it was part of his job with Mr. Hughes to pay entertainment bills for Mr. Roosevelt and his friends, including gifts to girls invited to parties in California, New York and Washington hotels and night clubs.

Introduced Roosevelt

Mr. Meyer testified that in 1943 he introduced Mr. Roosevelt to Miss Emerson, movie actress, who later became Mrs. Roosevelt.

Mr. Hughes' article in the Los Angeles Examiner mentioned a recent statement by Senator Brewster "that he has no connection with Pan American Airways." This, Mr. Hughes wrote, "is about as naive a piece of pulp-magazine literature as I have ever heard."

Mr. Hughes still in seclusion over the week end pending departure from California for Washington Monday, directed these questions at Senator Brewster.

"Doesn't your conscience get a little case of the hives when you think over the many, many pleasant hours you have spent being entertained by Juan Trippe (president), Sam Pryor (vice president) and Bill McE (publisher) of Pan American, right in Washington?"

Trips Are Cheap

"And incidentally why did you try so hard to explain away those free airplane trips you accepted from me, when you have been carted all over the country, as the free guest of Pan American Airways in their luxurious, private executive airplane?"

"Would you say there were, may be, just one or two little parties—or perhaps quite a few more—now that you think back over it?"

"Would you say that Pan American has a pretty good motive for all the entertainment they have been lavishing on you?"

"Yes, Senator Brewster, I don't think Pan American has been throwing its money away when it enters (See PROBE, Page A-4.)"

Probe

(Continued From First Page.)

tained you Pan American wants you to shore that community airplane bill through Congress."

Mr. Hughes' earlier accused Pan American of seeking through the bill "a monopoly on transatlantic flights."

Senator Brewster is scheduled to discuss the current investigation of Mr. Hughes' airplane contracts in a broadcast over WINX from 12:10 to 12:30 p.m. today.

Flare-up Starts

The flare-up that interrupted Mr. Meyer's testimony yesterday started when Senator Cain, Republican, of Washington, requested a Justice Department review of six draft deferments he said were given Mr. Meyer. It ended with Thomas Black, counsel for Hughes companies, and Chairman Ferguson hotly debating the fairness of Senate investigating procedure.

Senator Ferguson had announced Friday he would end the Saturday session at noon and he rapped for adjournment with Mr. Black still asserting that Senate Committee rules "do not purport to arrive at justice" because "compulsory" cross-examination cannot cross-examine.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____

Miss Gandy _____
Handwritten signature

"You are not coming here and telling this committee it has been unfair," said Senator Ferguson, sternly. He explained that, while the rules of Senate committees generally do not allow counsel to cross-examine, they may submit questions through the chairman.

Decision Postponed

Chairman Ferguson announced he was postponing a decision on Senator Cain's request, in view of Mr. Black's suggestion that the committee should have before it all the data Mr. Meyer's draft board had when it passed on his status. Put on the witness stand for a time yesterday, Mr. Black suggested that if anyone connected with the inquiry is believed to have been guilty of any wrong-doing, it should be referred to the Justice Department, where a full investigation could be had. Instead of in this Senate committee where he charged only part of the facts are developed.

Mr. Black suggested the committee should get the data that was before Mr. Meyer's draft board before going into the question of "I cannot see how Mr. Meyer's draft status is within the scope of this Senate resolution."

"Let me ask a few questions that

Handwritten initials

G.I.R-S

File

EX-13

AUG 8 1947

WASHINGTON STAR

Page 11116 & 17

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BB

REPRODUCED ORIGINAL-REMIAN

59 AUG 8 1947

change your mind, dropped Senator Cain.

"I don't have the power to stop you, or I would, Senator," Mr. Black started.

Senator Cain asked the witness if they knew a "Mr. Cox." Mr. Meyer said he was the man who handled Selective Service cases for the Hughes concern.

Senator Cain then told the committee that Mr. Cox gave an affidavit in 1943 to the effect that Mr. Meyer's work included administrative duties in the armament division. In 1944, Senator Cain continued, Mr. Cox described Mr. Meyer as "assistant to the president in charge of contract negotiations and public relations."

A moment later Mr. Black drew applause from part of the crowd in the committee room when he attacked the procedure and declared: "It has been recognized for a thousand years that the truth cannot be ascertained except by permitting both sides to cross-examine witnesses."

Senator Cain had begun late Friday asking the 41-year-old Mr. Meyer about his age and general condition of health in 1941, when his country entered the war. Mr. Meyer told Senator Cain he knew that the Senator was "driving at" and said he had four dependents in 1941. Mr. Meyer further explained yesterday that they were his mother and father and two aunts, all living in his home.

Gives Press Statement.

In a statement to the press after yesterday's session, Mr. Black inquired:

"Is Senator Ferguson then seeking truth here, or is he seeking political objectives? Few truthful persons will have doubt of the answer."

Chairman Ferguson said yesterday afternoon he expects Elliott Roosevelt to be present when the hearings are resumed tomorrow. He said he still did not know whether United States Marshals in Los Angeles had succeeded in serving a subpoena sent to Mr. Hughes. Disputes from the West Coast say Mr. Hughes plans to be here Wednesday, as he had planned to be before the subpoenas were issued.

Mr. Meyer said he expected to resume the stand tomorrow, and Senator Ferguson said he has arranged to continue Mr. Meyer's subpoenas through Thursday, presumably so that he also will be present when Elliott Roosevelt and Mr. Hughes testify.

Expense Account Explained.

In explaining his expense account vouchers yesterday, Mr. Meyer declared that in no whole war experience he never saw anybody but me pick up a check.

Another witness called yesterday was Roy K. Sherwood, assistant controller for the Hughes Aircraft Co. who testified that an auditing firm had reported that Mr. Meyer has total expense accounts amounting to \$164,000 for the five-year period from January 1, 1942, to December 31, 1944.

"Was all that spent for Elliott Roosevelt?" asked Senator Pepper, Democrat of Florida.

"No, sir," Mr. Sherwood answered. Senator Ferguson said the \$164,000 comprised of expense accounts for

representing Mr. Roosevelt represented entirely by Mr. Meyer on expense vouchers in the years 1943, 1944 and 1945.

Mr. Meyer, in resuming yesterday his testimony begun Friday in the investigation of the \$40,000,000 wartime airplane contracts awarded Mr. Hughes, challenged the list of expense items.

"I am not sure these are my records," he said when he was handed photostats of expense vouchers on which the list was said to be based.

Senator Ferguson said the expense account records were taken from the files of the Hughes Aircraft Co.

Evidence from War Department records introduced Friday indicated

that Mr. Roosevelt had persuaded Gen. H. H. Arnold, then chief of the Army Air Forces, to upset the "arm" decision of his chief of staff and award a contract to the Hughes plant for 100 photo-reconnaissance planes.

Mr. Roosevelt, who returned from combat duty as head of air reconnaissance in the European theater to head a mission to aircraft plants in the summer of 1943, was listed frequently in Mr. Meyer's notes for entertainment in Hollywood, Washington and New York, along with his party.

Not Certain of Total.

Chairman Ferguson told Mr. Meyer as he resumed the stand: "I am showing you photostats of

copies of expense accounts obtained from the files of the Hughes Co."

"I believe the total shows around \$1,000 you say you spent for the entertainment of Col. Roosevelt and party. Is that correct?"

"I can't be sure of the total, Senator, from these notations."

"When did you learn Mr. Hughes was anxious to sell his photo-reconnaissance plane the D-3 or P-11 to the United States Government?"

"I didn't know about that."

"When did you first meet Army officers in connection with the

P-11?" Senator Ferguson asked.

"I would have to look at the papers."

"Then look at the record and tell me if you can."

Was Head of Plane Mission.

"This hotel bill is dated August 8, 1943," Mr. Meyer said. "It is the hotel bill for Elliott Roosevelt, but it still doesn't show that I paid it."

At the Ambassador Hotel in Los Angeles, he was head of a mission coming to look at aircraft plants for the War Department.

"How long did Col. Roosevelt stay at the hotel?" Senator Ferguson asked.

"Three days and only \$33," the witness replied. "A very reasonable bill."

"When did you learn Col. Roosevelt

was coming to the West Coast?" Mr. Hughes was the second to come on a number of times with officers who accompanied him. Col. Harry Eddon, one of the commanders—PROBE, Page A-7.

Probe

(Continued From Page A-5.)

not airman with Col. Roosevelt in Europe.

"You didn't ask that Col. Roosevelt be assigned to this mission to select the best photo-reconnaissance plane?"

"Absolutely not!"

Tells of Meeting Colonel.

"Had you met Col. Roosevelt before?"

"I had been introduced to him at Murdock Lake, Army air base, in California, I believe, about a year previously. I think I met him at a couple of parties also."

"What did you do for the mission officers in August of 1943? Did the Hughes company have the Doherty House?"

"Yes. Hotel rooms were scarce at the time."

Mr. Meyer testified the Hughes Aircraft Co. rented the Doherty House for about \$400 a month. He said it had seven or eight rooms, but otherwise it was not identified.

"Was the mission put up at the Doherty House?" he was asked.

"I believe the officers only came up for drinks in the evening."

"Did the officers go to Harper Lake?"

Record Is Explained.

"Yes, they flew there in their plane . . . Let me explain, Senator, all the officers and boys from overseas when they came to Hollywood wanted to meet studio people . . ."

"All right," Senator Ferguson interrupted, "but you're explaining for the record."

"The servicemen like the tourists all wanted to meet film people."

"Did you take them through the studios?"

"I think I took them through Warner Brothers studios."

"What else did you do for them?"

"I took them out to dinner. I don't know what else. The records seem to show I OK'd the hotel bill for the company to pay."

"After you met Col. Roosevelt on the mission did you see him again?"

"Yes, in New York City some time later."

Says Deal Was Legitimate.

"You made no engagement to meet him again when he left Los Angeles?"

"No, as far as I was concerned the matter was closed when the contract was signed. I had nothing to do with negotiating the contract."

Mr. Hughes

was in the office at Harper Lake. The deal was strictly legitimate."

"Did you know the object of the mission?"

"Yes, to look at plants where photo-reconnaissance ships were being made. They went to Douglas and other plants in the area. Col. Roosevelt was to go over the plants and decide which was best to build the planes."

"How did it happen you met Col. Roosevelt again in New York about August 18, 1943?"

"I had to go to New York for Mr. Hughes in connection with the world-famous motion picture, 'The Outlaw'."

"Did you go by plane?"

"Met by Coincidence."

"I don't remember. I met Miss Emerson on the way over. It was a coincidence."

Senator Ferguson managed to convey some surprise and doubt by the way he put the next question:

"Coincidence?"

"Yes, a coincidence."

"Did you have a priority to travel by air?"

"No. The motion picture business came after flowers and things like that."

Senator Ferguson: "I hand you a photostatic copy of your priority book and see if you recognize it and read it."

"It says to meet Col. Roosevelt in New York . . ."

Senator Ferguson cut in, "Yes, and that Mr. Hughes telephoned for it. It says for the purpose of meeting Col. Roosevelt in New York about a telephone call relative to the D-3 airplane, later the P-11."

"You didn't know you were going to meet Col. Roosevelt?"

"No, Mr. Hughes may have told me after I got there. I don't remember."

Didn't Discuss Plans.

Senator Ferguson asked Mr. Meyer if he knew when he was entertaining Mr. Roosevelt in New York on August 28, 1943, that the President's son was making up his report to the Air Forces on what reconnaissance plane he would recommend.

Mr. Meyer said emphatically he never talked to young Roosevelt about the D-3 (the original Hughes reconnaissance plane).

Mr. Meyer told Senator Ferguson he first learned about the favorable report on the Hughes plane some time during that visit to New York. He did not remember just when he recalled that Mr. Roosevelt said he thought "ours was the best plane he had seen."

Senator Ferguson wanted to know if Mr. Meyer knew when he met Page Emerson by coincidence at the plane trip to New York in August, 1943, that the actress was acquainted with Elliott Roosevelt.

Mr. Meyer said he knew it was a fact. Because he had introduced them. He said he believed that was the commentary at the Warner Bros. studio.

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File
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Old Man Brought Up

"On Senator Ferguson pointed an expense item of \$115 for liquor which Mr. Meyer said was for his apartment in New York on August 21, the publicity man observed. "That's not much—liquor was expensive."

The next item showed \$25 for another party on August 21 at the Morocco and Copacabana Clubs. Bowed by entry, "Presents for Louis, \$200."

Mr. Meyer said that while he was in New York that week end there were at least 25 or 30 people coming in and out of his apartment, and all these presents for girls could have been anything he decided to give them. He pointed that the story does not say cash, and it could have been perfume. He told Senator Ferguson, however, he regarded it as a business expense.

Questioned on Entry

Senator Ferguson asked why Mr. Meyer put Mr. Roosevelt's name down if there were other people at the dinners. Mr. Meyer said it probably was because he was the most prominent one there.

Turning to another item of \$75, marked "presents for two girls," on August 22 Senator Ferguson asked, "Who were the girls?" Mr. Meyer said he did not know.

When Senator Ferguson asked if it would be fair to say the witness had been entertaining Mr. Roosevelt in New York from August 20 to 31, Mr. Meyer reminded him there were other people at the dinners also.

An entry for August 23 showed dinner at the Stork and El Morocco clubs for nine persons. Senator Ferguson asked the witness to explain the last item reading:

"Payment to Chick Farmer to stop publicity of Roosevelt in New York, \$50."

Items Explained

"That can be explained very simply," said Mr. Meyer. "We were in the El Morocco and a photographer started to take a picture of Elliott Roosevelt. He didn't want the picture taken and I spoke to Farmer who was publicity director of El Morocco."

Questioned further by Senator Ferguson, Mr. Meyer said the \$50 was to induce the photographer not to take the picture, or not to use it if he had taken it.

The Hughes public relations chief testified that while in New York in August of 1943, he bought \$132 worth of liquor and presented them to Miss Emerson.

Senator Ferguson demanded to know why anyone for the film star was charged to an aircraft company. He asked why the present had been made.

Practice Called General

"That was very charming girl, Senator," Mr. Meyer replied. "Every company in the business did the same thing for their friends. We were no different."

Referring to another item Senator Ferguson asked that if Mr. Emerson was "such a charming girl, then why did you give her \$20 to go home?"

When the laughter subsided in the packed caucus room, Mr. Meyer said, "A very good point, sir. The circumstances were that when I took Miss Emerson to her plane to return to Hollywood from New York she discovered she had no money in her purse, so I kindly decided to give her \$20."

Mr. Meyer said he then took an airplane for Washington. From the looks of his expense account, Senator Ferguson said, it looked like quite a weekend in Washington instead of just a normal one.

"Yes, quite a week end!"

"Who was with you?"

"I went to Washington alone."

Came to See Jack Frye.

"These notations indicate you joined Col. Roosevelt in the junior room at the Carlton Hotel," Senator Ferguson said.

"Well, I had gone to Washington to see Jack Frye, then president of Trans World Airlines."

"How did you happen to run into Col. Roosevelt then?" the chairman asked.

"Maybe he telephoned me. I have no idea."

"When you made the notation that you entertained the colonel at the Stork, you wanted to show your office that you were with Col. Roosevelt, did you not?"

"That's right."

Several of the larger items Mr. Meyer said, were for liquor he bought at that time.

"Were you in Washington on an aircraft mission at that time?" Senator Ferguson wanted while the witness appeared to ponder deeply and then demanded, "What's your answer?"

Bought to Continue Acquaintance.

"I'm think . . . I would say I came to Washington to continue my acquaintance with Col. Roosevelt."

"Why?"

"He was head of the Photo-Reconnaissance Aircraft Mission."

"Did you know then when the colonel planned to return to the front?"

"I had no idea."

Senator Ferguson questioned Mr. Meyer about a dinner at the Stork Hotel on the night of August 23. There was no indication that Mr. Roosevelt was at this party. A total of \$125 charged on the expense account included a \$30 item for "girls at hotel later." Senator Ferguson wanted to know why the girls were paid \$30.

"Because they came late—ou know, late and hungry. I met them in one of the dining rooms and gave them dinner."

Questioned about Roosevelt's Railroad tickets from New York to Washington which Mr. Meyer said he bought for \$20 on August 20, the witness said this was transportation for Mr. Roosevelt and two Army officers.

He explained that the transportation porter's desk at the Ritz Towers had been looted of the officers' tickets during the night. They had to catch a "sold out" train for Washington and Mr. Meyer ordered three tickets through a Pennsylvania agent and asked that the Ritz Hotel be billed. He explained he paid this bill later because Mr. Roosevelt was not around at the time.

Used Own Discretion.

"What do \$50 presents for girls who come late to dinner have to do with aircraft contracts?" Senator Ferguson asked.

"This was in my orders, I was to use my own discretion as to how entertained."

"Your total for the week end when you entertained Col. Roosevelt was about \$400?" Senator Ferguson asked.

"Yes, about."

When Mr. Meyer returned to New York, he lunched at the 21 Club for \$4. The items showed "I was alone, thank God," Mr. Meyer exclaimed. "You see, I had been on the job 24 hours a day. I am afraid Mr. Hughes will die when he learns I also made a biblical reference." The witness was hinting at the controversy between Mr. Hughes and Senator Brewster and the latter's biblical notations.

Stem Questioned.

Another item questioned was one which showed the witness paid \$25 for a check at New York night club which had been sent by mistake, he said, to Mr. Roosevelt. He said the party included about 12 persons and that he was giving to Mr. Meyer said he recognized a \$5 item for lipstick and probably "never would live that one down." He said this was charged to Mr. Hughes' personal account.

"You mean Mr. Hughes would pay this out of his own pocket?"

"Yes, he was with me at the time. He was spending his money. Is that O. K.?"

After returning to Hollywood in September, Mr. Meyer listed entertainment at Romanoff's restaurant in Beverly Hills for Miss Emerson and friends, including drinks, champagne and long-distance telephone calls.

"Did you consider this a continuation of your entertainment of Col. Roosevelt?"

"Yes."

"But he was not there. I understood you to say he returned to the front from New York. These items seem to show that Col. Roosevelt went back to Hollywood." The Senator was referring to items of \$9 for dinner and champagne for Col. Roosevelt and Mr. Hughes. "What was Col. Roosevelt doing in Hollywood on this occasion?"

"I don't know."

"Then why did you charge this entertainment to the Hughes aircraft?"

"It was a part of the whole picture, I guess."

Items on September 12 included \$25 for a dinner at Romanoff's for Col. Roosevelt and \$115 worth of liquor sent to the Hughes aircraft company home. The witness said he did not think Col. Roosevelt stayed at the house. Another item was for pay of a butler for all night work at the home.

File



PUBLICITY MAN WITH ELLIOTT ROOSEVELTS—John W. Meyer, public relations man for Howard Hughes, movie and plane producer, is pictured with Elliott Roosevelt, then a colonel, and his bride, the former Faye Emerson, at Grand Canyon, Arizona, after the Roosevelts were married there on December 3, 1944.



Mr. Meyer studies a photostat of one of his expense account vouchers while testifying before a Senate War Investigating subcommittee. The voucher, submitted in evidence yesterday, covers some of the money Mr. Meyer said he spent entertaining the Roosevelts. —AP Photos

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Pages A 1, A 6 & A 7

Mr. Tolson _____
 Mr. E. A. Tamm _____
 Mr. Clegg _____
 Mr. Glavin _____
 Mr. Ladd _____
 Mr. Nichols _____
 Mr. Rosen _____
 Mr. Tracy _____
 Mr. Carson _____
 Mr. Egan _____
 Mr. Gurnea _____
 Mr. Harbo _____
 Mr. Hendon _____
 Mr. Jones _____
 Mr. Pennington _____
 Mr. Quinn Tamm _____
 Mr. Nease _____
 Miss Gandy _____

Brewster Calls Clark's Attention To Hughes 'Blackmail' Charge

By the Associated Press

Chairman Brewster of the Senate War Investigating Committee called the attention of Attorney General Clark today to his running public controversy with Howard Hughes involving what Senator Brewster has described as a blackmail charge by Mr. Hughes.

The Senate committee is inquiring into Hughes' war contracts.

Senator Brewster sent Mr. Clark a copy of his press statement of last Friday in which the Senator said: "I will welcome the most thorough exploration of this charge by the Attorney General in justice to all concerned."

Justice Department officials said the statement was received by the

Attorney General this morning. They said Senator Brewster also sent a covering letter but declined to disclose its content.

The "blackmail" reference was to Mr. Hughes' assertion in a public statement last week that Senator Brewster had offered to call off the current investigation if Mr. Hughes would merge his Trans-World Airline with Pan American Airways.

Senator Brewster's reply said that if there were a word of truth in the charges they should have been presented to the Attorney General last February at the time of the alleged proposal.

Mr. Hughes also has asked that the Justice Department investigate relations between Senator Brewster and Pan American Airways.

WASHINGTON STAR

Date 8-4

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BREWSTER DENIES FR HUGHES' SWORN CH

Didn't Offer to Halt Probe for Merger of Airlines, He Testifies

Clash Creates Question of Perjury;
Howard Again Calls Senator a Liar

By PAUL HEALY and FRANK MOLEMAN

In a colossal extravaganza of movie props, breathless spectators and fierce drama, Howard Hughes took the witness stand before a Senate war investigating subcommittee yesterday and, under oath, repeated his charge that Sen. Brewster of Maine, committee chairman, offered him a "proposition" last February to halt the Hughes investiga-

tion. Immediately, Brewster, also under oath and casting aside his senatorial privileges, followed Hughes to the stand and denied the blackmail charge completely.

Hughes Accused of Trap

He said it was "inconceivable" that he would have made such a "bold proposition" to Hughes, whom he had met only briefly before.

Brewster, who declared no man who had been in public office as long as he has—25 years—would have been foolish enough to do such a thing, accused Hughes of trying to lay a "trap" for him.

"I am sure that no one here of any competence would make such a proposition, and I can

"It sounds to me, a little more like Hollywood than it does like Washington."

In a radio interview later, Hughes called Brewster's denial "pretty weak" and declared that "just about everyone in the aviation industry recognizes that Brewster is lying" in saying he never had heard of a proposed merger between T.W.A. and Pan American before his talk with Hughes.

"Doesn't Add Up"

The people in the industry are only too familiar with Brewster's relations with Pan American

(Turn to Page 4, Col. 1)

Well, at Least He Got Here

Howard Hughes arrived here yesterday in his venerable B-23 bomber, as the Senate war investigating committee will certify.

He did not arrive in the "controversial" XF-11 reconnaissance plane on the "international" flight which was forecast under copyright last week by a local house organ as follows:

*Copyright 1947
Hughes Plans Record-Breaking Trip
To Hearing in Controversial Case
Elliot Roosevelt Aid If Needed*

Immediately after the hotel, Hughes appeared, Gen. Twining, commanding general of the air force experimental base at Wright Field, said the XF-11 was Army property, that Hughes would have to get Army permission for any "round trip" which he had planned. "I didn't see 'want to' as being his next step."

Hughes' B-23, meanwhile, came to do all right, even though it's old enough to be the XF-11's daddy. It was abandoned before Pearl Harbor.

Mr. Leonard
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

Hughes
And

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ch

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Pictures of the Senate hearing on pages 6 and 7.
I am sure that I never did not and will not be a subject of the Senate.

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Times Herald
Page 1

FROM WITNESS STAND CHARGE OF BLACKMAIL



ROOSEVELT, ON STAND, TO GIVE ALL FACTS

Mr. Tolson
Mr. E. A. Tamm
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Carson
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Hendon
Mr. Jones
Mr. Lester
Mr. Quinn Tamm
Mr. Nease

Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy

①
Clark
Conrad
1-2-3



ELLIOTT ROOSEVELT CHATS WITH SENATOR BREWSTER. Elliott Roosevelt (left) is shown talking with Senator Brewster during a recess today in the hearing into Government contracts with Howard Hughes, Hollywood plane builder.



Mr. Roosevelt is stopped by John W. Meyer, chief of the Senate's Office Building during the luncheon recess and asked for his story. Meyer is from Sacramento, Calif., who is visiting in Washington.

Says He Feared Smear on Father In Trip Home

Hughes Hearing Told He Never Discussed Plane With President

BULLETIN

Elliott Roosevelt told Senate investigators this afternoon that he was ordered home from service in North Africa in 1943 despite his protests that the trip would be used to "smear" his father, the late President Roosevelt. The trip culminated in the recommendation by Mr. Roosevelt that the Air Force buy Howard Hughes photo-reconnaissance plane. He said he had never discussed the plane with his father and did not learn until a few days ago that President Roosevelt had asked for a study of it some time earlier.

Elliott Roosevelt promised the Senate War Investigating Subcommittee this afternoon "the complete facts" about his connection with the wartime airplane contracts awarded to Howard Hughes, millionaire aircraft builder.

He told the subcommittee investigating the contracts that he welcomes this first public opportunity to answer in chronological order the various charges that have been leveled at him since he entered the Army in 1942.

The tall, broad-shouldered son of the late President spoke in a firm voice that resounded through the lofty Senate hearing room.

Meyer Explains Expense Account.

Wearing a dark blue suit and a gray bow tie, he was seated at a witness table after John W. Meyer, Mr. Hughes' publicity man, had given additional testimony of particular interest.

AP and Star Staff Photos.

Mr. Tolson
Mr. A. Tamm
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Carson
Mr. Egan
Mr. Gurnea
Mr. Harbo
Mr. Hendon
Mr. Jones
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

"No," Mr. Meyer replied. "The pilot might have been late and the weather."

"Did you pay your expenses at the party?" Senator Ferguson asked Mr. Meyer.

"No, Mr. Fyfe paid them," Mr. Meyer replied.

Accompanied by Coleman.

In testifying today about the visit to Hyde Park, Mr. Meyer said he was accompanied by a "Col. Sheop" and his wife, a "Col. Brooks" and a "Col. Hoover." The officers were not otherwise identified.

Mr. Meyer said he believed he had not met Elliott Roosevelt until late in November, 1944, in California. He corrected this after Senator Ferguson showed him a clipping from The Star to refresh his memory.

Mr. Meyer read the clipping aloud and noted that Mr. Roosevelt not only had landed at La Guardia Field early in November, but that "John Meyer was his host."

"That refreshes my mind," he told the subcommittee. "Those are the things I like to see."

Senator Ferguson showed Mr. Meyer a voucher for a \$125 hotel bill in New York for the period from October 26 to November 1, 1944, which had written on its back, "Roosevelt party."

No Explanation of Statement.

"As I said Saturday, I sometimes waited a month or more before making out expense accounts," Mr. Meyer explained, "and I would put down the name of the most important person there."

"I think you will find later that Col. Roosevelt wasn't in the country at the time," he added.

"Why did you write the name of Elliott Roosevelt on vouchers for payments for entertainment when he was out of the country?" Senator Ferguson asked.

"I just wrote it," the witness shrugged. "I must like the name."

"Is that your only explanation?"

"That's all," Mr. Meyer drawled. "Unless you can show something to the contrary."

Pressed for other details about the hotel bill, Mr. Meyer said, "I can't remember what it's for, and if there's no accompanying voucher I have no way of knowing who was there. There might have been 25 or 30 other people. I can't understand it. I might have been staying there myself."

Senator Ferguson read another item of \$22.50 for another hotel in New York about the same time—October 26 to November 1, 1944.

That party was my idea," Mr. Meyer explained. "I probably wrote it down wrong on the voucher when I said Elliott requested the party. He did not."

"What did he say when you arranged the party for his friends?" Senator Ferguson demanded.

"Oh," the publicity man responded, "I think he said it would be very nice."

The voucher, as read by Senator Ferguson, did not reveal the amount spent on the party. Attached to it was a long guest list.

"Are you going to read all these names just so they can all get their names in the papers?" Mr. Meyer wanted to know.

Senator Ferguson said he had obtained all the information he needed for the time being.

Concerning his trip with several Army officers and other friends to Hyde Park shortly before the 1944 election, Mr. Meyer said he had been invited by Mrs. Eleanor Roosevelt. He added that he had not previously met her.

Senator Ferguson then asked the witness whether the November, 1944, trip to Hyde Park was "in the line of business."

"Wouldn't it be business to go to the home of the President of the United States?" Mr. Meyer countered. "It was a great privilege and a great honor."

"But," Senator Ferguson broke in, "you charged it as a business expense of your company."

"Why should I pay it personally?" the witness retorted.

"Do you think the Government should pay it?" Senator Ferguson asked.

"How the Hughes company spent its money was not my concern," the witness said.

Held for Baggage Transport.

In further explanation of some of the charges listed in connection with entertainment of Mr. Roosevelt, Mr. Meyer explained that he lived in New York City at the Waldorf-Astoria Apartments. Although that was a part of the hotel, he said, it was his New York home, and Elliott stayed there as was a guest in his home.

Details of gifts listed as having been given to several witnesses over their lives were given by Senator Ferguson, who asked what they had been and what had happened to them.

Will Testify Wednesday

By the Associated Press

LOS ANGELES, Aug. 4.—The camp of Howard Hughes was calm early today and there was nothing to indicate that the multi-millionaire plane and film maker would not start his air journey for Washington, later today for his long-heralded appearance before the Senate War Investigating subcommittee.

Mr. Hughes, whose wartime Government plane contracts are under investigation by the committee, said earlier:

"I have announced that I will leave here Monday on a routine trip, arriving in Washington late Tuesday. That is what I intend to do and nobody is going to force me to do otherwise."

Mr. Hughes spent the week end resting at an undisclosed retreat. Last Thursday Senator Ferguson, subcommittee chairman, issued a subpoena for Mr. Hughes to appear before the Senate group "forthwith." United States marshal's deputies, however, reported they were unable to locate Mr. Hughes.

Regarding this Mr. Hughes said through his press agents:

"I am not hiding from anybody. I simply refused to be pushed around."

...who treated him with great
witnesses and courtesy.

First, Hughes protested he
didn't had time to read the com-
mittee transcript of the tes-
timony he gave in secret on Feb.
concerning the \$40,000,000 war
contracts for cargo and photo-
graphic planes.

Senate Created

His plea startled Ferguson and
led a dramatic stalemate.
Brewster stopped in to ask
him to discuss "some other
bits"—not included in the
sensational testimony. Obviously, he
referring to the handsome
maker's angry blasts at
in West Coast newspapers.
Hughes agreed to repeat his
story under oath, but insisted
his hands "not be tied."

He demanded the right to ques-
tion Brewster, and to call
witnesses. Ferguson replied
this was a violation of all
committee rules, but he would al-
low Hughes to submit questions
names of possible witnesses to
committee for a ruling.

Hughes finally won a pledge
that he would have "the same
privileges" as Brewster, that nei-
ther would cross-examine the other
directly, and he proceeded.

Builder Requests Charge

"Specifically, I charge that in
so many words Sen. Brewster told
me that if I agreed to merge the
T.W.A. (Trans World Airline) with
Pan-American Airways and sup-
port his community airline bill,
he would call off the investiga-
tion," Hughes said in a quiet,
confident voice.

He said the conversation took
place in Brewster's apartment in
the Mayflower hotel here, when
he two had lunch, sometime dur-
ing the week of Feb. 10.

Hughes testified he had been
told that Brewster was "very
sly," and had taken a "Mr.
Hill" with him to the May-
flower luncheon.

He said he got in touch with
Hill after contacting a friend
in Washington, but he didn't
know whether Hill was a law-
yer or not. At least, he said, Hill
was not a Hughes company
employee, but merely went along
so that "I was not placed in
an unfair position."

(After he refused to go through

...can wanted to dip into the ex-
pense account of Johnny Meyer,
Hughes' publicity man, and com-
pany connections with Elliott
Roosevelt, son of the late Presi-
dent.

Besides the luncheon, Hughes
claimed he had talked with Brew-
ster four other times, and on each
occasion the senator tried to win

...the opportunity to test
though he admitted "we're
blazing new trails here," the
senator began his story to show
Hughes was in hot water
long before the
spectacular hearing started.

He pointed out that the
Senate investigation of the
plane started in July 1947.
President Truman was a



BREWSTER TESTIFIES—HUGHES LISTENS

Sometimes it's the other way around.

him over to the proposed merger
of all overseas airlines into one
government-sponsored company,
called a "community company."

One of these talks took place in
Brewster's office before Hughes
testified in secret before the com-
mittee, on Feb. 11, he said. In ad-
dition, he talked to Brewster by
phone during a flight in Hughes
private plane to Columbus, O., and
on the phone from Los Angeles.

Brewster Takes Stand

"Senator Brewster, do you de-
sire to testify?" Ferguson asked,
as a deathly hush fell over the
room.

"Why yes, sir," Brewster re-
plied, rising from his committee
chair, and advancing to the wit-

ness and chairman of the com-
The matter kept bobbing
time to time, and the
probe was opened on a co-
by Ferguson last January.

Brewster denied he ever
a proposition of any
Hughes; that he ever "bu-
\$1,000 worth of plane ride
Hughes or that Juan Tripp
kent of Pan American, had
thing to do with instigat-
Hughes probe.

Gives His Side

"As for his talks with Hud-
said the facts were these:

On Feb. 9, 1947, Brew-
Kansas City for a speak-
engagement, received a te-
call from Hughes in Wash-
The plane maker wished
focus the investigation
posed to fly the senator

"Specifically, I charge that in so many words Sen. Brewster told me that if I agreed to merge the T.W.A. (Trans World Airline) with Pan American Airways and support the community airline bill, I would pull off the investigation," Hughes said in a quiet, indignant voice.

He said the conversation took place in Brewster's apartment in the Mayflower hotel here, when he and two had lunch, sometime during the week of Feb. 10.

Hughes testified he had been advised that Brewster was "very shy," and had taken a "Mr. Flin" with him to the Mayflower luncheon.

He said he got in touch with Sen. Brewster after contacting a friend in Washington, but he didn't know whether Heflin was a lawyer or not. At least, he said, Heflin was not a Hughes company man, but merely went along so that "I was not placed in an unfair position." (or he refused to go through

BREWSTER TESTIFIES—HUGHES LISTENS

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him over to the proposed merger of all overseas airlines into one government-sponsored company, called a "community company."

One of these talks took place in Brewster's office before Hughes testified in secret before the committee, on Feb. 11, he said. In addition, he talked to Brewster by phone during a flight in Hughes' private plane to Columbus, O., and on the phone from Los Angeles.

Brewster Takes Stand

"Senator Brewster, do you desire to testify?" Ferguson asked, as a deathly hush fell over the room.

"Why yes, sir," Brewster replied, rising from his committee chair, and advancing to the wit-

ness stand and chairman of the committee. The matter kept bobbing up from time to time, and the present probe was opened on a complaint by Ferguson last January, he said.

Brewster denied he ever made a proposition of any kind to Hughes; that he ever "bumped" \$1,400 worth of plane rides from Hughes or that Juan Trippe, president of Pan American, had anything to do with instigating the Hughes probe.

Given His Side

"As for his talks with Hughes, he said the facts were these:

On Feb. 8, 1947, Brewster, in Kansas City for a speaking engagement, received a telephone call from Hughes in Washington. The plane maker wished to discuss the investigation and proposed to fly the senator to other speaking dates so they could get together. Brewster agreed.

On the morning of Feb. 10, Hughes saw Brewster for a few minutes in his office, and admitted they talked about the "community airline bill."

That night, Hughes had Brewster flown to Morgantown, W. Va., and back for a speech, in the private plane of Jack Frya, then president of T.W.A.

On Feb. 11, Hughes testified in secret before the committee.

The next day, Brewster said, he invited the movie maker to lunch as "a proper courtesy." Hughes told of his adventures in Hollywood, and they discussed the community airline again, but Brewster's views were already well known, and no "proposition" was made, he said.

Paid for Entertainment

The senator said he entertained the plane contractor in his hotel apartment at a cost of \$8.50 "out of my own pocket."

Toward the end of his hour and a half recital, Brewster's voice began to quaver, and he trembled with emotion.

Hugh Fulton, former counsel for the committee, tried to persuade him not to hold public hear-



Seated at table (left to right) are Senators Speaker of the House Nicholas Longworth; Mrs. William Langer, wife of Senator Langer, Republican, of North Dakota, and their daughter, Lucille; Mrs. Claude Pepper, wife of Senator Pepper, Rhode Island, not a subcommittee member, and William P. Rogers, committee

Brewster Denies on Witness Stand

Hearing Takes on

Film Atmosphere

(Continued from First Page)

"Always," Hughes said. "And the people in the industry know that if Brewster were pushing the investigation of my war contract for really legitimate reasons and if Brewster really believed me to be guilty of obtaining war contracts by improper means he would not be romancing me on the side, inviting me to lunch and making appointments over the phone to see me in California."

"No, this just doesn't add up. Brewster's connection with Pan American is too well known, and it is too much of a coincidence that this investigation of my war contract was suddenly brought to life just when I refused to make the merger deal with Pan American."

The dramatic clash, which seized the Justice Department a hot problem in perjury, thrilled the 1,500 spectators, mostly women, who jammed the marble-bauous room for the fiery showdown between Brewster and Hughes.

The hearing scene, littered with movie cameras, scrambling photographers, and fainting women spectators, looked like a combination of a Hollywood set and ladies day at the ball park.

Hollywood set, and ladies day at the ball park.

500 Fill Corridors

Capitol police said it was the biggest crowd since Ferdinand Pecora's Wall Street investigation in early New Deal days, featuring J. P. Morgan and the midget on his knees.

The corridors outside the room were filled with 500 more people, awaiting a glimpse of the proceedings.

Hughes, who kept the committee waiting 41 minutes for him, topped one surprise after another when he won frequent concessions from Sen. Ferguson (R) of Michigan, chairman of the subcommittee, who treated him with great politeness and courtesy.

First, Hughes protested he didn't had time to read the committee's transcript of the testimony he gave in secret on Feb.



Hughes and Brewster Take Stand and Swear

After being sworn in yesterday, Howard Hughes repeated his charge to halt the investigation. The committee chairman immediately had him

with a merger, he said, he interpreted the timing of a subsequent dispatch of committee investigator Francis Flanagan to the West Coast as putting on "the screws."

He said things had been fairly pleasant before, but that Flanagan wanted to dip into the expense account of Johnny Meyer, Hughes' publicity man, and company connections with Elliott Roosevelt, son of the late President.

He raised his right hand to be sworn.

After thanking the committee for the opportunity to testify, although he admitted "we may be blazing new trails here," the senator began his story to show that Hughes was in hot water with Congress long before this per-

ings on the claimed. And associates with him into for the pre-

After Brewster asked if Hughes sitting alone behind the witness stand.

"Yeah, he and 500."

ed Him Beat Navy ng Baby Flat Tops

WASHINGTON

Sen. Brewster (R., Me.), chairman of the Senate War Investigating Committee, still hasn't answered the pointed question put by Howard Hughes, the West Coast airplane builder, about Brewster's playing for the bones of Hughes' competitor—Pan-American Airlines.

But Hughes' needling is on his mind, as evidenced by the fact that he showed up at the subcommittee hearing into Hughes' airplane contracts, and told:

Something That Ought to Be Clarified

"The idea that in some mysterious way I instituted this investigation is something that ought to be clarified."

Brewster—who has admitted accepting free trips on Hughes' planes—might have clarified the idea himself at the spot—or named a subcommittee to investigate himself—except that he found himself called upon suddenly to defend the fairness of Brewster.

Henry J. Kaiser was on the stand and perhaps by coincidence, got to telling how he took over the West Coast plant of the Brewster Aeronautical Co. Brewster's ears perked up at the name.

Run-Down, Mismanaged

"This was a run-down, mismanaged plant," Kaiser began.



Sen. Owen Brewster
Not for 10 Generations



and Pan American

approved by Nelson
Adm. William
Dental chief of

Hughes, who sub-

07088A



Committee. Associated Press Wirephoto
MEYER
It was finally approved by Nat-
tress Jones and Adm. William
Leahy, Presidential chief of

for Howard Hughes, who sub-
stantly took over the flying boat
fact, Kaiser described him as
"silent man" in the WPB nego-
tials.

Business Press Agent

Howard's silent most of the
"Kaiser contributed. "He's
been provoked recently."
... could be the last Hughes'
agent, John W. Meyer, but
he attended any of the parties
which Meyer described in previous
column.

never paid much attention to
any," said Kaiser. "There was no
noise there."

Kaiser beamed when Ferguson
said he could read his state-
ment.

Facts

"You're being wonderful to me
exclaimed, remarking that when
President Truman (then Sen. Tru-
man) was head of the investigating
committee "they always gave me
but they always helped."

"They were after the facts," said
Ferguson.

"You bet your sweet life," said
her.

Meanwhile, Martha Goldthwaite,
Hollywood model, got a wire from
"Committee telling her not to
be coming to Washington Aug.
tell about Hughes' parties that
attended."

Brewster—who has admitted ac-
cepting free trips on Hughes' planes
—might have clarified the idea him-
self in the spot—or named a sub-
committee to investigate himself—
except that he found himself called
upon suddenly to defend the fair
name of Brewster.

Henry J. Kaiser was on the stand
and perhaps by coincidence, got
to telling how he took over the
West Coast plant of the Brewster
Aeronautical Co. Brewster's ears
perked up at the name.

Run-Down, Mismanaged

"This was a run-down, misman-
aged..." Kaiser began.

"Hey," interrupted Brewster, "I
want the record to show I have
no connection..."

"But we took it over, and..."
Kaiser sailed on.

"For the same Brewster..."
warned the Senator.

"And when we were through
..." roared Kaiser.

"Not for 10 generations back
have the Brewsters of Maine been
in..." Brewster persisted.

Nothing to Be Ashamed of

"Oh, it's nothing to be ashamed
of now, Senator," said Kaiser, re-
sisting the temptation. "We did
another of those impossible jobs
on Brewster, and it wasn't super-
salesmanship, either."

After that Brewster was silent,
casting no clarifying light on his
cryptic comment about who start-
ed the probe.

He may have been thinking
about Hughes' unanswered ques-
tion, propounded Tuesday in an
open letter:

What He May

Have Thought of

"We not tell that this investiga-
tion is really born on the day the
TWA (Hughes' Trans-World Air-
ways) first flew the Atlantic—on
the day when TWA first invaded
Juan Trippe's great Pan-American
Airways had the sacred right to
fly the Atlantic?"

Or he may have been thinking
about the scheduled entrance of

Sen. Owen Brewster 'Not for 10 Generations'



Juan Trippe
For One Big Airline

Marquis Childs who last Saturday
chided him for being "so selective
in picking the objects of his in-
vestigative skill," suggesting that
Brewster was "as happy as a small
boy on Christmas morning" be-
cause he had Howard Hughes on
the pan.

Childs recalled, "the FIF had re-
ported six weeks before that Brew-
ster was the Senatorial champion
of Pan-American's cause, pressing
for passage of a bill to merge all
U. S. international airlines into a
consolidated company, the better
to compete with foreign lines."

Merger Still

Not Consummated

The merger—long advocated by
Trippe—would create a subsidized
corporation, insured by the Gov-
ernment against loss, and which ap-
parently would be controlled by
Pan-American as the largest stock-
holder by virtue of putting in the
most airplanes, gear, facilities and
other assets.

Trans-World Airways and other
rivals of Pan-American have op-
posed the Trippe plan with suc-
cess so far—having no desire to be
liquidated.

Speaker of the House Nicholas Longworth; Mrs. William Langer, wife of Senator Langer, Republican of North Dakota, and their daughter, Dottie; Mrs. Claude Pepper, wife of Senator Pepper, Democrat of Florida. Several members did not get up. Only a small portion of the spectators were allowed to stand and applaud from the floor of the chamber.

John W. Meyer, subcommittee chairman, said that the committee would throw the crowded hearing room of the Senate War Investigation subcommittee into laughter today by admitting he was slightly in error Saturday in testifying he never saw any one else "pass up a check during the war."

One other expenditure paid for the transfer of baggage of a couple from one New York hotel to another.

"Now that shows what happens when you try to do a favor," Mr. Meyer said. "It looks bad in print. But the fact is that the young lady and her husband had to leave the one hotel because of the three-day rule. So I was able to get a place for them at my hotel."

Bill for Wallets Under Fire.

At the start of the session Senator Ferguson questioned Mr. Meyer about a bill amounting to \$158.75 in September, 1944, for two small bags and two metallic wallets that were charged to Hughes Aircraft. Another exhibit showed the metallic wallets were returned to the dealer and the bill reduced to \$158.75 for the two small bags.

Senator Ferguson said the records indicated they were gifts for Mr. Roosevelt's wife and Judy Cook, Hollywood swimmer and model. Pressed by Senator Ferguson as to why the expense was incurred and what it had to do with the manufacture of aircraft, Mr. Meyer replied, "It was general entertainment, as charged by everybody in business."

A little earlier Mr. Meyer said, "I was entertaining everybody—no specific person—any one who came in contact with the company."

Mr. Roosevelt arrived at National Airport last night from New York and brushed off reporters' questions about his testimony with the remark, "I'll say it all on the witness stand."

Mr. Roosevelt was accompanied by Mr. Sherman Warner, Philadelphia solicitor. He explained that his wife is opening a new play in Hyannis, Mass., and "just couldn't get away."

Hughes Begins Flight Today Will Testify Wednesday

By the Associated Press

LOS ANGELES, Aug. 4.—The camp of Howard Hughes was calm early today and there was nothing to indicate that the multi-millionaire plane and film maker would start his air journey for Washington, later today for his long-heralded

Only, slightly shocked, he made the admission when the committee reached items on his baggage account showing that in June, 1945, two bills for entertainment were paid, one with Al Kookingsdale, the other with William Cagney.

"That's unbelievable, but it's true," said Mr. Meyer when the first split check was read, showing he paid only half.

"I think he deserved to get his share in the paper."

When Senator Ferguson suggested he identify Mr. Kookingsdale, Mr. Meyer said with a smile:

"He owns a small store in New York—he can afford it." Mr. Meyer later identified Mr. Cagney as a producer.

Scientists in Japan have devised a method of catching fish by sound waves.

Probers, Irate At Hughes, to Subpoena Him

Plane Builder Has Ignored 'Invitations'

HOLLYWOOD, July 31 (UP).—Howard Hughes said tonight that Sen. Brewster (R), of Maine, lied when he said a Trans World Airline hostess "didn't dare" to be alone in a plane with him.

By PAUL HEALY and
FRANK HOLEMAN

Angry and upset by Howard Hughes' airy disdain of the Senate war investigating committee's telephone notice to appear here in 36 hours, Sen. Ferguson (R) of Michigan, ordered a subpoena for the handsome movie-maker flown to the coast at once.

The subpoena directs Hughes to appear here forthwith.

However, Ferguson, chairman of the subcommittee probing Hughes' wartime dealings, announced it will not be served if the temperamental sportsman-industrialist immediately agrees through his lawyers to appear at some definite date voluntarily.

Meyer to Testify

Ferguson appeared to have no doubt that Hughes eventually will testify freely, but the senator was very eager to have the plane builder sit alongside his publicity director and party manager, Johnny Meyer, who is expected to begin his story of lavish entertainment sometime today.

Also, Hughes will be asked to repeat under oath the sensational charges of "blackmail" he made against Sen. Brewster (R) of Maine, chairman of the full committee, throwing the entire investigation on a new track.

Asked if he would take the stand, Brewster replied carefully, "We'll let Mr. Hughes tell his story, and then let's see what the rest of the world should do."

Mr. Telson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____

Miss Gandy _____

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John H. Tamm
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MOTHER

ACCUSES

MEYER

John W. Meyer

WASHINGTON TIMES HERALD

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TIMES-HERALD

WASHINGTON, D. C.



Accuses Johnny of Being Father of Her Child

Patricia Miles, 25, former New York model and now a cigarette girl, holds the baby boy she says is the illegitimate son of Johnny Meyer. Her affidavit charges Meyer with having trysts with her in his suite at the Hotel Sherry-Netherland.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

Alvin Karpis

John W. Meyer
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Fitzgerald

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WASHINGTON TIMES HERALD

DATE *8-5-47*

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Unwed Mother Names Meyer

NEW YORK, Nov. 3 (AP)—

(Continued from First Page)

Meyer be brought before the Court of Special Sessions to face the charge that he is the father of a child born out of wedlock, and that the court make an order of such charge, pursuant to the statute and law of the State.

John I. Untermyer, New York City, confirmed that he represented the blond complainant at the closed hearing.

"I am silent," he said, "will seek to represent on behalf of her child."

The court, after a hearing, ordered the child to be placed in the custody of Meyer's income, which he believed to be between \$100,000 and \$150,000 a year.

The El Morocco

The new filiation law, which permits a child born out of wedlock to petition the court for an order of support of her child in accordance with the financial status of the living of the putative father. In other words, the child is entitled to all the social and financial advantages that he could otherwise have had if he

had been the legitimate son of John W. Meyer.

Miss Miles, who lives with her parents and three brothers, said she met Hughes' big night club expense account while she was working at El Morocco and that she continued working there throughout their friendship.

"Mr. Meyer then had a suite at the Sherry-Netherland," her affidavit stated. "He would come to New York three or four times a year and stay a couple of months on each visit, and I would visit with him three or four times a week."

She pictured their romance of more than a year as being ended by two nearly simultaneous events: Meyer's hasty departure for the West Coast after Hughes' injury in a plane crash, and her own discovery of pregnancy.

A photostat of birth certificate No. 181, on file at the Board of Health, stated that her son, named Douglas Meyer, was born at Park West hospital at 3:45 a.m. last Feb. 2, 55 minutes after the mother's admission. It named "John Meyer, Los Angeles, agent in the motion picture industry," as the father.

Meyer left New York for New York to Hyde Park on Sunday, November 15, 1944, and tips to the butler, maid and chauffeur to aircraft production.

"Business," Meyer replied. "I think it's a great privilege to be invited up there—a great honor."

"That's why I want to know why you charged it up to aircraft production," Ferguson said.

"Why should I charge it personally when I already told you I work 24 hours a day?" Meyer said.

"I haven't anything to do with how Hughes Aircraft spend their money. I do my job and it's up to them to figure out how they charge it or how they don't."

Ferguson questioned all the items for the New York week end of Nov. 2-6, 1944.

Meyer read hurriedly through the list of 10 for dinner, 10 for dinner, 7 for lunch, 8 for dinner, until he read 10 for dinner for \$20.

"That's very cheap, dinner at the El Morocco for 10 at only \$20," he said, shaking his head. "Something must be wrong there."

"What's wrong is that you're only reading the tips," Ferguson remarked. "The tip was \$20."

Meyer's bill from Nov. 2 to Nov. 6 ran to a total of \$344.50. Ferguson handed Meyer a

bill dated Nov. 2, 1944.

"That's marked to the account of the New York City?"

"No," said Meyer.

Ferguson asked, "What party was that?"

"I don't know."

The Michigan senator then signed a check on the bill.

"The expenses in connection with Two Arabian Nights, Ferguson said.

"If it was connected with Two

Arabian Nights, it wasn't charged up to Hughes aircraft," Meyer told him. "That would be a Hughes production."

Ferguson said Hughes Aircraft apparently paid for it.

"Well, that's no problem of mine," Meyer said.

N. Y. Court Orders Arrest of Publicist, Here at Hughes Quiz

Johnny and Elliott Diffusion Party Costs

By PAUL HEALY and FRANK MOLEMAN

Elliott Roosevelt and Johnny Meyer, sitting side by side on the witness stand like a couple of schoolboys caught playing hooky, turned the Howard Hughes investigation into a laugh riot yesterday, arguing good-naturedly over who picked up the most checks during their round of dizzy wartime parties, and who paid some Los Angeles hotel bills.

For his part, Elliott was sure that the lavish entertainment poured on him by Hughes' chubby party manager didn't affect the multi-million-dollar reconnaissance plane contract awarded Hughes. His father, the late President, didn't take a hand in the matter, he declared flatly.

Spent Own Cash

As for the parties, Elliott admitted he attended many of them, but declared he spent \$1,500 of his own dough somewhere along the partying trail with Johnny.

Meyer, who swears earlier that he never saw anybody else pick up a tab "during my entire war," flatly contradicted Elliott on the hotel tab, at least. He paid for three nights lodging, and stuck to his story that he spent \$5,000 regaling Elliott, his wife and their pals from coast to coast.

Cigarette Girl Tells Of Trysts in Hotel

NEW YORK, Aug. 4 (NY News)—While Johnny Meyer, Howard Hughes' contact man and entertainer, told his story in Washington today, a Special Sessions warrant officer was waiting here with a paper spelling a new kind of trouble for the rotund publicist. It calls for his arrest on a charge of fathering a night club cigarette girl's illegitimate child.

The warrant was signed Friday by Justice Hackenburg on complaint of blond Patricia Miles, 26,



JOHN MEYER

Called From Africa

Before the hearing broke up in its customary pandemonium at 3:30 p.m., Elliott revealed that Gen. Arnold, former commander of the Army Air Force and former Assistant Secretary of War for Air Lovett, personally called him from North Africa and ordered him to the West Coast in July 1943, to inspect Hughes' reconnaissance plane.

Grimly, Elliott, then a colonel in command of a combat reconnaissance squadron, told how the Nazis were knocking off his slow, conventional type planes like clay pigeons. He said he studied Hughes' plans and plans thoroughly, decided the swift wooden D-8 was the answer to a flying photographer's prayer. He recommended acceptance after Hughes guaranteed to turn them out like hot cakes in 18 months, he disclosed.

When Elliott took the stand he said the public had a right to know

(Turn to Page 2, Col. 4)

of New York, former magazine cover girl, who has worked at the Stork club, El Morocco and Club 18, and now is selling smokes at Bill's Gay Nineties.

Ottes Hotel Trysts

Her affidavit told a story of alleged trysts with Meyer in his former suite at the Hotel Sherry-Netherland from early 1945 until June 1946, when, she says she discovered she was about to become a mother. Before her son's birth, the girl charged, an unnamed "amateur" of Meyer visited her and induced her, for \$1,500 to sign a statement declaring Meyer was not the father.

Her complaint, which comes to light today, asserted:

"I was delivered of a male child on Feb. 2, 1947, and said child resided with me at 809 West 158th St. John W. Meyer, who resides at 7000 Romaine, in the city of Los Angeles, and who is employed as publicity representative by the Howard Hughes interests, is the father of the child.

"Wherefore, I demand that

(Turn to Page 2, Col. 4)

Elliott and Johnny Turn Probe Into Farce Arguing Over Who Paid Who's Party Checks

Feasts Didn't Affect

Deals, Says Roosevelt

(Continued)
The lavish host-entertainments in any way endangered the lives of men who served under me through the award of plane contracts to Hughes.

Serious Implications

Elliott told the senators that "serious implications" had been leveled against him through the committee hearings. He said his wartime record as an officer had been questioned.

He said that heightened interest in the war contract investigation has resulted from "rather intimate relations I had with the man who was Chief Executive and responsible for the conduct of the war."

"Very serious implications" have been raised about his influence through his father, on the war contracts, and about his "service to my country," Elliott said.

Standing erect and speaking in a husky voice, Elliott gave his address as Hyde Park, N. Y.

He told the senators that he refused to assume overall charge of airforce reconnaissance during the war because he believed such a step would have opened up a congressional "smear" campaign against his father. He said he was offered the job by Lovett when Allied forces invaded Sicily.

Recalls Job Offer

In recalling Lovett's job offer Roosevelt said Lovett told him:

"I'm going to order you back to Washington to the Pentagon building and put you in charge of the reconnaissance branch."

"I told him very, very forcefully not to do that," Roosevelt continued.

"I said, 'you can't do that, sir, because of whom I am.'"

"I said, 'I am the son of the President of the United States and you will open him to great criticism if you bring me back to sit out the war in the Pentagon. It will give members of Congress who don't like Franklin D. Roosevelt a wonderful opportunity to smear him.'"

Then he asked permission to "say a few words." He declared that the Congress and the press had leveled charges against him since he entered the Army as a captain in September, 1940.

Sen. Brewster (R) of Maine cut in to observe that he has been informed that Gen. Marshall had twice rejected Roosevelt's nomina-

tion to be a brigadier-general before sending it to the Senate.

Elliott said that it was the first he had heard of it. He added that he was confirmed by the Senate over considerable opposition in February, 1942.

"Thanks for inviting me to hear—I appreciate the first opportunity I've had to answer publicly the charges raised against me since I entered the Army as a captain and charges which have been made continuously against me by Congress and the press," he began.

Appeared Voluntarily

"You didn't have to subpoena me . . . I came voluntarily," he added.

He pledged an effort to give "the fullest possible answers," although he said he had no voluminous records to back up his movements and activities during the war years.

"Efforts have been made to find my connection with the chief executive, and if I might have influenced his judgment on war contracts," he added.

"I know I'm not big enough or important enough to be responsible for the attention paid to me unless I had some rather intimate relations with the man who was chief executive and was responsible for carrying out the war effort," Elliott said.

Visited Hyde Park

Meyer, Hughes contact man, also revealed that he visited the Roosevelt family home at Hyde Park, N. Y., about the time the late President Roosevelt was running for a fourth term. He went in company with a group of Elliott's air force colonel friends at the invitation of Mrs. Eleanor Roosevelt.

Elliott was in Europe, and Meyer said he stayed there during the Presidential campaign "possibly because of intervention." But he had no idea who might have intervened with whom, or why.

Meyer testified that Elliott visited Beverly Hills, Calif., from Nov. 21 to Dec. 2. He said he paid the hotel bill of Elliott and his daughter in Beverly Hills and picked up the checks of Elliott and his wife-to-be, actress Patsy Emerson, during a week end at the Palm Springs Racquet club. There were four persons in the week-end party at Palm Springs—Meyer, Roosevelt, Miss Emerson and Janet Thomas, another Hollywood actress. Meyer paid for all.

It was all, he said, "in the name

Declares Father Had

No Hand in Campaign

"I don't understand what you mean by 'why,'" Meyer replied. He added that "I was entertaining everybody I came in contact with."

The next item Ferguson brought up was the \$5,000 charged to the "Roosevelt account" over a three-year period was a bill from the Barclay Hotel in New York. It covered Oct. 20, 21, 22, 23, 24 and 25 and Nov. 1, 1940.

On it Meyer had scribbled: "Charges to Hughes Aircraft company—Roosevelt party. He also had noted on it: 'How to play JWM.'"

Headed by Most Important Person

"As I said on Saturday," as I said on Friday," Meyer testified, "It was my custom at times to make up lists of the most important people in the country at the time."

"I think if you check the names you'll find Col. Roosevelt was in the country at the time."

Ferguson: "Then, you were sending through a bill and saying it Roosevelt party?"

Meyer (shook): "I don't know why."

Ferguson: "Were you entertaining friends of the colonel?"

Meyer: "I don't know."

Ferguson: "This bill was marked 'pay immediately by air mail.'"

Meyer: "So I paid it a month or days later. I still say the most important person I wrote the name down. I don't always remember the 20 or 40 other people who were there."

Ferguson: "Were these persons in the party?"

Meyer: "I don't know. (The bill was for \$5,000.)"

The lobby published the hotel bill again.

"I can't understand it," Meyer said.

Ferguson: "I don't know who stayed there."

Ferguson: "What was the name?"

Meyer: "I don't know. I don't know the name of this. I don't know the name of this."

Hyde Park Speech

Ferguson: "If you don't know why did you write 'Roosevelt party'?"

Meyer: "I don't know. I don't understand it."



Elliott and Attorney Get Their Heads Together at Hearing

Elliott Roosevelt (right) and Joseph P. Kamp, Jr., attorney for the defense, are seen in a close conversation during a hearing. (AP Wirephoto)

Hughes' Agent Sired Her Son, Model Alleges

New York, Aug. 4 (AP).—A warrant was issued today for Howard Hughes' publicist Johnny Meyer, charging him with being the father of the illegitimate son of a pretty, blonde New York cigarette girl and model.

The warrant, issued after a hearing by Justice Frederick L. Hackenburg, was obtained by 22-year-old Patricia Miles.

Miss Miles, a former cover girl, said she worked as cigarette girl at the Stork Club, El Morocco and Club 18, and now works at Bill's Day Nineties.

The pretty young woman said she visited Meyer in his Hotel Sherry-Netherland suite three or four times a week for lengthy periods early in 1945 and until June, 1946. She said her child was born on February 2, 1947.

Her affidavit stated without qualification that Meyer is the father of that child.

Miss Miles charged that Meyer left New York hurriedly when she advised him she was pregnant. It was about the time, Miss Miles said, that Meyer's employer, Hughes, was critically injured in the crash of the aircraft now undergoing investigation.

In Washington, where he is under subpoena to testify before the Senate War Investigating Committee, Meyer commented, "Nuts—ridiculous," when asked about the charge. He was reached at Griffith Stadium where he was attending a prizefight. — Editor's note.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Coffey _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Hendon _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____

Miss Gandy _____
Asst. Sec. Hughes

John Wm Meyer
62-78335

File

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WASHINGTON POST

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Now Blond Wants Her Baby on Meyer's Expense Account

Says Hughes' Aide Is the Daddy

NEW YORK, Aug. 5 — Paula Miles, 25 blond nightclub cigaret girl, asked Johnny Meyer, 41, party-loving press agent, today to put her six-month-old baby on his expense account.

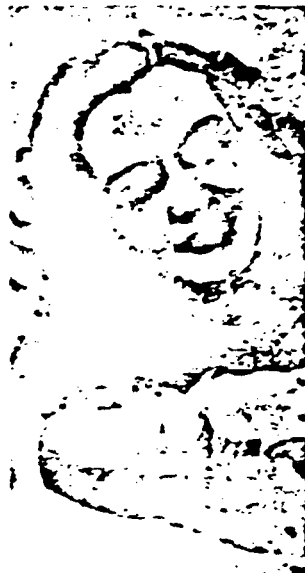
Miss Miles said she lighted a cigar for Mr. Meyer on one of his nightclub parties, and kept the flame alive three times a week when he was in New York. Mr. Meyer left and never returned, she said, when his employer, Howard Hughes, cracked up in an experimental bomber last year and she discovered she was pregnant.

In Washington, Mr. Meyer hotly denied the paternity charge or that he was an after-dawn lover.

"Hell, she worked until 5 a. m.," he said. "She's just another woman trying to get her name in the papers. I never took her out in my life."

Elvin I. Unterman, attorney for Miss Miles, said a warrant for the plump, balding publicity agent, was issued last Friday by Justice Frederick L. Hackenburg after a closed hearing on the paternity charge.

A birth certificate with the Board of Health said Douglas Meyer was born at 3:45 a. m., Feb. 3, to Miss Miles at the Park West Hospital. It named "John Meyer,



MISS MILES AND DOUGLAS

Los Angeles, agent in the motion picture industry, "as the child's father."

- Mr. Tolson ☒
- Mr. E. A. Tamm ☒
- Mr. Clegg ☒
- Mr. Coffey ☒
- Mr. Glavin ☒
- Mr. Ladd ☒
- Mr. Nichols ☒
- Mr. Rosen ☒
- Mr. Tracy ☒
- Mr. Carson ☒
- Mr. Egan ☒
- Mr. Hendon ☒
- Mr. Pennington ☒
- Mr. Quinn Tamm ☒
- Mr. Nease ☒
- Miss Gandy ☒

John W. Meyer
62-77335

John W. Meyer
62-77335

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Hughes' Agent Sired Her Son, Model Alleges

New York, Aug. 6 (AP).—A warrant was issued today for Howard Hughes' publicist, Johnny Meyer, charging him with being the father of the illegitimate son of a pretty, blonde New York cigarette girl and model.

The warrant, issued after a hearing by Justice Frederick L. Hackenburg, was obtained by 23-year-old Patricia Miles.

Miss Miles, a former cover girl, said she worked as cigarette girl at the Stork Club, El Morocco and Club 18, and now works at Bill's Gay Nineties.

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Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
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Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

Hughes
affidavit

Johnny Meyer
62-78335

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WASHINGTON POST
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John W. Meyers

- Mr. Tolson _____
- Mr. E. A. Tamm _____
- Mr. Clegg _____
- Mr. Glavin _____
- Mr. Ladd _____
- Mr. Nichols _____
- Mr. Rosen _____
- Mr. Tracy _____
- Mr. Carson _____
- Mr. Egan _____
- Mr. Gurnea _____
- Mr. Harbo _____
- Mr. Hendon _____
- Mr. Jones _____
- Mr. Leonard _____
- Mr. Pennington _____
- Mr. Quinn Tamm _____
- Mr. Nease _____
- Miss Gandy _____

Brewster Takes Hughes Spat To Department of Justice

Brewster (R., Me.) called statement last week that Brewster the attention of Attorney General had offered to call off the current Clark yesterday to his running investigation if Hughes would public controversy with Howard merge his Trans-World Airline Hughes involving what Brewster with Pan American Airways. was described as "a blackmail charge" by Hughes.

Brewster, chairman of the Senate War Investigating Committee which is inquiring into Hughes war contracts, sent Clark a copy of his press statement of last Friday. In it the Senator said, "I will welcome the most thorough exploration of this charge by the Attorney General in justice to all concerned."

Justice Department officials said the statement was received by the Attorney General yesterday morning. They said Brewster also sent a covering letter, but declined to disclose its content.

The "blackmail" reference was to Hughes' assertion in a public

Brewster's reply said, "If there were a word of truth in the charges, they should have been presented to the Attorney General last February at the time of the alleged proposal."

Hughes has also asked that the Justice Department investigate relations between Brewster and Pan American Airways.

Bombs Shake Hotel

Vienna, Aug 4 (AP) — Two suitcase bombs exploded early today in the basement of the Sacher Hotel, residence of many British senior officers in transit, said a British Army spokesman. The explosions said no injuries and little damage were caused.

16-111 Hughes
16-111 Hughes

1 John W. Meyers
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WASHINGTON POST
DATE *7-5-47*

FEB 9 1947
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REMOVED ORIGINAL RETURN

Hughes Arrives to Inquire Eager to Cross-Examine Brewster And Repeat Charges Against Him

Refuses Comment On Testimony of Roosevelt, Meyer

BULLETIN

Chairman Ferguson of the Senate War Investigating Subcommittee agreed with Howard Hughes' attorney this morning that Mr. Hughes would not be called to the stand until this afternoon. Meanwhile, John W. Meyer, Mr. Hughes' public relations man, was recalled to the stand. The hearing room was jammed with spectators.

Howard Hughes, millionaire aircraft builder, flyer and film producer, landed his converted B-23 bomber at National Airport today and declared he not only is ready to face Senate investigation but also is eager to cross-examine Chairman Brewster of the Senate War Investigating Committee.

In a chatty mood despite the weariness of flying the plane on a 12-hour, one-stop dash from Culver City, Calif., Mr. Hughes said he would be on hand when the committee resumes its hearings into \$40,000,000 in contracts he had with the Government to manufacture a 300-ton flying boat and three photo-reconnaissance planes.

His appearance on the witness stand was due for a delay while the subcommittee completed questioning his public relations man, John W. Meyer. Mr. Meyer has testified he spent \$164,000 to entertain wartime officials who might have been interested in Hughes contracts and others.

But the wary, 41-year-old aircraft builder left no doubt he will renew his charges that Senator Brewster offered to call off the current investigation if Mr. Hughes agreed to merge Trans-World Airlines, which he controls, with Pan American Airways. Senator Brewster has denied the charge.



CHIEF WITNESS ARRIVES—Howard Hughes, summoned by a Senate War Investigating Subcommittee to testify at its inquiry in his \$40,000,000 contracts for war planes, arrived at National Airport this morning and was questioned by reporters. He made the trip in his B-23 converted bomber and was at the controls on the trip from the West Coast. —Star Staff Photo.

Mr. Hendon
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

Will Be Happy to Repeat

Everything I have said about Senator Brewster if he will allow me to cross-examine him and call such witnesses as I wish," Mr. Hughes said, as he stepped from his plane at 7:41 a.m.

He refused to comment on testimony of Elliott Roosevelt, which was completed yesterday, that a prenuptial wedding party and other expenses totaling \$876.25 for Mr. Roosevelt and Miss Faye Emerson in December, 1944, in California were paid "as a wedding present" by Mr. Hughes.

"I haven't read Mr. Roosevelt's testimony and I don't want to comment on any of it yet," he said.

He gave a similar reply when asked about Mr. Meyer's testimony of charges to the Hughes Aircraft Co. for jet fuel and other entertainment reports involving Mr. Roosevelt and others during the war years.

Third Photo Plane Is Flying.

Mr. Hughes talked about the progress of the controversial P-11 reconnaissance plane which Mr. Roosevelt, while in the air force, recommended for Government use.

"The third plane is flying," he reported. "It is in process of test. I have been flying it myself."

The first of the reconnaissance planes was a prototype and the second cracked up last year, with serious injury to Mr. Hughes, who was at the controls.

Mr. Hughes said the trip from Culver City last night was "O. K." The only stop was at Tulsa, shortly after midnight. Mr. Hughes appeared to be slightly dazed after the long flight, but showed no unwillingness to talk with reporters and pose for photographers at the airport.

Will Appear Promptly.

As he stepped from the plane he wore a tan sports coat, light green trousers and a brown snap-brim hat. His white shirt was open at the neck. He needed a shirt and tie. —HUGHES, Page A-1.

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REPRODUCED FROM THE ORIGINAL

Hughes

(Continued From First Page)

looked tired but said that after "freshening up" he would appear promptly at 10 a.m. in the Senate committee room.

"I don't expect I will testify right away," he remarked. "I understand there are some other witnesses before me." He added that he had not known that Mr. Roosevelt completed his mission yesterday.

In addition to Mr. Hughes there were four other persons in the plane. They refused to identify themselves, but one was Earl Martyn, an engineer for the Hughes organization.

Will Be Accompanied by Attorney. Mr. Hughes said he would be accompanied to the hearing by his attorney, Thomas A. Slack, who has been here since the sessions started 10 days ago.

The departure of Mr. Hughes from California, at 5.32 p.m. yesterday, was clouded in some secrecy. Mr. Hughes announced last week he would appear before the Senate subcommittee today. Efforts of the subcommittee to serve a subpoena on him were unsuccessful.

Mr. Hughes offered no comment this morning on his whereabouts during the last few days.

Chairman Ferguson expects to question Mr. Meyer about other officers today. He said the subcommittee, before it concludes its hearing, will go into entertainment reported to have been provided for Secretary of the Interior Krug. Mr. Krug will be given an opportunity to testify if he desires. Senator Ferguson added.

Roosevelt Defends Action on Plane.

In addition to attacking the expense accounts Mr. Meyer hated under his name, Mr. Roosevelt closed his testimony with a strong defense of his action in recommending the Hughes plane in 1943 as most likely to give the Army Air Forces the speed and other performance required for reconnaissance.

While he agreed the Senate should investigate how the plane contract was carried out, Mr. Roosevelt bitterly complained that the Meyer expense accounts should not have been made public before he had had an opportunity to explain and answer each item.

Mr. Roosevelt indicated that the only item on the long list of more than \$5,000 worth of entertainment expenses Mr. Meyer listed as having been for Col. Roosevelt or his friends for which he might be criticised was for a California hotel bill in 1944, which he understood

was paid by Mr. Hughes as a wedding present.

He said also that Jack Frye, former president of Trans World Airlines, which Mr. Hughes controlled, paid some of the expenses for the trip to Grand Canyon where he was married on December 3, 1944, to Faye Emerson, motion-picture actress. The bill totaled \$850 for hotel, meals and other expenses for the entire wedding party, but Mr. Roosevelt said he paid many of the expenses himself.

Gave Bride in Marriage.

Asked if Mr. Meyer was there, Mr. Roosevelt said he was.

"He turned up at the wedding and gave the bride in marriage," Mr. Roosevelt said.

Other high lights of the afternoon session yesterday were:

1. Mr. Roosevelt expressed his belief that the reason President Truman or Gen. Eisenhower or former Secretary of War Patterson did not recommend that he be given a brigadier general commission in the AAP Reserve in 1944 was that they did not want to provoke another "smear" campaign against his father, as had occurred when he was promoted to that rank during the war.

2. The late President's son emphasized that, after recommending Mr. Hughes new reconnaissance plane, he went back to the war zones and had nothing to do with the wording of the contract. He said the contract terms drawn up by officers in this country did not "remotely resemble" recommendations he had made for safeguarding the Government if the Hughes Co. was unable to live up to the prospects indicated when he approved the project.

3. He insisted the recommendation for the development of the Hughes plane was not the only step taken by the AAP mission he headed in 1943. He told the committee he and his associates recommended cancellation of contracts of more than \$100,000,000 because they were not helping the war effort. He told Chairman Ferguson many were canceled.

4. As an illustration, he said, he found that film had been ordered in such large quantities for reconnaissance that carloads had to be shipped back because it had been stored so long it was useless.

Yesterday's session came to an end with another clash between Senator Pepper Democrat of Florida and Senator Ferguson over whether politics was involved in the inquiry.

Senator Pepper said it would be hard to eradicate from the public mind a suspicion that the first case taken up under Republican control of the War Investigating Commit-

tee involved the name of President Roosevelt and one of his sons.

The Florida Senator said the late President's name had been brought in as having favored completion of the big Kaiser-Hughes cargo plane and the name of his son, Elliott, in connection with the Hughes reconnaissance plane.

Senator Ferguson contended the committee always has investigated any charges brought to it by members of either party. He recalled he had served on the committee when it was controlled by Democrats.

Admits Right to Reprimand.

Throughout his two days on the witness stand, Mr. Roosevelt insisted Mr. Meyer had dealt "freely" with his name in reporting funds spent for entertainment, even at times when the President's son was overseas.

Mr. Roosevelt told the subcommittee that, "on a strict interpretation of the law, I might be reprimanded for accepting a wedding present from Howard Hughes."

He was explaining an item on the Meyer expense account for \$576.83 for a Beverly Hills hotel bill in December, 1944, about the time he married Faye Emerson.

"This is one item that is completely unfair to any aviation company," Mr. Roosevelt began. "This was my bill and was paid by Mr. Meyer under these conditions."

Prepared to Pay.

Mr. Roosevelt then explained he was checking out and had already written a check to pay the bill when Mr. Meyer rushed up and said, "You can't pay this bill."

Mr. Roosevelt said he trusted he had already written the check, whereupon Mr. Meyer informed him that Mr. Hughes had called and said he wanted to give Mr. Roosevelt a wedding present.

Mr. Roosevelt admitted it might be deemed unwise for him to have accepted a wedding present from Mr. Hughes, but he added he did not go into the background of every one who gave him a wedding gift.

Senator Pepper asked that the record show that this as well as many other items on the Meyer list was for dates a year or more after Mr. Roosevelt had ceased to have any connection with the Hughes plane.

When Senator Ferguson called Mr. Meyer back to the stand, Mr. Meyer insisted he could not recall the conversation described by Mr. Roosevelt about the Beverly Hills hotel bill being a wedding present. Complaints of \$32 item.

Mr. Roosevelt complained about another item on the Meyer expense list of \$32 for an evening at a night club. Mr. Roosevelt said he came in late. He told the committee Mr. Meyer was engaged that evening in what is known in cafe societies as "table-hopping."

"Was he good at that?" asked Chairman Ferguson.

"Very good," Mr. Roosevelt replied.

Mr. Roosevelt testified that he

paid a bill of \$185 on that occasion and that after he left, Mr. Meyer got another bill for \$32. Mr. Roosevelt complained that the expense account before the committee made it appear that Mr. Meyer had spent the \$32 for him or his party.

Again attacking the Meyer expense accounts, Mr. Roosevelt described as "the most ghastly expense item I have ever seen," a \$15 charge Mr. Meyer put down for auto rent and tipping a policeman in connection with the arrival in Washington of three members of the Roosevelt family on April 12, 1945, the day after President Roosevelt died.

The item listed Mrs. Elliott Roosevelt, Mrs. James Roosevelt and Mrs. John Roosevelt.

"These ladies were arriving for the funeral of my father," Elliott added, with emotion in his voice.

Asked to explain the item, Mr. Meyer said he was at the Hotel Statler when he heard the President was dead. He explained that Mr. Frye told him his plane was in Burbank, Calif., about to return East. Mr. Meyer said he called Mrs. Elliott Roosevelt on the Coast and told her he would hold the plane for her and the other two daughters-in-law.

In defending his recommendations for the Hughes plane, Mr. Roosevelt asserted that experience in combat was more valuable in finding out what was needed than the knowledge of officers back home.

"We were fortunate in having a wartime air force commander who backed us up from the field and forced things down the throats of Wright Field (materia) officers," he declared.

Critical of Policies.

Senator Ferguson told Mr. Roosevelt the first P-11 (Hughes reconnaissance plane) crashed while being

used in July, 1946, and that THE Government accepted it six months later.

"I wasn't in the Army at that time and had nothing to do with it, but those kind of policies don't sound right to me," Mr. Roosevelt observed.

Senator Ferguson asked him if he knew that the original Hughes contract for 100 of the P-11 planes was reduced in 1945 to three.

"It certainly should have been," Mr. Roosevelt replied. "Because by that time we had passed the time when we could have used them." He explained that, meanwhile, the AAP overseas had obtained other planes, including some of the British Mosquito type.

As he left the witness stand, Mr. Roosevelt told the committee he had received "fair treatment" from both Republicans and Democratic members in being permitted to tell his side freely and expressed his willingness to cooperate in the remainder of the investigation. He said he was returning to "Senator Brewster's State of Maine" but would return at any time on a day's notice.



ELLIOTT ROOSEVELT HOLDS A PRESS CONFERENCE—After testifying before the Senate War Investigating Subcommittee concerning the hospitality he received from Howard Hughes' public relations man, Elliott Roosevelt held a press conference at the Hotel Statler last night.
—Star Staff Photo.



LONG BEACH, CALIF.—The Howard Hughes 200-ton flying boat, the construction of which figures in the Senate inquiry, is being readied for a test flight, with workmen laying tarpaulins which, with the other shelters, protect the huge craft from the sun.
—AP Wirephoto.

Hughes' Debut & Packs Them In

Continued from Page 3

Douglas Meyer, after a competitor. Why didn't she call him Hughes Meyer?"

At the morning session, while explaining to Sen. Ferguson his duties as a public relations man, Meyer attempted to introduce into the record a paragraph from Jack Lait's column in this morning's Daily Mirror, in which Lait stated that bigtown newspapermen are not shocked at these revelations of expenses. Ferguson edited that out.

I saw Elliott in the hotel lobby this morning, as he was checking out. As we shook hands, he said:

"Well, I guess I won't be seeing you around the nightclub for a long time."

When I repeated that to Meyer, the rotund publicist remarked:

"That's because he won't have me to lift his tabs."

Yesterday, in one of the many political speeches with which Elliott harangued the committee, he said he is in favor of a law forbidding ex-Army officers from accepting employment from government contractors.

Checking Rumor

I am bringing this up because I know Senate investigators are working on a rumor that, after his discharge, Elliott solicited a job from Hughes and was turned down.

I declare the committee unfair to Broadway and Hollywood reporters. A new tack is to leave out names of all the lovelies who attended the parties. Not only are newspapermen yelling with anguish, but the babes and their press agents are sick over it. So are the wolves because of the deletion of "prospects."

It has been decided that none will be called to the stand, as predicted in the Mirror. I learn Secretary Krug and Gov. Wallgren also will not be called, unless they ask to be heard, to clarify or dispute published applications.

Under the new issuance law, the mother of a child born out of wedlock may petition the court for the support of her child in keeping with the financial status and mode of living of the putative father. In other words, the child is entitled to all the social and educational advantages that he would otherwise have had if he had been the legitimate son of John W. Meyer.

Miss Miles, who lives with her parents and three brothers, said she met Hughes' big night club expense account while she was working at El Morocco and that she continued working there throughout their friendship.

"Mr. Meyer then had a suite at the Sherry-Netherland," her affidavit stated. "He would come to New York three or four times a year and stay a couple of months on each visit, and I would visit with him three or four times a week."

She pictured their romance of more than a year as being ended by two nearly simultaneous events: Meyer's hasty departure for the West Coast after Hughes' injury in a plane crash, and her own discovery of pregnancy.

A photostat of birth certificate No. 5181, on file at the Board of Health, stated that her son, named Douglas Meyer, was born at Park West hospital at 3:45 a.m. last Feb. 2, 35 minutes after the mother's admission. It named "John Meyer, Los Angeles, agent in the motion picture industry," as the father.

*File
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HUGHES Q&A

Donnell
'Brewster Told Me if

TWA & Pan-Am Merged

He'd Call Off Probe'

63 AUG 25 1947

EX-13

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WASHINGTON NEWS
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E. A. Tamm _____
Clegg _____
Glavin _____
Mr. Ladd _____
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Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

Meyer
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Sen. Owen Brewster (R., Me.) took the stand at 3:30 p. m. today before a sub-committee of his own Senate War Investigating Committee to answer charges leveled at him by Howard Hughes. Capitol observers believed the appearance of a committee chairman before his own committee to be unprecedented.

Sen. Brewster denied flatly that he had ever told Howard Hughes he would call off the investigation if Hughes would support his Community World Air Lines bill.

Howard Hughes charged under oath today that Sen. Owen Brewster (R., Me.) offered to call off the Senate investigation of his war plane contracts if Mr. Hughes would agree to an airline merger.

The lanky millionaire industrialist appeared before a Senate War Investigating sub-committee. Sen. Brewster is chairman of the full committee.

With Sen. Brewster facing him across the committee table, Mr. Hughes aired his charges before a record-breaking crowd.

Assured that in giving his testimony he "would not have his hands tied," Mr. Hughes said Sen. Brewster offered to call off the investigation during a luncheon the senator gave in his Mayflower Hotel suite here during the week of Feb. 10, 1947.

"During the luncheon," Mr. Hughes said, "in so many words Sen. Brewster told me that if I agreed to merge the TWA (Trans World Airline) with Pan-American Airways and support his community airline bill, he would call off the investigation."

Mr. Hughes had made the charge before, but not then under oath as a witness.

Mr. Hughes' testimony was stalled for a while by several minutes of sparring with committee members. He asked more time to study testimony already taken but agreed to proceed with his complaints against Sen. Brewster.

He asked at once:

"Shall I be accorded the right to question him (Sen. Brewster)?"

Chairman Homer Ferguson (R., Mich.) of the sub-committee replied that any such quizzing would be "thru the committee."

Concerning the Mayflower luncheon, Mr. Hughes said that he had been advised that Sen. Brewster was "very tricky." So he took a "big risk" with him to the meeting, he testified, to be sure that he was "not placed in an unfair position."

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three-year period.

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contract with
Mr. Hall
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Mr. Hall and Mr. Mayer. Mr. Hall is standing and Mr. Mayer is seated. They are in a room with a desk and papers.

and
BROWN

...showing Mr. Meyer spent \$2,122.77 on lunches, dinners and cocktail parties while Mr. Hughes headed over a three-year period.

Mr. Hughes arrived at 7:15 a.m. morning aboard his converted B-25 bomber. He took off yesterday from the West Coast at 6:30 p. m.

Mr. Hughes said he would gladly reiterate under oath his charges. Sen. Brewster offered to call off the Senate's investigation of Mr. Hughes' plans contract with the Government. If Mr. Hughes would agree to a merger of his Trans World Airlines with Pan American Airways.

Mr. Hughes stipulated Sen. Brewster "allow me to cross-examine him on the witness stand and call as many witnesses as I wish."

Specifically, Mr. Hughes refused questioning about two contracts.

The first called for the purchase of plywood flying boats, only one of which was built, at a cost to the Government of about \$100,000. The money has been paid, but the plane still awaits its first test flight.

The second contract involved

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...made it hot for Johnny Meyer yesterday when he took cool off outside the Senate Office Building.

Lifeline Stage and John Meyer Clown

...Setting Him Down

...Meyer as a Bagliacci these days.

...laughing with tears, called back before

...further dumping, he to the other side over.

...say 'ried.

...When he came on the made his time do

...of

...the Statler, giving

...the questions about the suit

...who says Johnny and her

...old baby-bro father and son.

Yesterday Johnny was so happy he broke a breakfast date and later a dinner date—and with a person who offered to pick up the check.

"I'm up to my knees in trouble," was the excuse. "Give me time today to play tag."

Johnny, at 41, doesn't look the part of the free-spending party thrower as described by Elliott Roosevelt and others. Balding and with a big, round stomach and a pronounced chin, he's the kind of person who looks like a thousand other people.

Unlike most press agents, he did not start out as a newspaperman. As a matter of fact, nobody seems to know just what Johnny started out as. Some wags believed he skipped childhood and came into being as a full-grown stuntman at the Stork Club bar.

Which, when you know Johnny, sounds reasonable enough.

U. S. Stoppage And He's Not Mistreated

BELGRADE, Aug. 6.—Seven American clergymen have visited Archbishop Aloysius Stepinac at Lepoglava Prison. It was revealed today, with issuance of a statement in which they denounced reports the Catholic Archbishop was being mistreated.

The party was headed by Dr. Henry Stevens of Boston.

Their statement was issued after they had seen the Archbishop in the prison where he has been confined since conviction on charges of wartime collaboration.

Derailment Kills 16

PRAGUE, Aug. 6.—The crack passenger train, "The Balkan Express," hurtled thru an open switch and shot off the rails last midnight, killing 16 persons and injuring 35. The accident occurred at Sekula, on the Bratislava-to-Prague run.

Hughes Packs Them In, Outdraws 'The Outlaw'

By LEE MORTIMER

WASHINGTON, Aug. 6.—Howard Hughes wishes "The Outlaw" would do as well! The Senate caucus room, normally seating about 300, is packed with 1,000 spectators. Another crowd, as large, patiently stands in line outside the doors.

Bob Considine, an expert on such things, estimates the number of words wired about the picnic is as large as at a World Series.

The room is lighted like one of Hughes' Hollywood studios—but he's allergic to lights and asked they be doused.

Howard is a perfect showman. He kept the Senators and the terse audience waiting half an hour. Then when he arrived, the crowd cheered.

If you see any photos of Hughes and Johnny Meyer taken together in Washington today, it will be because the cameramen got them on the fly, not by pre-arrangement.

New Strategy

I learn that the new strategy of the Hughes brain trust is to picture him as a distinguished young industrialist disassociated from all implications of being a merry hound. I think this a mistake. His natural conduct was always human and nothing to shame anyone.

Pursuing the new line, Hughes will keep out of Meyer's company as much as possible. They have not talked to each other since Hughes arrived.

An attempt was made to have Meyer excused from further test-

ifying, so he could "attend to his business." The idea was to preclude the necessity of both being on the stand at the same time, as happened yesterday when Johnny and Elliott Roosevelt sat side by side.

Chairman Ferguson killed the idea.

At lunch, Meyer suddenly jumped from one chair to another.

"Get that light out of my eye!" he exclaimed. "Every time I see a bright light, I raise my hand and begin to testify."

Meyer is bitter about paternity charges by Pat LaBelle, the blonde baby-faced character girl who displays a baby son. He said he didn't know when or if he'd return to New York to fight the case.

"That's up to Charlie Poletti, my lawyer. I haven't had a chance to talk to him yet," he said. "But they better get it straightened out, otherwise a lot of New York nightclubs and restaurants are going broke—If I have to keep out of the state."

Even in the face of multiplying difficulties, the Meyer sense of humor is rampant.

"If I'm the kid's pa," he cracked, "why did she name it

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Mr. Tolson _____
Mr. E. A. Tamm _____
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Mr. Glavin _____
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Mr. Rosen _____
Mr. Tracy _____
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Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

Chas. Hughes

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Hughes' Feminine Admirers Jam Senate Hearing Room

By ESTELLE GAINES

That was no P 80 you heard flying over the city yesterday afternoon—merely the reverberation of a couple of hundred fluttering feminine hearts when tall and lanky Howard Hughes strode into the Senate chamber.

The gals were everywhere. Outside the building lining the marble staircase and grouped around the entrance to the Senate war investigating committee room.

Gals Strike Pose

One brunette in a black straw hat stood for 15 minutes with her chest out a la Jane Russell and a rigid cover-girl smile on her face. "Somebody ought to hurry up and give her artificial respiration before she passes out," another miss out to make an impression remarked cattily.

The multi-millionaire Hollywood producer, plane manufacturer and man about the town was sartorially perfect except for a slight beard. Howard, who ordinarily wears ties and avoids

shoes when he can, was turned out in a neatly pressed gray wool suit, heavy white silk shirt and a plain black tie.

"I thought I ought to look a little presentable," he said later, adding vehemently "I certainly didn't dress up for Brewster, though!" He forgot to put on garters, but he had a haircut and his long nails were manicured.

Arrived Late

Clothes were the only concession Hughes made the committee, however. As is his custom, he arrived late—11 minutes late after the half-hour postponement at his request had elapsed—and even had Sen Brewster (R) of Maine peering toward the door expectantly.

Throughout his testimony, Hughes maintained an icy calm. He raised the pitch of his drawl only for emphasis. While Brewster attacked his charges, Hughes rubbed his left eyebrow, looked dubious at intervals and once or twice just plain bored, as the senator read lengthy reports in his Maine sang-song.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
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Mr. Nease _____
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XEROXED ORIGINAL-REMAIN

Brewster, Hughes Swap Accusations Face to Face

Planemaker Repeats
Story of Proposed
Deal Under Oath;
'Lie,' Says Senator

By Mary Spargo
Post Reporter

In a tensely dramatic scene Howard Hughes multimillionaire plane builder from Hollywood, and Owen Brewster, junior Senator from Maine, faced each other across a Senate witness stand yesterday as "plain citizens under oath."

A record breaking crowd stood hushed as Brewster, his voice breaking, swore before his own Senate War Investigating Committee that Hughes charges of his collusion with Pan American Airways are false.

Just a little earlier the gaunt dark airman from Hollywood had taken the stand to say:

"I charge specifically that during a luncheon in the Mayflower Hotel Senator Brewster in so many words told me that if I would agree to merge TWA with Pan American and would go along with his community air line bill there would be no further investigation of my company."

No Cross Examination

Hughes had refused to testify about his charges against Brewster unless he were assured the same privileges as the Senator from Maine.

Senator Homer Ferguson (R. Mich.), chairman of the subcommittee which has been investigating the Government's 40-million-dollar wartime contracts with Hughes, ruled that both Hughes and Brewster may submit questions but neither may cross-examine the other.

Leaning forward earnestly, Brewster said:

"I can assure you that I never made any such proposition to him."

The Senator, selection of many a tough floor fight in House and Senate remarked that it sounds more like Hollywood than Washington for action to be taken in a hearing.

Scene Without Precedent

It was an unprecedented situation even for the Senate's caucus room whose marble walls have held such scenes as a midday session on J. P. Morgan's lap and Cabinet officers battling out their differences.

Never before has the chairman of the Senate Investigation Committee waived his congressional immunity and appeared as a witness to answer charges raised by any person under committee inquiry.

And Ferguson made it plain that this was to be no precedent for any person to choke off an investigation by raising charges against a committee.

In the background was the gigantic battle of two powerful airlines, TWA and Pan American, for world commercial flying routes, and from off stage came the continuous rumble of the 1946 political campaign.

The two "plain citizens"—Brewster and Hughes—will meet again at the witness stand today. Hughes told Ferguson last night he had from "200 to 500 questions" for the committee to ask Brewster.

Hearing Televised

Hughes, who controls TWA, came to the stand first. He was 13 minutes late while a crowd, packed literally to the window-sills, shifted and stared inside the room and a still bigger crowd winding around three corridors of the Senate Office Building waited outside.

Six movie cameras and one television camera started grinding away as the Hollywood producer and flier entered the room. Twenty newspaper photographers rushed to surround the witness stand.

It was the first hearing of any congressional committee which had been televised. Batteries of microphones for seven radio stations faced witnesses and committee.

Hughes couldn't remember the exact date of his luncheon with Brewster at the Mayflower, but he said it was one or two days after.

See HUGHES, Page 1, Column 1.

Mr. Tolson _____
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Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
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Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

John W. Meyer
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42 AUG 8 1947

WASHINGTON POST
DATE 8-7-47

FEB 9 1972

XEROXED ORIGINAL-REMAIN

Brewster Cries 'Lie' to Charges of Proposed Deal, Counters With Accusation of Trap Planned for Him

he had testified before the committee in a previous hearing.

He had a previous visit with Brewster, he said, in Brewster's office.

"I had been told Senator Brewster was a very tricky person," he testified, "and I was told that if I were going to have any conversation with him I should have someone along. So I took along a Mr. Heflin, who had been recommended to me, to this office meeting and to the executive hearing." The committee staff identified Heflin as Marty Heflin of Washington.

Heflin, he said, was not his lawyer. Later he admitted that Heflin was a lawyer, "although not my lawyer."

Bought Lunch, Says Brewster

After he refused the Pan Am merger, Hughes testified the committee really began "to get tough" in its investigation.

Brewster fixed the date of the much-discussed luncheon as February 12, 1947, and he added "I paid for it out of my own pocket—\$8.80."

The Maine Senator reviewed the history of the investigation into Hughes' aircraft which started in 1942 when the committee was headed by Senator Truman.

It was when he told his fellow Senators of efforts of Hugh Fulton, first counsel of the committee, to warn him "that I might 'forget' investigating Hughes" that Brewster first showed emotion.

Counsel 'Changed Sides'

Fulton, he said, came to him on April 8, 1947, and said he was there as both a friend of Hughes and a friend of Brewster.

After said he was so angry at Fulton's insistence that he called a his secretary and dictated a statement to her in front of Fulton setting forth his position in regard to the investigation.

On April 16 Brewster said Fulton notified George Meader, then chief counsel, that he had become a counsel for Hughes.

According to a Meader memorandum which Brewster read into the record, Fulton advised Meader that he might be in the thick of it "with trickbats flying" and urged him not to advise the committee but leave the decision on whether to go ahead with the Hughes merger, "on up to Brewster."

Charges 'Trap' Was Laid

"That reveals pretty clearly the trap they were trying to lay for me," cried Brewster.

It was a moment or so before emotion would let him continue.

They (presumably Hughes and his associates) were going to attempt to show that Brewster for personal reasons, pushed the inquiry, he said.

"I promptly appointed a subcommittee, named Senator Ferguson chairman, and let the chips fall where they may. I will not yield to a campaign of this nature."

"This is a serious matter," Brewster declared. "If a member of the Senate or this committee is to be intimidated in this manner then Senate investigations might as well cease."

Brewster testified that he first met Hughes some time ago when members of the Senate were invited to ride in "The Conqueror" in its maiden flight to Washington.

He did not talk with Hughes again, he said, until February 8 of this year when Hughes called him from Kansas City. He saw him on February 10 in his office, on February 11 at an executive session of the committee and again on February 12 at the luncheon.

Brewster said he also had a telephone call from Hughes from Los Angeles during the week of March 3, 1947.

He introduced a partial transcript of the session to the record.

Partial Transcript

As recorded the transcript was: (He explained that the beginning was not recorded.)

"Senator—you haven't indicated your policy and that was all. You hadn't indicated your views in one way or another and I told them that today. I think, I don't know last week whether anybody called me or not. I don't know what the source of the stories were. I couldn't find out."

"Hughes: I have tried to get hold of you because I thought I ought to speak with you before talking to the press."

"Brewster: It is very nice of you to call. Have they called you today?"

"Hughes: No, no, this was last week."

"Brewster: Well, today a fellow called me, the Journal of Commerce in New York and apparently it had just gotten around to them and so they asked me the two questions. Did you say that you were going to merge overseas and did you say you believed in the community company and I said the answer to both questions is no."

"Hughes: Well, I had to deny the merger because that put the whole TWA organization into a spin as you can well imagine."

Bought Stories' Source

"Senator: Yes. Well somebody—what I said to them it looks to me as though somebody was inspiring these stories in order to embarrass either you or me or both of us because it certainly does nothing which I have said at any time which could possibly be construed that way, and responsible journal-

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Miss Gandy _____

Fulton

WASHINGTON POST
DATE _____

I am should ~~any~~ someone to father these children and I'd like to find out who it is. They may have thought they could put you in a hole or put me in a hole or put both of us in you can just depend on it that I have said nothing at any time that could in any way be construed and that is to me significant because these things don't just happen.

"Hughes: Yes, Well, anyway, that's all over."

"Senator: Yes."

"Hughes: I didn't mention the committee line or all. I just denied the Pan American story. You are coming in the coast, are you?"

Postponed Trip West

"Senator: Well, I had been hoping to get out this weekend. I have two or three things out there I wanted to see but it looks now as though it would be postponed perhaps a couple of weeks on account of things here. They are getting a little congested."

"Hughes: Sherman Fairchild (aircraft manufacturer) told me you thought you could be out."

"Senator: Yes I have to go to Lincoln, Neb., Thursday for a big meeting out there and I thought—"

In a radio interview last night Hughes singled out this particular transcript as a weakness in Brewster's defense. He said it proved Brewster knew about the merger and added that Brewster "would not have been romancing me on the side if he really believed me of obtaining war contracts by improper means." Hughes reiterated the charge he has been making for weeks that Brewster is lying.

Brewster dramatically pulled out a canceled check for \$202,600, dated December 20, 1946, to disprove newspaper accusations by Hughes that he and Miss Brewster had received a free trip around South America from Pan American.

The Maine Senator said he noticed that Hughes had not dared repeat that charge under oath. He also noted that Hughes was paying publicity man J. Edgar Hoover had stated he had been in South America investigating Brewster's travels.

Brewster answered Hughes charges that he had engineered the inquiry in order to push Hughes TWA into an alliance with Pan American for a world-nucleon instrument airline mainly by what

the Senator called "the sequence of events."

In brief this sequence is:

1. July, 1942: The War Investigating Committee first looked into Hughes' contract for the flying boat.

2. July 30, 1942: First hearing.

3. August 5, 1942: A subcommittee headed by Senators Wallgren, Hatch and Burton reported on contract warning it would delay war effort.

4. February, 1944: WPB Chief Donald Nelson reported to Senator Truman, then head of committee, he was ready to cancel contract.

5. August 1, 1945: an intercommittee report from Francis D. Flannagan, assistant counsel and chief investigator to George Meader, then committee counsel, suggested that there must have been strong backing from high Government officials to get contract continued.

6. January 29, 1947: Senator Ferguson sent the committee staff a memorandum requesting further investigation because of information received.

7. February 7, 1947: Hughes called Brewster at Kansas City to discuss matter.

8. February 10, 1947: Hughes visited Brewster in office.

9. February 11, 1947: Committee heard Hughes in executive session with many members present.

10. February 12, 1947: Mayflower luncheon with Hughes and Brewster.

11. March 1947: Hughes-Brewster telephone call.

12. March 14, 1947: Flannagan sent to Los Angeles to investigate Hughes.

13. March 25, 1947: Flannagan reports Hughes refused access to books.

14. March 26, 1947: Committee met in executive session. Subpoena ordered.

15. March 26, 1947: Hughes gives up books without subpoena.

16. April 3, 1947: Hugh Fulton calls on Brewster to asking hearings be canceled.

17. April, 1947: Brewster appoints subcommittee.

18. April 16, 1947: Meader reports Fulton consulted him disclosing himself as Hughes' attorney.

He said that he had made no at-

tempt to speed up, retard or otherwise interfere with investigation.

Elliott Suggests

Broader Investigation

New York, Aug. 6. (AP)—Elliott Roosevelt declared today upon his arrival from Washington by plane that "a complete investigation of military contract officers—Army, Navy and civilian—would be very productive and of great interest to the public of the United States."

When reporters asked if he believed the Senate War Investigating Committee before which he testified would disclose anything new, Roosevelt replied:

"It begins to look like there's going to be a little run down there in the next few days."

Roosevelt added: "It will be worth while for the committee to look into the reports I made in 1943 on the reorganization of the reconnaissance program and reports on changes in the material situation."

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W.H.

Johnny Meyer

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HAPPY LANDING, HOWARD!

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AUG 7 1947

New York Daily Mirror
Page 9

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ON THE LINE

War Contracts Fraud Studied

By BOB CONSIDINE

(Copyright 1947 by International News Service)

WASHINGTON, Aug. 7. **P**ERHAPS the No. 1 wartime scandal was briefly uncovered and quickly put back under its shroud during this week's hearing in the comparatively minor 40 million dollar Hughes Aircraft probe.

Senator Owen Brewster (Republican), Maine, read briefly from a report on war contract settlements submitted last month by the Comptroller General.

The Comptroller General's report hints at billions of dollars in fraudulent or grossly padded termination payments to U. S. war contractors.

It has informed the Senate that the general accounting office, charged with determining after final settlement of contracts for unneeded war materials whether the settlement was induced by fraud, has little chance of ascertaining such fraud because of slumpy information.

"In spite of these impediments, however," Comptroller General Lindsay C. Warren's report reads, "a careful analysis has convinced me that at least 59 termination settlements involving 107 contracts of 19 war contractors were induced by fraud."

Warren also raised what has become a sharp sore point with the War and Navy Departments and the Administration — the quick employment by big business firms of officers and officials who aided them in securing or terminating war contracts.

"That there has been just

feasance and malfeasance of such wide powers has been demonstrated beyond doubt," the report states. "With some high officials of the government the acceptance of entertainment, including cocktail parties, hotel bills and even travel from the contractor, while at the same time drawing travel expense and per diem from the government, was the rule rather than the exception. . . a large number of contracting officers are of proven inefficiency and incapability. . . constantly fraternizing with the contractor after working hours, gulling, dining, and winning with them."

Warren lists the following:

A major, formerly contracting and termination officer assigned to an aircraft concern, is now employed as general manager of unneeded war materials whether the concern.

A colonel with similar wartime duties became manager of procurement for the firm he favored.

A major became vice president in charge of production for a large firm he favored.

A Navy lieutenant went on a \$20,000 year job with a company whose contracts he terminated for huge sums. Another naval officer became a partner in a firm which had won his wartime ap-

proval. A former contract settlement negotiator at the Jeffersonville Quartermaster depot resigned to become chief agent of a concern to purchase the equipment he had marked down.

The General Accounting Office has asked the Department of Justice to go to work on the scanty contract-termination information which finally reaches the office charged with unearthing fraud. It is a tribute to the Department's investigators that they have hit pay dirt in as many cases as they have.

They have dug up cases where after V-J Day, companies moved newly produced and costly equipment from the equipment-finishing machines directly to the company scrapheap, to be sold at thousands of their production costs. They have found a case in which a canvas supplier arranged to sell his surplus supplies for an amount far in excess of the junk price he was offering the Government — through a Government stooge. It is known that the War Assets Administration sold a thousand costly gliders for the lumber represented in their crates.

One contractor was given \$181,357 worth of war goods he produced in exchange for a check for \$1463. He then sold a small portion of the material for \$55,591.

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This is a clipping from the
Wash Times Herald
 dated 8-7-47 Page _____

FEB 9 1972

XEROXED ORIGINAL

Get War Prayer

196

FROM

DO-7

OFFICE OF DIRECTOR, FEDERAL BUREAU OF INVESTIGATION

TO

OFFICIAL INDICATED BELOW BY CHECK MARK

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Mohr _____
Mr. Nease _____
Miss Gandy _____

See Me _____
Note and Return _____
For Your Recommendation _____
What are the facts? _____

Remarks:

62-78335

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HUGHES REFUSES TO FIND MEYER

Mr. Tolson _____
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Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols ☒ _____
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Brewster Regrets 'Smear' on Hostess; Hints Libel Action

Senator Declines

To Make Retraction

Chairman Brewster of the Senate war investigating committee said today he believed the Justice department "would be amply justified" in bringing criminal libel charges against Howard Hughes.

The Maine Republican made this statement at a press conference in which he "deeply regretted" a charge he made some three ago that an airline hostess refused to accompany Hughes on a flight from Columbus to Washington because she was afraid of being alone in the same plane with the west coast industrialist. He did not, however, retract the charge.

Ferguson Orders

Search for Johnny

By CHARLES E. SEIB
International News Service

Howard Hughes asserted today that his companies lost money as a result of their war contracts and declared the \$18,000,000 the government is paying for his huge flying boat is a "very cheap price."

The multi-millionaire plane builder returned to the witness stand before the Senate war investigating committee after Sen. Ferguson (R) of Michigan, angrily issued a new subpoena for John W. Meyer, Hughes' free-lancing press agent, who mysteriously vanished from the hearing.

Refused to Produce Meyer

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EX-67

62 SEP 8 1947

WASHINGTON TIMES HERALD
DATE 8-8-47

Clark to Make Probe

Hughes has accused Brewster of trying to blackmail him into merging his Trans-World Airlines with Pan American Airways. Both men have asked the Justice department to investigate Brewster's connections, if any, with Pan American. And today Attorney General Clark disclosed he would do so later.

In discussing the hostess, the senator told reporters:

"I am not proud of my conduct on that affair. I confess frankly that I was irritated and angered by Hughes' attitude and, over the counsel of my better judgment and some of my advisors, I mentioned the incident.

Brewster 'Regretful'

"I am regretful that I embarrassed the young lady."

During Hughes' testimony before the committee, the aviator produced an affidavit from the hostess, Harriet Applewick, in which she said Brewster's story was "absurd" and that the matter of riding alone with Hughes had never come up.

"Clears" Bricker

Brewster was asked:

"Are you withdrawing the hostess charge?"

He replied:

"I am regretting. I do not care to carry on that controversy further. I might add that Sen. Bricker was a witness to a portion of the conversation, but not to all of it. I don't want to bring him into it."

The airline hostess incident was the subject of one of the questions that Hughes suggested yesterday be put to Brewster, but which was later dropped when their "feud" was marked closed by subcommittee Chairman Ferguson (R.) of Michigan.

The subpoena was signed by Hughes defiantly refused to produce Meyer, and a few minutes later Ferguson signed another subpoena for Hughes' private records.

An agreement later was reached under which Hughes agreed to produce documents relevant to the committee inquiry into his 40 million dollar in wartime plane contracts.

Defiant Against Hughes

Hughes looked amazed as committee counsel Francis D. Tamm presented him with the subpoena.

Sen. Ferguson (R.) of Michigan, chairman of the subcommittee probing the Hughes contracts, was florid with anger when he issued the Meyer subpoena after Hughes defiantly refused to bring his free-sending publicity man to the afternoon session.

Temper, near the bursting point all week, flared spectacularly as Meyer's "disappearance" threw the Senate investigation of Hughes' 40-million-dollar plane contracts into an uproar.

Considers Citing Three

Ferguson heatedly let it be known that he is considering contempt citations against Meyer, Hughes, and Nath Dietrich, vice president of the Hughes firm.

Hughes told Ferguson:

"I don't know where Meyer is. My company has been caused enough inconvenience over Mr. Meyer. I brought him back here twice for you."

Ferguson demanded:

"What's he doing today that is more important than his being here?"

Hughes replied:

"He's working for my company and that is more important than his being here. You had him here before. Why didn't you question him then?"

"I don't see why I should accommodate you again just as you put him beside me on the stand and make a publicity row."

Ferguson thereupon signed the

(Turn to Page 4, Col. 1)

Meyer Missing Again, Probers Order Search

(Continued from First Page)

order for Meyer's appearance "forthwith."

The senator instructed assistant counsel Francis Flanagan to "tell the United States marshal we mean business on this subpoena," Ferguson added.

"I want it on record that Mr. Flanagan spoke to Meyer yesterday and told him he would be wanted here today."

Earlier the committee was told that Maj. Gen. Oliver Echols, former Army air forces procurement chief, refused to do business with Hughes because he "dissatisfied" the multimillionaire plane builder.

This development came as Sen. Brewster (R.) of Maine disclosed that Attorney General Clark has promised to investigate the charges hurled at Brewster, head of the Senate committee, by Hughes, who accused the senator of suggesting a "deal" to call off the probe.

Hughes Official Testifies

With the Hughes-Brewster feud dormant by mutual agreement, Noah Dietrich, vice president of Hughes Aircraft company, testified that he came to Washington to interest Echols in a plywood photo-reconnaissance plane. Dietrich added:

"Echols told me, 'So far as I am concerned, I am not interested. I do not want to do business with Howard Hughes because I dislike him.'"

Sen. Ferguson interrupted the witness to ask:

"Do you mean to say that in the midst of the war the head of the Army air forces procurement division refused to do business with Hughes because of personal dislike?"

Dietrich answered, "That is correct."

Echols previously testified that he and other experts opposed the plywood plane. He said he put through an order for 100 of the aircraft only because he was so instructed by his superior, Gen. H. H. Arnold.

In Meyer's absence, Ferguson

asked Dietrich whether the order for purchase of the plane was based on a recommendation of some person. Dietrich said an air force official said:

"The committee was abruptly interrupted when Ferguson announced that the committee had been unable to locate Meyer, who had testified he spent in all winter in the land of the living."

Ferguson was interrogating Meyer as to the activities of Meyer's "private" airplane. Hughes, another witness, asked when the senator suddenly asked:

"Do you know where Meyer is?"

Hughes said he had no idea of Meyer's whereabouts.

Ferguson remarked:

"He was instructed to be here. I am advised by counsel that they have been unable to find him."

The audience, loudly throughout the hearing, burst into laughter. Ferguson bellowed at Hughes:

"It may be funny to you . . ."

Hughes, grinning broadly, replied calmly:

"I didn't laugh, senator. It was somebody back there."

Ferguson, who thrice yesterday accused Hughes of indicating contempt for the committee, reported:

"Well, you were laughing too."

Hughes answered: "Laughing is contagious."

Dietrich testified that Birdwell turned in an "inaccurate" expense account for alleged entertainment at Jones, Jones, former Brown

construction finance corporation head.

The witness said that when he checked the expense account with Jones, the RPC chief told him Birdwell never had entertained him.

Two Incidents Cited

In testifying about Echols' dislike for Hughes, Dietrich said it was based on two incidents.

First, he said, Hughes did not keep a date to stop at Wright field, Dayton, Ohio, at a time when he was successfully attempting to set a new air speed record and Echols and his staff were "embarrassed."

Secondly, Dietrich said, Hughes refused to have several of Echols' officers inspect a plane at a time when Hughes thought it was "absolutely secret." He said Hughes "would not have any more space."

Hughes had been testifying concerning the B-36 plane bomber when Ferguson suddenly asked for Meyer to come to the stand.

Hughes said he had recently interrupted Meyer's trip to South America so he could appear before the committee and again later brought him back from France for the same reason.

He stated that the action in both instances was taken at considerable expense to his company because, on the trip to South America, Meyer arrived six days late and missed the person he intended to see, Hughes asked:

"Does that look like I'm trying to keep him away from you?"

Ferguson: "Do you know where he is?"

Hughes: "I don't know where he is."

Ferguson: "Do you know where he is?"

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Ferguson: "Do you know where he is?"

Hughes: "I don't know where he is."



Women of Note at Hughes Hearing

Sitting on the sidelines of the Senate war investigating committee hearings on the Hughes aircraft contracts are (left to right) Mrs. Alice Roosevelt Longworth, Mrs. Ferguson, Michigan Senator's wife, and Mrs. Langer, North Dakota Senator's wife.

mony "in attempt to be misleading." The charge sprang from this question by Ferguson:

"Isn't it true that there was no liability for breach of contract because you used a non-profit organization which you yourself referred to as a country club organization?"

"I feel that you have changed my testimony," Hughes protested.

Ferguson said he was referring to testimony that Hughes gave the committee months ago in an executive session. Hughes interrupted:

"Let's get the record. I'd like to have this cleared up because this is not the first time you have attempted to be misleading."

The record was produced. It showed that Hughes said of the Kaiser-Hughes corporation last winter:

"Well, I believe it was organized in a manner similar to charitable organizations or country clubs."

Hughes Shows Defiance

After this quotation had been read, Hughes defiantly told Ferguson: "I don't believe that this was a country club organization. What I meant was that the charter was similar to charitable organizations or a country club."

Hughes said there were 100 shares of stock at \$10 each in the Kaiser-Hughes corporation and that its capitalization was thus \$1,000.

The Senate war investigating committee hearing received evidence that Russell Birdwell, a former publicity agent for Hughes, exerted efforts to turn attention of the late President Roosevelt to the plane, a proto-type of the P-11 photo reconnaissance aircraft.

Hughes returned to the witness stand as the inquiry veered sharply away from his raging controversy with Brewster which was halted by mutual agreement last night.

Ferguson Reads Letter

Sen. Ferguson read to Hughes a letter addressed to Marvin McIntyre, secretary to Mr. Roosevelt, and dated July 11, 1942. The letter stated:

"A few days ago Jesse Jones discussed with the President work Howard Hughes has been quietly going to develop a twin-motored elastic bomber that will fly faster than any pursuit plane in the world."

Jones has testified that he submitted a memo on the Hughes plane to President Roosevelt about that time and evidence was introduced to show that the President referred the matter to Gen. H. H. Arnold, air forces commander, with the notation:

"What is there in this?"

Ferguson also read to Hughes a July 15, 1942, telegram from Birdwell to Stephen Early, former White House press secretary, stating:

"I would appreciate five minutes to discuss with you important construction news regarding Howard Hughes, whom I represent."

Hughes admitted today that Birdwell was working for him at

the time, but declared that the publicist's main function was to promote Hughes' motion picture production.

Ferguson asked: "Did you send Birdwell to Washington in 1942?"

Hughes: "I don't recall. My opinion is I didn't send him to sell the D-2, and that is the implication you are trying to make."

In 1941, Hughes got a 70-million-dollar order for 100 of the P-11's, for which the D-2 was the prototype. The order was later cut to 25-million-dollars for three of the planes.

O'Connor Quizzes Hughes

The committee's chief heard voluminous testimony that the order went through, over Air Forces experts' objections, after Elliott Roosevelt recommended the planes be brought for photo-reconnaissance work.

Sen. O'Connor (D) of Maryland asked Hughes whether he knew how Birdwell obtained the authorization that Jones was contacting the White House. The senator replied that "I don't remember today."

Ferguson wanted to know why Hughes wanted Birdwell to come to Washington to publicize the D-2 airplane.

Hughes answered: "I haven't said that I did."

Ferguson then produced an expense account of Birdwell's for \$1,340 worth of entertainment in Washington June 17 to July 16, 1942. Jones, who headed the Reconstruction Finance corporation, was listed as one of the people entertained.

Kaiser's Men, Says Hughes

Noah Dietrich, Hughes' vice president, testified, however, that he questioned the expense account and Birdwell later admitted he had not entertained Jones, that he had put down names of everyone he contacted in Washington.

Ferguson asked Dietrich to produce from Birdwell an affidavit to that effect which the publicist made a few days ago.

Earlier, Hughes testified that the huge flying boat, for which he got an 18-million-dollar government contract, was Henry Kaiser's idea.

Despite questioning by Ferguson, the multi-millionaire said the only thing he could remember about his first conversation with Kaiser was that "he asked if I would be interested in designing and building the plane?"

Ferguson asked impatiently: "What plane?"

Hughes: "The one he had in mind."

Ferguson: "If a man comes to you and asks you to design a plane, you need details. How did you know you could design the plane he wanted? Did he bring any blueprints or designs or specifications?"

Hughes: "I don't recall any at that meeting."

Ferguson: "You'd remember if he gave you a blueprint wouldn't you?"

Hughes: "That was four or five years ago."

Ferguson: "Did he have been to Washington?"

Hughes: "I can't recall."

Ferguson: "Did he?"

Hughes: "I can't say definitely."

During the feud between Hughes and Brewster, the plane builder accused the senator of offering to call off the Senate inquiry if Hughes would merge his Trans-World Airline with Pan-American Airways.

Ferguson decided to close the Hughes-Brewster dispute phase of the hearing when Hughes said last night he didn't have the strength to continue his attack on the Maine senator.

FBI TO PROBE

'BLACKMAIL'

FEUD

Mr. Harbo
Mr. Hendon
Mr. Pennington
Mr. Quinn Tamm
Mr. Nease
Miss Gandy

W.A.R.
1-14

Quiz Turns To Plane Contracts

Hughes Will Resume
Stand for Third Day

By International News Service
Sen. Brewster (R) of Maine said today that Attorney General Clark has promised to investigate the "blackmail" charges hurled by Howard Hughes at the senator.

Brewster, who invited a Justice department inquiry two weeks ago, said Clark had informed him the charges would receive "attention" as soon as the Senate inquiry into Hughes' warplane contracts ends.

By United Press

Howard Hughes, his feud with Sen. Brewster smoldering under an uneasy truce, was recalled today by Senate investigators who want to know what the government got out of the \$40,000,000 in war contracts awarded him.

Chairman Ferguson of the Senate defense investigating subcommittee was confident the Hughes-Brewster battle was "closed." He hoped for clear sailing on the contract issue which he regards as the heart of the inquiry.

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WASHINGTON TIMES HERALD

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However, the dispute between the Maine senator and the Hughes plane builder will be further aired in a full-scale Justice department investigation.

Brewster Asked Probe

Brewster invited the FBI probe shortly after Hughes published charges that the senator offered to quash the Senate inquiry in return for a merger between the Hughes-controlled T.W.A. and Pan American.

Department of Justice officials said two legal experts have been attending the hearings and would stay until their conclusion.

Face More Questions

Hughes, who said he was tired after two days on the witness stand, faced another barrage of questions on transactions involving:

1. An eight-engine flying boat, contracted for in 1942, but still earthbound. The government put \$12,000,000 into its construction, added \$500,000 for moving it from Calver City, Cal., to a Terminal Island dock, and has promised an additional \$1,000,000 for test flying the craft, probably next winter.
2. Three speedy XP-11 photo-reconnaissance planes calling for an ultimate government expenditure of \$21,000,000. The contract originally called for 100 planes at \$24,000,000, but was cut to three after V-J day. Hughes has received \$4,000,000 for contract termination charges and will get another \$12,000,000 when the last of the three ships is accepted by the Navy.

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Hughes Threatens to Leave U. S.

If Flying Boat Is a Failure, I May Go and Never Return

John W. Myers

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

Howard Hughes said today he had staked his reputation on the huge flying boat he is building, and that if it proved to be a failure he "probably would leave this country and never come back."

Testifying for the fourth straight day in the Senate War Investigating sub-committee's inquiry into \$40,000,000 worth of plane contracts, Mr. Hughes made the assertion after another stormy opening.

That came when Hugh Fulton, former associate of President Truman, sought unsuccessfully to give his story to Senate investigators. Mr. Fulton, charged with attempts to block the inquiry, argued for five minutes with Chairman Homer Ferguson (R., Mich.) for a chance to tell his side of the case. But Sen. Ferguson refused.

Mr. Fulton then held an impromptu conference after leaving the hearing room and said he would hold a formal press conference at 2:30 p. m. today to "correct certain falsehoods made by Sen. Brewster."

Sen. Owen Brewster, chairman of the full committee, has charged Mr. Fulton approached him earlier this year and urged that the investigation of Hughes' war contracts be either called off or limited to technical phases.

Sen. Brewster made public a memorandum reporting Mr. Fulton also tried to intervene as a "friend" of both Mr. Hughes and the committee at another time. This was on April 16, 1917, in a meeting with Mr. Fulton's successor, George Meader. At that time Mr. Fulton promised there would be "brickbats flying" if the investigation proceeded, Sen. Brewster said.

Then Mr. Hughes was put back on the stand. After some additional questions about the contracts, Sen. Claude Pepper (D., Fla.), asked Mr. Hughes for his present opinion of the 200-ton flying boat, which still has not flown.

"I've staked my reputation on this flying boat," Mr. Hughes said. "If it is a failure I probably will

leave this country and never come back."

Sen. Pepper asked Mr. Hughes if there were any fraud or corruption involved in the \$18,000,000 flying boat contract—one of two contracts under investigation.

"I certainly do not know of any," Mr. Hughes said.

"Was this project undertaken with a profit motive?" Sen. Pepper continued.

"The contract specifically said that no profit could be made," Mr. Hughes replied.

Mr. Hughes defended his big flying boat against assertions by Army technicians that it was "fantastic" and Hughes' factory operations were inefficient.

The project, even if the plane never flies, will prove that the

larger transport and cargo aircraft are built, the more efficient and inexpensive will be their construction costs, he said.

He emphasized that failure to complete the big boat in time for war duty was not unique—that 61 other aircraft prototypes sponsored with Government funds during the war years were not completed in time for combat use.

One was the XF-12, developed by Republic Aviation. This plane, Mr. Hughes said, originally was developed as a transport, but when "Republic was unable to sell it to the Government as a transport, it was whipped up into a photo-reconnaissance ship."

Meanwhile, Senate investigators sent the cops out looking for

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agent John W. Meyer today but they decided to pass up the New York and Hollywood lovelies whom he paid \$100 a night for entertainment at his parties.

The fun-loving Mr. Meyer was still missing as his boss, Howard Hughes, returned to the witness stand for his fourth straight day of questioning.

The West Coast millionaire said he didn't know where his wandering press agent was. Neither did Mr. Hughes' attorney, Tom Slack. And neither, for that matter, did the U. S. marshals who were sent out with subpoenas for Mr. Meyer.

"I want him here," said Sen. Homer Ferguson (R., Mich.), subcommittee chairman. "He has the answers to some questions I want to ask Mr. Hughes."

A check by The News today revealed Mr. Meyer was still registered at the Statler Hotel.

Sen. Ferguson said he had planned originally to have Mr. Meyer share the witness stand with his employer while Mr. Hughes was questioned about entertainment expenses. Mr. Meyer claims to have spent nearly \$164,000 of Mr. Hughes' money to provide wine, women and whoopee for Army and Navy officers and Government bigwigs.

Contrary to pre-probe buildups, the women probably will not put in an appearance before the committee. Two Hollywood glamour girls were subpoenaed and there were hints that even more "cheesecake" would be on display in the Senate caucus room.

But a committee aide said today there are no plans to call any of the charmers for questioning.

For the first time since the Hughes inquiry got under way, the investigators apparently would have to get along without the moral support of Sen. Owen Brewster (R.,

Me.), chairman of the full Senate Investigating Committee. Sen. Brewster, whose verbal tilts with Mr. Hughes have highlighted the proceedings, has left for Maine.

Before leaving, however, he unleashed another blast at the plane manufacturer who, he said, "moved heaven and earth" in an effort to quash the inquiry. Sen. Brewster charged that Mr. Hughes tried to enlist the services of Chairman Carroll Reece of the Republican National Committee and former Sen. Burton K. Wheeler of Montana. But both, according to Sen. Brewster, refused to become involved in the case.

Sen. Brewster said he was willing to let Atty. Gen. Tom Clark decide who was right in the Brewster-Hughes feud.

Altho the subcommittee ostensibly has dropped this phase of the investigation, Sen. Brewster got one more lick at a news conference yesterday. He said he thought the Justice Department would be "amply justified" in charging Mr. Hughes with criminal libel.

Sen. Brewster based his claim on Mr. Hughes' charge the Senator had attempted to "blackmail" him into merging his Trans World Airline with Pan American Airways.

On another charge he had leveled against Mr. Hughes, Sen. Brewster backed down in his talk with reporters. He had said that on one occasion he learned a TWA stewardess refused to make a plane trip with Mr. Hughes because she was afraid of returning alone with the Hollywood bachelor.

"I am not proud of my comment on that affair," Sen. Brewster admitted. "I was irritated and angry at the time by Mr. Hughes' attack on me. I am now regretful of anything that would have embarrassed this young lady in any way."



—By Harris & Egan
Cross section of crowd at Hughes hearing.

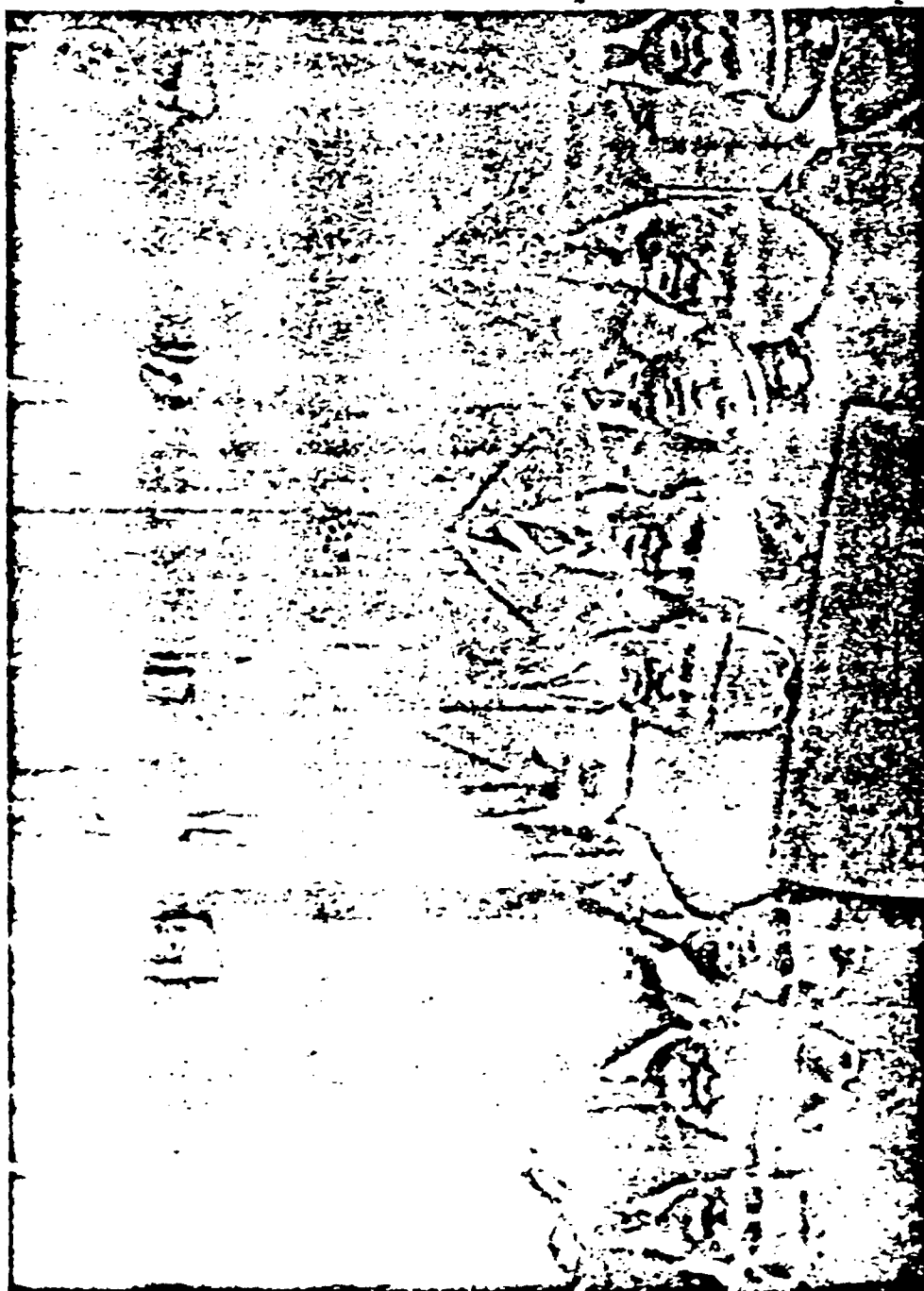


—By Harris & Egan
Sen. Brewster (right) displays picture to Brewster as evidence at
press conference. (The photo head is on Page 1.)

—By Harris & Egan
Francis Flanagan (left), Senate
War Investigating Committee
counsel, serves Mr. Hughes with
subpoena for papers of Hughes
Tool Co.

Refutation

Howard Hughes said he never spoke to Sen. Owen Brewster before last winter, according to the Senator, as yesterday the Maine Republican produced the picture as refutation of Mr. Hughes' statement. The picture was purportedly made while the President was still Sen. Truman, and hence must have been made in 1941 or before. Left to right: Sen. Homer Ferguson, Sen. Brewster, Mr. Hughes and Sen. Arthur Vandenberg. (A picture on Page 3 shows Sen. Brewster displaying this photo at the press conference.)



Clark Pledges Study Of Hughes Evidence At End of Hearings

By Doris Flesson

Attorney General Tom Clark has promised Senator Brewster in writing that after the Ferguson War Investigating Subcommittee completes its hearing, the Department of Justice will examine all the evidence.

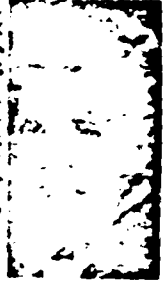
Mr. Clark assured the Senator for he would be kept fully advised. He did not commit himself in advance to any line of action.

Of all President Truman's cabinet, the Attorney General is the most savvy politically. He comes by it naturally—his father was a political lawyer in Texas and in the South politics is an honored trade of equal rank with business.

Bred in that atmosphere, Mr. Clark needs no tips on how deeply politics and business are intertwined in the great airlines stakes. He is aware that, as things are going, a full-scale investigation can hardly be avoided; he only wants to get the whole picture.

Roosevelt Takes Over.
Because it is quite clear to him as to others that the hearings have escaped Senator Ferguson, the Senator's friends say, "It never pays to be a gentleman." They conceded that Elliott Roosevelt, with all the family positiveness, took his hearing into his own hands and for a change got him some good publicity. Howard Hughes' press agent, Johnny Meyer, has also been getting away with an insolence hardly creditable to senatorial dignity while Mr. Hughes transformed his appearance into a prosecution of Senator Brewster which is doing the Senator from Maine no good.

Apparently realizing this, Senator Ferguson is now attempting to regain lost ground by a no-more-country rule. But the shift in emphasis remains.



Doris Flesson

Now has the Michigan Senator, despite a glowing advance reputation as a prosecutor, displayed any talent for clarifying the main issue and eliciting testimony to illumine it. He wanders, gives the impression he is fishing; clever witnesses seize the chance and confuse the issue further.

Senator Brewster, more solidly intellectual and quite pitiless, could have helped but finds himself obliged to step aside. The other Republicans on the committee don't count. Quite satisfied, the Democratic members coast.

Differ Over Probe.
There is some difference of opinion here as to who ought to do an airline investigation. Certainly the Justice Department can if it appears that the airlines are using their Federal subsidies to lobby to get bigger subsidies.

Normally the Senate likes to take over such matters. And in the Senate there are wheels within wheels. Pan American has powerful Republican connections—but Pan American's Sam Pryor made a powerful enemy when he marshaled those "We Want Willkie" phalanxes in the galleries of the 1940 Republican National Convention at Philadelphia.

Senator Robert Taft, who thought he was going to grab that nomination, has always felt he was robbed by that ruthless gallery play of Mr. Pryor's. He has pointed out that Mr. Pryor was smart enough to stampede the convention for a man who was actually a Democrat but of course didn't win the election for him. And it is hard to do much in the Republican Congress with Senator Taft against you.

Historical note: The last ocean-air mail investigation was early in Roosevelt's administration and conducted by Senator Hugo Black, now senior member of the United States Supreme Court.

- Mr. Tolson ☒
- Mr. E. A. Tamm ☒
- Mr. Clegg ☒
- Mr. Glavin ☒
- Mr. Ladd ☒
- Mr. Nichols ☒
- Mr. Rosen ☒
- Mr. Tracy ☒
- Mr. Carson ☒
- Mr. Egan ☒
- Mr. Gurnea ☒
- Mr. Harbo ☒
- Mr. Hendon ☒
- Mr. Jones ☒
- Mr. Pennington ☒
- Mr. Quinn Tamm ☒
- Mr. Nease ☒
- Miss Gandy ☒

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 Mr. Pennington _____
 Mr. Quinn Tamm _____
 Mr. Nease _____
 Miss Gandy _____
Hughes

FULTON CALLS BREWSTER LIAR

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**Former Counsel
For Probe Refused
Right to Testify**

John W. Meyer

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John W. Meyer

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FULTON REGALLS HEARING ABOUT PAN-AM 'DEAL'

- Mr. Nelson _____
- Mr. E. A. Tamm _____
- Mr. Clegg _____
- Mr. Glavin _____
- Mr. Ladd _____
- Mr. Nichols _____
- Mr. Rosen _____
- Mr. Tracy _____
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- Mr. Pennington _____
- Mr. Quinn Tamm _____
- Mr. Nease _____
- Miss Gandy _____

Hughes
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WASHINGTON NEWS
Page 2

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Denies Attempt to Soft-Pedal Inquiry

Called From
Hugh Fulton, former chief of counsel of the Senate war investigating committee, yesterday accused its chairman, Sen. Brewster (R) of Maine, of "deliberately stating and restating falsehoods."

Fulton, former associate of President Truman when he was chairman of the committee, made the charge at a news conference. He called the conference after he was denied an opportunity to testify yesterday morning before the Senate's war investigating subcommittee.

Replies to Brewster

Brewster charged that Fulton had sought twice to soft-pedal the subcommittee inquiry into Howard Hughes' \$49,900,000 in government war contracts.

Brewster, Fulton said, was "utterly unable" to take issue with assertions made on the Senate witness stand by Hughes that the senator had sought to "sell" the West coast millionaire on an airline merger, offering in this event to call off the inquiry.

Fulton released a long statement, declaring that the Maine Republican had made a "fatal step" in attempting the investigation of Hughes after he had attempted to "sell" him on both the airline merger and Brewster's community airline—or chosen instrument—bill.

Sought Merger, Says Hughes

Hughes had charged that Brewster in so many words told him that if he merged his Trans-World Airline with Pan-American Airways the investigation of Hughes' war contracts would be called off.

Brewster supported the community airline bill which provides for one carrier to handle all overseas airline service.

Fulton, partly and now a Washington and New York attorney, told reporters that he had served Hughes as counsel at the time Brewster charges he twice tried to sidetrack the inquiry.

But, Fulton maintained, he intervened for Hughes only to assure "a full and complete" hearing.

"I not only did not suggest any suppression of the investigation, but rather suggested that the investigation be full and complete and so conducted that the entire committee could agree on a report . . . and which would avoid a partial presentation of only one

(Turn to Page 4, Col. 3)

Brewster Lies, Asserts Fulton, Former Counsel

(Continued from First Page)

national facts," he maintained in a recent letter to Brewster which he made public yesterday.

Fulton was asked whether he was considering bringing suit against Brewster. He said he would consider such a step if Brewster continued to make "false statements." He added that he could spend his time more profitably in his law practice because "suing a senator is like suing a policeman—neither makes much money."

At the same time, Fulton told reporters that Brewster had sharply departed from a "tradition" established by President Truman when he was chairman during his Senate duty. Mr. Truman, Fulton said, insisted on "complete and fair" investigations and bypassed "sensational aspects." He added that "if an investigation has any other purpose, it gets into trouble."

Brewster had declared that Fulton tried to soft-pedal the Hughes investigation twice in April of this year, and threatened "brickbats flying" if Hughes was "forced" to counter-attack with charges making Brewster to Pan American Airways.

Says He Talked With Him

Brewster, he said, was guilty of a "falsehood" in stating that he had not seen Fulton since April. Fulton revealed that he recently had consulted with Brewster and interceded with President Truman on behalf of Brewster's project for displaced Europeans in Maine.

Fulton said Brewster was "desperately" defending himself, but has been "utterly unable" to take issue with Hughes' charges that while chairman of the committee investigating Hughes he had "used that opportunity (1) to obtain free transportation; and (2) to attempt to sell Hughes on a program to which he was known to be bitterly and publicly opposed."

Public confidence in the committee, Fulton maintained, was seriously impaired under his (Brewster's) chairmanship.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

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Hughes Says He Stakes All' on Flying Boat

Howard Hughes told Senate investigators yesterday that he "probably would leave this country and never come back" if the still-earthbound 200-ton plywood flying boat he has built for the government proves to be a failure.

He also told them that much of his wartime difficulty in getting and fulfilling contracts stemmed from the fact that Army procurement officers hated him because he did not know how to them and did not entertain them "as other companies did."

Now Awaiting Tests

The mustachioed West Coast millionaire, who builds airplanes, owns 45 per cent of an air line, makes tools and produces movies, said he has staked his entire reputation on the giant eight-engined flying boat that he has been nearly five years building. It is now at a California dock, awaiting first flight tests which probably will be held next winter.

The 41-year-old Hughes left no doubt that he, at least, believes the flying boat already has justified the time and millions of dollars spent to produce it. Although it may never fly because it is too large for one man to operate the controls, he said, it has provided research of great value to aeronautical science.

He said a high-ranking Army officer whose name he couldn't remember had told him other officers considered him "stuck up."

Says He Ignored Them

"They thought I didn't entertain them and extend the cordiality that other companies did," Hughes said. "They thought me stuck up, too good for them, that I sat out in my Hollywood home instead of going to Wright field to know how to them."

"When they came to Hollywood, I ignored them."

Hughes testified for the fourth consecutive day before a Senate war investigation subcommittee which is looking into his \$40,000,000 plus worth of plane contracts. The total includes \$19,500,000 the government has spent or agreed to put up for the plywood flying cargo boat. It also includes \$21,000,000 for three Army photo planes.

He told the senators that: A "really fair" investigation

Hughes Stakes Reputation On Big Flying Boat

(Continued from First Page)

would show that combat fliers, in contrast to Army procurement officers, were all for his fast photo-reconnaissance plane, the XP-11, but that his unfriendly relations with the Army made it impossible for him to get priority materials to build the plane for war use.

Tells of Troubles

Some of his troubles stemmed from an "unfortunate" incident in which Gen. Arnold, then air forces commander, was barred from Hughes' Pacific coast plant at a time when Hughes was building a plane "behind closed doors."

Procurement officers at Wright field "wouldn't touch me with a 10-foot pole" because a Hughes engineer once charged favoritism in an Army competitive between a Hughes plane and one built by Lockheed.

Hughes' fourth day of testimony, including his profession of faith in his outsize and unique experimental flying boat, capped these other investigation developments:

1. Subcommittee Chairman Ferguson of Michigan said he was confident public hearings could end next week. He hoped to finish in another ten or three days. Ferguson said the group had not yet decided whether to call Gen. Arnold as one of the final witnesses.

2. Ferguson brusquely blocked an attempt to testify by Hugh Fulton, chief counsel of the committee when it was headed by President Truman, then a Missouri senator. Fulton later was employed as an attorney for Hughes. He tried to take the witness stand yesterday, saying he wanted to answer "falsehoods" uttered in a radio broadcast last night by Sen. Brewster of Maine, chairman of the full committee.

Brewster on Vacation

1. Brewster himself headed for Bangor, Maine, and a four-week vacation after his final blast in his feud with Hughes. He said the West coast industrialist had "moved heaven and earth" to try to quash the Senate inquiry. Brewster said he was willing to let the subcommittee and Attorney General Clark decide the merits of Hughes' charge that Brewster tried to blackmail him by offering to call off the investigation if Hughes would merge Trans-World airlines with an American Airways.

A Committee attaches reported no luck in their latest hunt for retired Johnny Brewer, free-spending Hughes' press agent, who testified earlier this week that he spent \$104,000 in five years entertaining big shots in Hughes' behalf. The committee wants to ask him some more questions.

Questioned by Pepper

Under the friendly questioning of Sen. Pepper (D) of Florida, Hughes recounted the story of his difficulties about wartime plane contracts and the story of his long interest in aviation.

He defended the flying boat project, which Army technicians have called "fantastic." Even if the plane never flies, Hughes said, it will prove that the bigger transport and cargo aircraft are the more efficient and inexpensive they become.

And, he added, the possibility that his flying boat will be unable to fly might establish that there is a "threshold" beyond which that increase in size may not go.

Finally, Pepper asked him what he thinks now about the plane that is wider than a football field and longer than a city block.

"I've staked my reputation on this flying boat," Hughes said hoarsely. "If it is a failure, I probably will leave this country and never come back."

Then he began talking about his troubles with the Army.

He said high-ranking officers at air force headquarters didn't want him to get a contract because they didn't like him.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
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Liked About Redesigning

When **Gen. Hughes** was asked it would take to redesign the flying boat in metal, Hughes said he could make no estimate. He added, however, that it always takes a long time to build the first airplane of any type.

He said the delay in making air tests of the flying boat resulted from the failure thus far to design and construct a satisfactory power system. He added that a power system is necessary to operate the controls in the flying boat and that he hoped that in recent changes the problem had been licked.

Hughes stressed that failure to finish the big boat in time for war use was not unique, that 61 other aircraft prototypes were sponsored with government funds during the war years, but were not completed in time for combat.

Hughes said that the cost a pound of the flying boat would be less than any other airplane built in the last 10 years and that time spent a pound similarly would be less.

Ferguson, Fulton Clash

The angry argument between **Fulton** and **Ferguson** occurred at the abbreviated Saturday session of the hearing opened.

Fulton, a strapping 300-pounder, plunked himself down in the witness chair. The committee had decided once to call him to testify and had changed its mind. Now he wanted to have his say on his own initiative.

He decided on that after **Brewster** declared that **Fulton** approached him earlier this year and urged that the investigation of Hughes' war contracts either be called off or limited to technical matters.

Brewster also had made public a memorandum for another former committee counsel, **George Meader**, that **Fulton** tried to interview again on last April 16 as a "friend" of both **Hughes** and the committee. At that time, according to the memorandum, **Fulton** promised "brickbats flying" if the investigation went on.

But before **Fulton** could say anything, **Ferguson** informed him he would not be heard by the committee.

Told to Leave

"Won't you . . . hear my appeal?" **Fulton** shouted. "The point I'm making . . ."

"Please leave the stand," **Ferguson** said. "Mr. Hughes, come forward."

There was more shouting, but finally **Fulton** got up from the witness chair and made way for **Hughes**.

Hughes has admitted that he paid **Fulton** \$10,000 for his legal services after the attorney left the employ of the Senate committee. But later they had a row and

parted company. **Hughes** said he could not remember whether **Fulton** served him during the time **Brewster** alleged the lawyer was trying to soft-pedal the inquiry.

'Where There's Smoke There's Some Meyer'

BOSTON, Aug. 9 — Senator **Charles McNair** (R) of Maine said today the war investigating committee of which he is chairman plans more investigations involving "many millions" as soon as the **Howard Hughes** probe ends.

Alighting from an airplane from Washington, enroute to his home in Dexter, Me., the senator:

1. Declined to comment on the refusal today by the investigating subcommittee to allow **Hugh Fulton**, former full committee counsel, to testify.

2. Said **Hughes'** press agent, **John W. Meyer**, was "quite a boy," adding they're saying in Washington, "Where there's smoke there's some Meyer."

3. Declared the investigation so far has fully paid for itself in money returned to the government.

4. Revealed that **Hughes** had testified at a private hearing and demanded a public one.

5. Asserted that the testimony showed that "all I got out of it was breakfasts of bacon and eggs."

Got Contract For 100

But combat officers, he said, who during wartime could "snark and get what they wanted," were enthusiastic about his **XP-11** photo plane. **Hughes** got a \$50,000,000 contract for 100 of these ships after then Col. **Elliott Roosevelt** recommended it and **Gen. Arnold** overruled objections of his procurement officers. The contract later was cut to three planes for \$13,000,000 and **Hughes** was awarded \$8,000,000 in contract-termination costs.

Hughes said Maj. **Gen. Echols**, chief of the AAP materiel division during the war and one of the men who urged **Arnold** to reject the **Hughes** photo plane once told a **Hughes** official that he did not like **Hughes** and "would not give him a contract under any circumstances."

Back in 1934 and 1937, **Hughes** related he pioneered a two-engine interceptor or fighter plane over air force objections that one ship couldn't handle a two-engine pursuit ship. The Army, he said, ordered his design held

up until **Lockheed** could design a similar ship for competitive trial.

Because of the delay, he testified, some of his top engineers went to work for **Lockheed**.

"And by some strange coincidence," **Hughes** continued, **Lockheed** came up with a similar plane which was accepted and became the famed **P-38**, a top combat craft of World War II.

"That made **Lockheed** famous with 90,000 employees while my operations remained small stuff with 2,000 employees," he said.

At one point **Pepper** asked **Hughes** if there were any fraud or corruption involved in the \$10,000,000 flying boat contract.

"I certainly do not know of any," **Hughes** said.

"Was this project undertaken with a profit motive?" **Pepper** continued.

"The contract specifically said that no profit could be made," **Hughes** replied.

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Florida Senator's Wife Shakes Hands With Howard Hughes

After the Senate war investigating committee had adjourned for the day Friday, Mr. Claude Pepper, wife of the senator from Florida, met Howard Hughes in the hall of the Senate office building to shake hands with him. Mrs. Pepper has been a constant spectator during this investigation.

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WASHINGTON TIMES-HERALD
Page 1 and 4

BULLETIN

Hugh Fulton, former counsel to Howard Hughes, today told reporters that Sen. Owen Brewster (R., Me.) once told him that while investigating Hughes, he (Brewster) tried to persuade Hughes to go along with the idea of a community airline.

Private attorney Hugh Fulton, former chief counsel for the Truman War Investigating Committee, today charged Sen. Brewster (R., Me.) with "deliberately stating and re-stating falsehoods."

Mr. Fulton, who at one time worked for both Henry Kaher and Howard Hughes, made the assertion at a press conference arranged after Sen. Ferguson (R., Mich.) had refused him permission to testify at the Hughes hearing today.

Mr. Fulton said that he wrote a letter to Sen. Brewster last Thursday correcting statements that Fulton had attempted to get the Hughes investigation called off by intimidating Sen. Brewster.

Mr. Fulton said he wrote Sen. Brewster that "Howard Hughes had requested me to accept employment to defend what he regarded as an attack upon him, by you, for the benefit of Pan American Airways."

Mr. Fulton said his letter added that he had declined such employment or any compensation for it because "I regarded both him (Hughes) and you as friends and did not want to take a position in such a matter against either of you . . ."

"I not only did not suggest any suppression of the investigation, but rather suggested that the investigation be full and complete and be conducted that the entire committee could agree on a report which would give a complete picture of all the facts in their proper relation to each other, and which would avoid a partial presentation of only sensational facts, which, standing alone, might be misinterpreted." (Earlier story on Page 1.)

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WASHINGTON NEWS

Page 1

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____

"Patagonia Johnny" Kier, partietic press agent for Howard Hughes, was being pursued last night by United States marshals with a Senate subpoena.

At one of the stormiest sessions of its entire strife-ridden existence, the Senate War Investigating Committee learned yesterday that the party-thriving "public relations director" had vanished.

Hughes, who has frequently boasted he would never appear on the same witness stand with the man he paid to entertain Government big shots, openly laughed at committee failure to find his press agent.

"No, I will not bring him back," Hughes shouted. "You want to put him on the stand with me and make a publicity show out of this thing."

The special Hollywood version of the horse-laugh, the needle and the hot-foot had Subcommittee Chairman Homer Ferguson (R., Mich.) redly spattering with rage and banging an ash tray.

The committee had the balking, pudgy self-styled "cupid" in the romance between Elliott Roosevelt and Fark Emerson under subpoena until Thursday night. He was held to remain yesterday as well as today.

Do you want a track driver
See HUGHES, Page 2, Column 6

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The Political Mill

Brewster-Hughe Should Be Sifted

Episode Seen Blow to Prestige of
Senate Committee

By Gould Lincoln

The country has been treated during the last two weeks to an amazing series of charges and countercharges by Howard Hughes, millionaire aircraft manufacturer, and Senator Brewster of Maine—in the press and before a Senate War Investigating Subcommittee. It is now told the two main actors are tired of calling each other liars—and to call it a day.

In view of the seriousness of the charges, it is up to the Justice Department or to the Senate committee, acting through the United States Attorney, to sift the thing to the end. Mr. Hughes accused Senator Brewster, who is the Republican chairman of the full War Investigating Committee, of having offered to call off the committee inquiry into the Hughes wartime contracts for a big flying boat and for reconnaissance planes for the Army, provided Mr. Hughes would go along with a merger of Trans World Airlines, in which he is the biggest stockholder, with Pan American Airways. Senator Brewster, branding the Hughes charge a lie, asserted that Mr. Hughes sought to intimidate him in order to end all inquiry into the Hughes contracts; that Mr. Hughes employed Hugh D. Fulton, a former counsel of the committee, and that Mr. Fulton came to him, Senator Brewster, last April and warned him if the inquiry was continued it might cause brickbats to fly.

Two Courses Possible

Two courses might be taken—a suit for criminal libel, which Senator Brewster has suggested to the Justice Department, but which he admits it may be very difficult to get the department to initiate, and an indictment for perjury before the Senate subcommittee. The latter course, if followed, would be initiated by the committee itself.

The entire episode has been detrimental to the prestige of the Senate committee. Mr. Hughes, it is true, was not able to substantiate his charge that Senator Brewster had offered to make a deal to call off the inquiry into the Hughes contracts. The airplane manufacturer at first intimated that a man he took with him to see Senator Brewster—Edward J. Hannon—could substantiate the charge. But Mr. Hannon flatly denied that he had heard Senator Brewster make any proposal of a deal to Mr. Hughes or that he had heard any mention of Pan American Airways. Mr. Hughes, however, again and again flouted the committee and charged he was not being given a square deal—and the scene in the committee room became at times almost farcical. A "Jim" Reed or "Tom" Walsh of earlier Senate investigations would have made this impossible.

This is the Senate committee which did admirable work during the war—and is probably responsible for great savings in expenditures to the Government and the taxpayers. It was as the head of this committee that President Truman, then a Senator from Missouri, made an admirable reputation and leaped into the spotlight—eventually landing the vice presidential nomination at the hands of the Democratic National Convention in 1944. Over Democratic opposition in the Senate, the Hughes committee was given new life at the opening of the Republican-controlled Congress last winter.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

Brewster Led Fight

Senator Brewster made the fight for continuance of the committee and was made chairman. To have him left now under suspicion—as will be the case should the dog-fall name-calling episode before the committee be allowed to stand—will help neither Mr. Brewster nor the committee over which he presides.

The charge is made, too, that the committee has engaged in a partisan political fishing expedition in an effort to show that Brig. Gen. H. H. "Red" Roosevelt (he held the rank during the war) had been bought by favors of Mr. Hughes and his companies to use his influence to have the Hughes company awarded a contract involving \$22,500,000 for reconnaissance planes. Mr. Roosevelt, before the committee, stoutly denied that he had been so influenced, or that he had used any pressure on his father, the late President Franklin D. Roosevelt, to approve such a contract.

However, there was unfolded in the committee hearing a story of lavish expenditures for entertainment, charged to the Hughes company, which raises the question: How many thousands and millions of dollars may have been so used by companies seeking war contracts—money which eventually came out of the pockets of the people? While Mr. Roosevelt and the committee parted company with the utmost good feeling expressed on both sides—this episode, too, leaves a bad taste.

The committee is finally getting down to the job of finding out why the \$40,000,000 involved in the Hughes contracts has so far failed to produce successfully either flying boat or reconnaissance planes (one of the latter was wrecked with Hughes at the controls). It looks as though red herrings have been drawn across the trail.

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John W. O'Neer

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HUGHES SAYS

ARMY REFUSED

FASTEST PLANE

Mr. Tolson _____
 Mr. E. A. Tamm _____
 Mr. Clegg _____
 Mr. Glavin _____
 Mr. Ladd _____
 Mr. Nichols _____
 Mr. Rosen _____
 Mr. Tracy _____
 Mr. Carson _____
 Mr. Egan _____
 Mr. Gurnea _____
 Mr. Harbo _____
 Mr. Hendon _____
 Mr. Jones _____
 Mr. Pennington _____
 Mr. Quinn Tamm _____
 Mr. Nease _____
 Miss Gandy _____

Claims Officers' Dislike for Him Was Reason

Craft Was Faster Than Any in Use, Builder Tells Senate Hearing

Howard Hughes, millionaire aircraft manufacturer and film producer, told a Senate War Investigating Subcommittee today that a dislike for him among Army officers prevented him from getting wartime contracts to produce planes faster than anything the Army or Navy had.

He also told the subcommittee, which has taken volumes of testimony about the entertainment activities of John W. Edgar, Mr. Hughes' public relations man, that one of the reasons Army officers disliked him was their feeling he did not extend "the hospitality and cordiality of other manufacturers."

"They thought I was a rich man, who was stuck up and had no use for them," Mr. Hughes said, referring to the Army officers who dealt with aircraft procurement.

The implication was that it was after this that he decided upon entertainment of Army officers and important Government officials.

Hearing Resumed Until Monday.
 The subcommittee which is investigating Mr. Hughes' \$40,000,000 wartime airplane contracts with the Government recessed until 10 a.m. Monday, with Chairman Ferguson asking Mr. Hughes to try to remember over the week end who told him about this bad feeling on the part of Army officers.

Mr. Hughes, the only witness heard today—Hughes' son, former counsel for the full committee having been denied an opportunity to appear—testified that if the 200-ton flying boat he is building for the Government is a failure he will "probably leave this country and never come back."

He declared he had put the "sweet of my life and my reputation" into the huge plane.

He was asked by Senator Pepper, Democrat, of Florida committee member, if he knew of any fraud in connection with the contract for the huge plane. He replied:

"I certainly do not know of any."

Says Army Rejected Plane.

Testifying about what he said was the antagonism of Army officers toward him, he charged that the Army refused to adopt his personally designed pursuit plane, in which which he set a new speed record by flying it from Los Angeles to New York in 15 hours before the war. He said it took the Army, with all its planes, eight years to break that record.

Mr. Hughes said he also designed a two-engine interceptor, pointing out that previously no one thought one flyer could run a twin engine plane of that character. When he took it to the Army, he charged they made him "go around" it for

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months while Lockheed designed a similar plane for competition. Finally, he said, the Army . . . the Lockheed "and that became P-37-38—and it made the Lockheed Co."

Mr. Hughes said he learned several years later that one of his men at Wright Field, Ohio, where the Army studied new planes, argued with officers about the acceptance of the Lockheed P-38, which, he believed, turned them against him thereafter.

Defends Roosevelt

Mr. Hughes said it was then that "I backed into my shell and decided to build with my own money a new plane that would be so good the Army would have to take it." That was the beginning of the photo-reconnaissance plane, the contract for which is now under investigation.

Mr. Hughes also said that it was the late President Roosevelt who ordered the big cargo plane completed in 1944, after \$12,500,000 had been spent on it. "No one has shown me any proof that he acted hastily."

Gen. H. H. Arnold, retired Army Air Force chief, may be invited to testify next week, Senator Ferguson disclosed.

He made this announcement after Mr. Hughes read a news story in which Gen. Arnold was quoted as saying the Army contracted to buy the Hughes P-11 photo reconnaissance plane because it had the "best prospect" of equaling the British Mosquito plane, regarded as the most effective in the field at the time.

Admits Traveling Incongruity

Just before adjournment, Mr. Hughes acknowledged in response to questions that he occasionally uses names other than his own when traveling and registering at hotels. He said he usually took the name J. R. Anderson, an official of his company.

"I always take the name of somebody I know would not be offended," he explained. "I take other names merely to dodge insurance men or others who might want to see me when I am in a city on other business."

Gen. Arnold was mentioned in the course of the questioning that followed Mr. Hughes' complaint that the "Wright Field clique" of Army officers disliked him and "therefore disliked my plane."

Mr. Hughes said he did not accuse Gen. Arnold of prejudice of any kind.

He said he was "astonished" when told by Morris Dietrich, executive vice president of the Hughes Tool Co., that Maj. Gen. O. P. Nichols (retired) said he did not want to do business with Mr. Hughes because he did not like him personally. The witness said he had talked only a short time before with Gen. Echols and thought he had "straightened out the misunderstanding" with Wright Field officials about the reconnaissance plane.

May Not Build Another Big Plane

Mr. Hughes went on to say that he was not "pretending" that any more planes of his cargo flying boat design will be built.

"It is quite possible no more ever will be," he said. "But it should be remembered that the P-11 was a

long time to build and was superseded by later developments. But each plant project of that kind contributed to aviation knowledge."

The witness added that the power-control feature of the Lockheed Constellation which he designed was "lousy." He explained that he was not criticizing the plane itself but only that one feature which, he said, was deemed unsatisfactory and unnecessary by pilots.

Had Heard No DFC Complaint

In the course of his testimony today, Mr. Hughes declared:

1. He had heard of no Defense Plant Corp. complaints in 1944 that the Hughes Co. was "sneaking" the corporation by making the Government pay for company manpower and facilities used on other war contracts.

2. He "did not recall" that he used Mr. Meyer, his public relations man whom the subcommittee today is seeking for further questioning to "contact" any Government officials about getting the cargo plane contract in 1942.

3. He "knew nothing" about any effort Henry Meyer, West Coast Industrialist, might have made to obtain the contract in the first place.

4. He was "not prepared to say" if he has anything in writing from the Government authorizing various changes from time to time in the original design of the flying boat. But he declared Government representatives were at his plant all the time and were in constant touch with revisions he made. He said he accepted that "as sufficient proof that the changes were satisfactory."

Describes Big Cargo Plane

Mr. Hughes gave the subcommittee the following description of the huge plane which now rests on the water at Long Beach, Calif., but has not yet taken to the air.

It has a 630-foot wing spread—longer than a football field and as big as a city block.

It is 300 feet long, has a hull 26 feet in diameter, and carries eight engines of 3,000 horsepower each. "It is really designed for much more power by addition of newly developed engine types," Mr. Hughes explained.

The flying boat's wing area is 11,600 square feet, almost three times as big as any plane built at the time, and twice as big as the Glenn Martin Co.'s Mars.

Today's questioning of Mr. Hughes began in a much calmer atmosphere than that of any previous session, after Mr. Paken had withdrawn.

Senator Ferguson brought out that Mr. Hughes began to change the design of the flying boat about two months after receipt of the letter of intent September 27, 1941.

Mr. Hughes testified he did not confer with Mr. Kaiser on the changes. He also said that the changes were a "gradual progression." At one time, long before the Government contract came through, there had been some idea of making the cargo plane a land craft instead of a flying boat.

"At the time you obtained the contract," Senator Ferguson asked, "Did you or any one in your company contact any one in the Government?"

"Do you mean did I court any person?" Mr. Hughes countered. "No," the chairman said, "I mean did you or your company, up to the time of receiving the letter of intent, contact any Government official?"

"Well, Senator," Mr. Hughes drawled, "contact" is a pretty broad word.

"Well," Senator Ferguson said patiently, "did you get in touch with any one?"

"Certainly or my engineers probably were here with preliminary information," the witness said.

Separated Plans Projects

"At that time," Senator Ferguson continued, "did John W. Meyer work for you?"

"You certainly ought to know that," Mr. Hughes retorted. "You have all the records when he went to work for my company."

"I don't know whether his records are right," Senator Ferguson declared. "When did he start working for you?"

"I don't recall offhand," Mr. Hughes said. "Did you see Johnny Meyer to contact any Government official?" "I don't recall as using him," Mr. Hughes replied.

Referring to reported Defense Plant Corp. complaints of incorrect charges made by the Hughes Co. to the Government on the flying boat project, Mr. Hughes said he made every effort to separate the flying boat work from other contract work so there would be no possibility of making up the charges. He said he even hired a laundry building and a furniture factory in Hollywood to move other contract work out of the Culver City plant so that the latter place could be devoted entirely to the flying boat, and a "strict isolation" of charges could be maintained.

The investigating committee had planned today to dig further into entertainment expense accounts of the Hughes organization, if it could find Mr. Meyer. A second subpoena for Mr. Meyer was issued yesterday.

Senator Ferguson said that so far as he knows committee agents and the United States Marshal here have not yet located Mr. Meyer to serve the new subpoena. At the Hotel Statler it was said Mr. Meyer still is registered there but has not been seen in the last two days and has not answered his telephone.

Senator Ferguson also said this afternoon he hopes to clear the hearings before the end of next week.

The audience, as well as Chairman Ferguson, was thrown into even greater alarm a little later when Mr. Hughes declared he had plans for using the big cargo plane.

as part of a Buck Rogers super-epic moving picture with Cary Grant as the star.

Senator Ferguson had directed Mr. Hughes to read a news story which speculated on the possibility of such a film built around the big flying boat which is resting on the water near Long Beach, Calif., but has never taken to the air.

Mr. Hughes said Cary Grant told him he had an idea for a super-picture with episodes taken in many parts of the world and that one set would be a big plane "with dance floors, swimming pools and what-not." Mr. Hughes said he was sure, however, that Cary Grant never intended making the picture in the Kaiser-Hughes plane.

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FULTON ATTEMPTS TO MAKE STATEMENT—Hugh Fulton (right), former counsel for the Senate War Investigating Committee, as he attempted to make a statement today from the witness chair after being denied permission to testify. Listening from chairs behind Mr. Fulton are Howard Hughes (left) and his attorney, Thomas Slack. —AP Photo.

Mr. Tolson _____
 Mr. E. A. Tamm _____
 Mr. Clegg _____
 Mr. Glavin _____
 Mr. Ladd _____
 Mr. Nichols _____
 Mr. Rosen _____
 Mr. Tracy _____
 Mr. Carson _____
 Mr. Egan _____
 Mr. Gurnea _____
 Mr. Harbo _____
 Mr. Hendon _____
 Mr. Jones _____
 Mr. Pennington _____
 Mr. Quinn Tamm _____
 Mr. Nease _____
 Miss Gandy _____

Hughes
Slack

Fulton, Denied Witness Stand, Hurls 'Falsehood' at Brewster

Attempts to Testify on Hughes Employment, But Ferguson Refuses to Let Him Speak

Hugh Fulton, former counsel of the Senate War Investigating Committee, today hurled the charge of "falsehood" at Senator Brewster, committee chairman.

The charge was made after Mr. Fulton had been denied the witness stand in the War Investigating Subcommittee's hearings in the Howard Hughes airplane contracts to reply to statements made last night by Senator Brewster on a radio program.

Mr. Fulton sought to explain his employment as counsel by Mr. Hughes, millionaire airplane builder and film producer. He finally announced he would make his statement at a press conference this afternoon.

Senator Brewster, in the course of his feud with Mr. Hughes, had testified earlier this week that Mr. Fulton, who left the committee

several years ago to practice law, had called on him and suggested a report could be made to the Senate on the Hughes contracts without an investigation.

Again, on the radio last night, Senator Brewster touched on what he said were efforts to head off the investigation.

This touched off the daily verbal explosion in the Senate investigation when Mr. Fulton took the witness chair but was prevented by Chairman Ferguson of the subcommittee from saying anything for the record. Mr. Fulton continued his efforts to make a statement after Senator Ferguson had announced the subcommittee had decided to deny his application to appear as a witness.

The microphone at the witness chair was cut off, but Mr. Fulton made half a dozen attempts to

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start talking. Each time Senator Ferguson drowned out his voice insisting he could not go on.

Mr. Fulton finally managed to get to his feet and take his statement to the press and Senator Ferguson asked him to vacate the witness chair.

Heard Radio Program

In the hallway outside the hearing room Mr. Fulton was asked if he was calling Senator Brewster a liar.

"I say there are falsehoods and if that constitutes a lie, lie a lie," Mr. Fulton replied.

Asked to specify the statements in Senator Brewster's testimony he regarded as falsehoods, Mr. Fulton said he would do so at the press conference.

Mr. Fulton told newsmen he had driven all night from his farm at Frenchtown, N. J., near New York, after hearing Senator Brewster repeat on the radio program the assertions he labelled "falsehoods."

Senator Brewster was not at the committee hearing when the Fulton flareup occurred, having left for his home in Maine.

Mr. Fulton told reporters he had been engaged as one of Mr. Hughes' counsel for about six weeks, but is not employed by him now.

Mr. Hughes has testified that he employed Mr. Fulton to represent him, but later ended the employment in a dispute over fees. He said a bill for \$20,000 submitted by the former committee counsel finally was settled for \$10,000.

"When Senator Brewster first referred to me in the hearings," said Mr. Fulton, "I wrote to Senator Brewster a four-page letter, and sent copies to Chairman Ferguson and Mr. Hughes, about being heard."

Had Been Summoned to Probe

He said a committee investigator had called him in New York requesting him to appear, but while he was en route from New York Thursday, the subcommittee entered into the agreement to drop the entire matter of the personal charges between Senator Brewster and Mr. Hughes.

"Yesterday, I talked to Chairman Ferguson and he asked me not to persist in trying to be heard, and I went back to New York, and was out at my farm in Frenchtown, when I heard Senator Brewster on the radio program in which certain false statements were reiterated," Mr. Fulton continued.

"I drove all night to get here and made my application to be heard this morning. Chairman Ferguson said it probably would be denied."

Finding Mr. Fulton in the witness chair when he reached the committee room, Senator Ferguson went into a conference with Senator Pepper, Democrat, of Florida, only other committee member present. He then explained to Mr. Fulton that it was necessary for the subcommittee to get on with the subject under investigation (the war contract) and that if he were permitted to testify it would cause others to come in with statements on the Brewster-Hughes controversy.

As Mr. Fulton attempted to make his statement, Senator Ferguson pounded his gavel and shouted that the committee has decided that his application is denied and the decision is final.

"I asked permission," Mr. Fulton said.

Again Senator Ferguson pounded his gavel.

"They have declined even to hear the application to be heard and that is not in line with any previous committee procedure," Mr. Fulton got in.

"Mr. Fulton, this is final," Senator Ferguson shouted, pounding away.

"I have no alternative but to give it to the press," Mr. Fulton shot back.

Senator Brewster declared on the "Meet-the-Press" broadcast last night that Mr. Hughes tried to have Republican National Chairman Reece "bring pressure on me" to stop the investigation.

He accused Mr. Hughes of having "set out to destroy my usefulness" as committee chairman and as a member of the Senate Interstate Commerce Committee, which has considered aviation measures, especially the community airline or "chosen instrument" bill.

Falls of Telegram to Reece

"Mr. Reece received a wire from a Hughes attorney," Senator Brewster related. "Mr. Reece did not speak to me about it, but his secretary showed me the wire. I told her to send it back where it came from."

In testimony before a War Investigating Subcommittee earlier this week Senator Brewster denied a Hughes charge that he offered to call off the hearings if Mr. Hughes would agree to a merger of Trans-World Airline, which he controls, with Pan American Airways and support the "chosen instrument" plan. Senator Brewster countered then with the statement that Mr. Hughes, through Mr. Fulton, at-

tempted to have him and the investigation.

The Senator remarked last night that "we all have learned some lessons from the hearings this week," particularly in connection with entertainment expense accounts of big corporations. But he added that he did not believe "two or three ham-and-egg breakfasts during the past year" with Pan American officials swayed his judgment on aviation legislation.

Two other members of Congress joined in the general comment on the committee investigation.

Senator Thomas, Democrat, of Oklahoma said before calling for England last night that he thought Mr. Hughes' parties were "good but other people have done better."

Regrets Missing Parties

"I regret that I missed any of them," he said. "From what I have read they sounded like a lot of fun. Entertainment is a part of business—a vital part. I think that every one in Congress has been entertained at some sort of parties."

The Oklahoma Senator added that he thought the Hughes parties were on a "smaller scale than one of the parties I have heard of. There are people with less money than Hughes who have spent more money on entertainment."

Representative Gore, Democrat, of Tennessee described the conduct of the Investigating Committee as "hastening" and "placating" according to lowering the prestige of Congress.

Referring to Republican claims that the presence of a Democrat in the White House prevented the GOP from reaching its goal of \$4,000,000,000 in budget cuts this year, Mr. Gore said:

"Well, there are some things that cannot be blamed upon the President. He didn't recommend the wasting of the people's money to carry on a lot of junk and useless publicity-seeking investigations such as the nauseating Brewster Committee."

Besides covering much of the ground gone over at a press conference earlier yesterday, Senator Brewster's interview last night also touched on reports that he has vice presidential aspirations. Asked if Sam Fryer, a Pan American vice president and former Republican national committeeman from Connecticut, was getting delegates for him, Senator Brewster replied: "Mr. Sam Fryer is preoccupied with too many other things to be getting votes for me for Vice President."

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Sen. Brewster Charges 'Fixed' Poker Games Got War Contracts

High U. S. Officials Were Allowed to Win
Big Sums to Influence Awards, He Says

DEXTER, Maine, Aug. 10 (UP)—High military and civilian procurement officers were allowed to win huge sums of money in "fixed" poker games during the war by contractors who wished to gain their favor, Sen. Brewster (R) of Maine said today.

Another method used by some contractors, he said, was to award low-salaried procurement officials jobs in private industry at salaries "much in excess of their government pay" in order to influence their contract recommendations.

Reveals \$1,000 Bets

"There were poker games in which \$1,000 bets were made and where a procurement officer or other person whose favor was sought was always allowed to win," he said.

"In this connection, I know that there are two million \$1,000 bills in circulation, and I know that some of the holders of these bills would like to sell them for \$400 to avoid explaining where they came from," he said.

Brewster, home now for a month's vacation, said he regretted the publicity given to "girls and parties" in the investigation of a \$40,000,000 contract to Howard Hughes. He added that he expected the investigation would lead to "high places."

Call Probe "Certain Rather"

Describing the Hughes investigation as "only a curtain raiser," Brewster said his committee may disclose that generals, admirals and others high in government circles might have been involved in contract "steals."

However, he refused to name the high-ranking officers and others who will be called before his committee sometime next month and October.

"We may even uncover a few more 'May-Clayton' cases," he said. "It will not be the fault of the committee if the investigation leads us into high places. We intend to follow through evidence of fraud or collusion in the award of war contracts, no matter where it leads."

Fulton Hits Committee On Handling of Inquiry

Former counsel Hugh Fulton of the Senate war investigating committee charged last night that, by its handling of the Howard Hughes inquiry, the committee had "thrown away the reputation it had taken years to build up."

In a radio interview, Fulton said that Committee Chairman Brewster of Maine had made a "fatal error" in trying to investigate the millionaire plane builder and push his community airline bill at the same time.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
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Mr. Gurnea _____
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Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

johnny meyer

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Pepper Sees Politics in Plane Probe

Hughes Defended As 'Sincere Young Man'; Senator Asks Other Investigations

By the United Press

Senator Claude Pepper (D., Fla.) said yesterday that the Senate War Investigating Committee decided to make the politically hot Howard Hughes inquiry its "big case" for 1947 and charged indirectly that Republican members had their eyes on next year's presidential election.

Pepper, ranking committee Democrat, said it was a "strange coincidence" that other cases of alleged fraud against the Government were passed over in favor of the Hughes probe in which the late President Roosevelt and his son, Elliott, were involved.

Describing Hughes as an "earnest, sincere young man" who is "deeply hurt" by charges made against him, Pepper said in a radio interview on Ed Hart's Forum (Station WINK) that the inquiry has "done nothing" to increase the prestige of Congress and has failed to prove that fraud or corruption was involved in the 40 million dollars of Government contracts obtained by the West Coast plane builder.

Mayer Still Sought

Meanwhile, the subcommittee's investigation of the Hughes contracts entered its third and probably final week with Chairman Homer Ferguson (R., Mich.) still looking for retuned Johnny Meyer, free-spending Hughes press agent who testified earlier that he spent \$164,000 in five years entertaining big shots in Hughes' behalf.

The subcommittee wants to ask Meyer some more questions and slapped a subpoena on him to force him to appear. But United States marshals thus far have been unable to find him and Hughes flatly refused to help in the search.

Ferguson said he had no further plans to force Meyer to appear and would rely on the subpoena to get results. He intends to wind up the hearings in another two or three days.

The feud between Hughes and Senator Owen Brewster (R., Me.) which threw the committee into turmoil last week, had all but subsided last night. Brewster, chairman of the full committee, has left town for a four-week vacation in Maine and Hughes appeared ready to let the issue drop.

Fulton Aims Views

But Hugh Fulton, former chief counsel of the committee, charged last night that, by its handling of the Hughes inquiry, the committee had "thrown away the reputation it had taken years to build up."

In a radio interview (WIND), Fulton, who later served as attorney for Hughes, said that Brewster had made a "fatal error" in trying to investigate the millionaire planebuilder and push his community airline bill at the same time.

He said that such procedure was contrary to the inquiry principles followed when President Truman headed the committee and he was its chief counsel.

Fulton told his radio audience that he decided to come to Washington when he heard Brewster charge that the former committee counsel had tried to get him to call off the inquiry.

He denied the charge flatly at a Saturday press conference he had accused the Senator of "deliberately stating and restating falsehoods." Fulton conceded last night

See HUGHES, Page 2, Column 1.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

Confidential

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Johnny Meyer
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EX-114-47

WASHINGTON POST
DATE 8-11-47

FEB 8 1972

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RECORDED 62-71335-A

Sen. Pepper Sees Politics Behind Hughes' Plane Probe

Recalling that when President Truman headed the committee he usually filed unanimous reports on similar investigations, Pepper said there was "considerable doubt"

that some holders of these \$1000 bills are willing to 'sell' them for \$500 in smaller bills. It's too hard to explain where you get \$1000 bills.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
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Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

file

ster Behind Plan to Aid Peron

Discloses Plan to Train DPs in Maine for Argentina

(See story, Page 14; cartoon, Page 24, and Mr. Stokes, Page 24.)

By WADE JONES

Widening ripples of the Howard Hughes-Sen. Brewster feud today are lapping on the far shores of Europe and Argentina.

The State Department is in on the matter, examining a plan backed by Sen. Brewster and other Maine citizens to bring displaced persons to Maine and train them there for technical jobs in Argentina.

First news of the hitherto unpublished plan leaked thru Sen. Brewster himself in a telephone conversation yesterday with The News from his home in Dexter, Me.

Asked a question regarding to his running controversy with Howard Hughes, Sen. Brewster answered irrelevantly with news of the plan.

"They are plotting to attack me on this (the plan)," he declared. He went on:

AFRAID OF 'ATTACK'

"The State Department and the War Department know about this thing. . . I'm trying to get European displaced persons into Argentina to relieve us (presumably the United States). They are plotting to attack me on this. I speak as an American citizen and I suggest that before you approach this from a news point you do it from the point of view of your country."

A high State Department official confirmed that the department was looking into the plan but would not reveal its exact nature except that it was formulated by "a group of people in Maine" with Sen. Brewster's backing.

Sources outside the State Department said Sen. Brewster's plan was to bring the displaced persons from Europe to Passamaquoddy, Me., where they would be housed and trained technically in the new deserted village built for the Passamaquoddy power project. After several months training they would be sent to Argentina to take technical jobs. The city

of Eastport, Me., reportedly would benefit in that its tax structure to pay for the utilities is extended to defunct Passamaquoddy would be broadened with addition of the displaced persons.

In revealing his plan to provide technical assistants for the Peron government, Sen. Brewster lashed out at Hugh Fulton, former Truman Committee counsel who last week accused Sen. Brewster of falsely stating that he (Fulton) had threatened him (Brewster) with "brickbats" if he didn't call off the Hughes probe.

The Maine Republican called Mr. Fulton a "paid representative" of the Argentine government. It was disclosed last week that Fulton is considering taking on a job as Argentina's representative in this country, but sources near him said today he hadn't actually accepted the assignment, despite having talked it over at the White House.

'Civil War' Brews Among Hughes' Probers

Meanwhile, a widening split between Republicans and Democratic members of the Senate committee investigating Howard Hughes' \$40,000,000 war plane contracts threatened today to boil over in an angry political wrangle.

Mr. Hughes was called to the stand for a fifth day and faced questions regarding his assertions Army procurement officer showed "hatred" because he declined to kowtow to them.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

But in the "hardest" week of their third week, a brewing war within the committee's structure to overshadow the big company of the millionaire Hollywood star builder.

The long-simmering dispute broke into the open last night when Sen. Claude Pepper (D., Fla.) told a Washington radio audience (WINK) the inquiry had "done nothing" to enhance the prestige of Congress. He charged indirectly the GOP majority on the committee was investigating with one eye cocked on next year's presidential race.

Recalling when President Truman headed the committee it filed unanimous reports on similar investigations, Sen. Pepper, a ranking committee Democrat, said there was "considerable doubt" a unanimous report would be issued this time.

A sub-committee headed by Sen. Homer Ferguson (R., Mich.) is conducting the actual investigation of Mr. Hughes but the full committee will make the final judgment in the case. Sen. Pepper is a member of the sub-committee as well as of the full committee.

In other developments: Committee sources said new witnesses may be called in an effort to bring out a reportedly large scale practice whereby war contractors conducted their business with the Government in an aura of hush parties and lavish entertainment for Federal procurement officials.

Sen. Brewster, full committee chairman, said at Dexter, Me., high military and civilian purchasing officers were allowed to win \$1000 bets by war contractors in "fixed" poker games. He said the present inquiry is only "a curtain raiser" and that high Government officials may be called in later phases of the investigation.

Johnny Meyer

RECORDED 162-78355-4

EX-43 file 74 AUG 21 1947

53 AUG 25 1947

WASHINGTON NEWS
DATE 8-11-47

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RECEIVED ORIGINAL-CLASH

Hughes Quiz To 'Stand Up' Party Girls

By FRANK ROLEMAN

The stage managers of the Senate's big summer extravaganza, the Howard Hughes investigation, have definitely decided not to summon any Hollywood party girls, and will try their darndest to keep the star players calm, cage the freaks, and wind up the show on a sober note some time this week, it was learned yesterday.

Unless Johnny Meyer walks into the over-loving arms of a husky U. S. marshal somewhere, and sings his song of matrimony again, Sen. Ferguson (R) of Michigan has high hopes of pulling down the tent soon after Hughes winds up his own testimony, it was said.

Pepper Charges G.O.P. 'Follies'

Meanwhile, just to keep the show going, Sen. Pepper (D) of Florida, a member of the Senate investigating subcommittee, yesterday accused the Republicans of playing politics by pouncing on the \$48,000,000 Hughes war plane contract, which was strictly small potatoes during the war, simply because Elliott Roosevelt's name was involved.

Later, he told a reporter the spectacular investigation has cost the taxpayers at least \$25,000. The only thing it has accomplished so far, he said, is to expose the strange items which many large corporations, besides Hughes' outfit, included in their expense accounts.

Hall or Krug May Reopen 'Show'

Another committee source said the group decided not to call the Hollywood glamor gals because it definitely does not wish to set off any more dizzy dramas, such as those which rocked the Capital for the past two weeks.

The party business may explode again, however, if Col. James O. Hall, who succeeded Elliott Roosevelt as the reconnaissance aviator, is shot at Meyer's affairs, insists on testifying, or if Secretary of Interior Krug demands a hearing.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
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Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____

Miss Gandy _____
Hughes
John Meyer

Johnny Meyer

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Times Herald
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5 AUG 29 1947

Hughes Quiz To 'Stand Up' Party Girls

By FRANK HOLMAN

The stage managers of the Senate's big summer extravaganza, the Howard Hughes investigation, have definitely decided not to summon any Hollywood party girls, and will try their darndest to keep the star players calm, cage the freaks, and wind up the show on a sober note some time this week, it was learned yesterday.

Unless Johnny Meyer walks into the over-loving arms of a husky U. S. marshal somewhere, and sings his song of merrymaking again, Sen. Ferguson (R) of Michigan has high hopes of pulling down the tent soon after Hughes winds up his own testimony, it was said.

Pepper Charges G.O.P. 'Telling'

Meanwhile, just to keep the show going, Sen. Pepper (D) of Florida, a member of the Senate investigating subcommittee, yesterday accused the Republicans of playing politics by pouncing on the \$40,000,000 Hughes war plane contract, which was strictly small potatoes during the war, simply because Elliott Roosevelt's name was involved.

Later, he told a reporter the spectacular investigation has cost the taxpayers at least \$25,000. The only thing it has accomplished so far, he said, is to expose the strange means which many large corporations, besides Hughes' outfit, included in their expense accounts.

Hall or Krug May Happen Next

Another committee source said the group decided not to call the Hollywood glamor gals because it definitely does not wish to set off any more dizzy dramatics, such as those which rocked the Capitol for the past two weeks.

The party business may explode again, however, if Col. James G. Hall, who succeeded Elliott Roosevelt as the reconnaissance aviation highpot at Meyer's affairs, insists on testifying, or if Secretary of Interior Krug demands a hearing.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
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58 AUG 25 1947

WASHINGTON TIMES HERALD

DATE 8-11-47

Jennings Very Summer Stock

NASHVILLE

I haven't the slightest desire to heckle the Senate War Investigating Committee. I wish it well. In wartime much goes besides bravery. The more we know about it, the better our chances of reform. Every scandal the Committee tracks down subtracts that much from war's fascination. I hope the Committee yet may find—and stay on—the track.

Meanwhile it must be apparent even to Chairman Ferguson that the Howard Hughes affair was a poor choice for a Summer's excursion, and that the Committee has been rather thrown by it. Up to now, at least, the quarry has come off better than the pack. There is little room to doubt that in any popularity poll Hughes would top the Committee by several decibels of applause.

This is not all the fault of the Committee—of this committee. It can be, as Mr. Ferguson himself suspects, that Mr. Hughes has had some excellent public relations advice. Certainly he has succeeded in lifting the role of the person aggrieved and capturing the sympathy that goes with it.

In this he has had the assistance, of course, of the unphotogenic personality of Sen. Brewster as well as the failure of Mr. Ferguson himself to keep his temper in check.

Lilienthal Inquisition Helped Set Stage for Hughes

It is worth considering, however, whether Mr. Hughes would have drawn so amiable a public response but for the fact that the conduct of other Congressional investigating committees has left so unfavorable an impression. The semi-barbaric inquisition upon David E. Lilienthal before his nomination to head the Atomic Energy Commission, for example, and the notorious witch hunts of the House Un-American Affairs Committee, have given the people generally a warmer feeling for the



Parry

"victims" of the quiz-committees' methods. Bobby Burns is not so long dead but that many among us still treasure the doctrine that every man has his rights, and it need not surprise us—Mr. Ferguson or any of us—to see that, in "standing on his rights," Mr. Hughes becomes the symbol of inherited and homespun sturdiness.

These Congressional committees do have a high prerogative; they may look where they please, summons whom they please; they have all the authority of the representative branch of government; their purpose is to give light for legislation and, incidentally, to open the door for criminal prosecution where crimes are uncovered. It is unfortunate that some of them seem to forget that every man who faces them owes a part of the sovereignty from which their commission proceeds, and that they owe him certain elemental courtesies.

And Committeemen Are Accustomed to Docility

It is something more than a possibility, too, that the more impressionable members of these committees, habituated to the sport of frying Government employees whose living is at stake, tend to expect a similar awe of all comers and to be infuriated when they encounter a departure from that accommodating docility. It is not refreshing to them (though it should be, and seems to be taken for refreshment by the public) when an unencumbered witness replies, "Now look here, Senator" or "I don't know why I should answer that."

Mr. Hughes looked like a likely customer for Sen. Ferguson's committee. His plane hasn't flown; there was an Elliot Roosevelt angle. On the other hand, a good casting director might have warned the Committee that, to the public at least, there is a difference between a man who merely makes planes and one who flies them, between one who has made huge profits on a contract and one who stands to lose a scud of his own money. The question for the Committee now is whether, having overbilled its opening attraction, it will continue to play out the flop.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Coffey _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Acers _____
Mr. Carson _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Mumford _____
Mr. Starke _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

Handwritten signature/initials

Johnny Meyer

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FEB 19 1972
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Expect Hughes Hearing To Conclude This Week

By BOB CONSIDINE

WASHINGTON, Aug. 10 (INS).—The Howard Hughes hearing, noisiest Senate inquiry in years, will collapse this week. Members of the war investigating subcommittee left here in such numbers over the weekend that the final days of testimony will be heard only by Chairman Ferguson (R-Mich.) and Sen. Pepper (D-Fla.).

The West Coast planebuilder-film producer, who has threatened to desert his vast business empire and leave the country if the 200-ton seaplane he has been building with government and personal funds since 1942 fails to fly, will conclude his testimony tomorrow.

All efforts by Sen. Ferguson to find Hughes' free-spending publicity man, Johnny Meyer, have been fruitless.

Hughes accuses Ferguson of wanting to get himself and Meyer on the witness stand at the same time, to account for nearly \$150,000 expended on "entertainment" of Army and Navy officers, Secretary of Interior Krug, Governor of Washington Walgren and other officials.

Hughes probably will be followed to the stand by Col. James Hall, who succeeded Elliott Roosevelt as chief of the AAF's photo-reconnaissance branch during the war. Meyer's expense accounts indicate that about \$4,000 in Hughes Aircraft Co. funds was charged to the "entertainment" of Hall and his friends.

'Proceed Nothing'

Hall's defense is expected to be the same as Roosevelt's—that Meyer padded the accounts and that he was only one of many entertained at the same time.

At Sen. Pepper's suggestion, depositions may be taken from Generals H. H. Arnold, Carl Spaatz and Barney Giles, concerning their war-time endorsement of the Hughes' photo-reconnaissance plane, the F-11. Pepper "doubted very much" they would appear on the stand, he said today.

"The committee has proved nothing in the way of fraud in relation to the contracts under question," Pepper declared. "I think Howard Hughes has shown a complete lack of interest in the war effort."

once on the stand, despite the "hagging" he has undergone.

"Sen. Brewster's radio charge that Hughes packed the caucus room with a clique is preposterous. From everything we have uncovered I would say Hughes stands out as a man of great principle and patriotism."

Pepper added he was in a quandary on what action might be taken against Meyer, whose absence from Washington hops perhaps a week off the duration of the hearing.

"Our committee has no authority to press Sen. Cahn's draft-dodging accusations against Meyer," Pepper said. "Our job is to look into war frauds. The Justice Department might do something about it at some later date if they care to open the whole question of wartime deferments."

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Coffey _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Hendon _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____

Mr. Gandy _____
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Johnny Meyer

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Producer Hail Move as 'Vindication'; Aide Faces Suit

(See story, Page 14; cartoon, Page 24, and Mr. Stok. Page 24.)

The Senate investigation of ~~Howard Hughes~~ war-plane contracts was recessed for three months today in an atmosphere of political bickering because, investigators said, they could not find "missing" ~~Johnny Meyer~~, Mr. Hughes' money-sowing party-thrower.

Mr. Hughes quickly labeled the postponement a "vindication" of himself.

Mr. Hughes then charged Sen. Owen Brewster (R., Me.) with being "too cowardly to stay here and face the music" in the investigation.

"When Sen. Brewster saw he was fighting a losing battle he folded up and took a runout powder. After he left the other senators called off the investigation. They saw no reason to carry on his battle if he was too cowardly to stay here and face the music." (Sen. Brewster left for Maine the past week-end.)

Sen. Claude Pepper (D., Fla.), who had defended Mr. Hughes during the hearings, said "I didn't concur with the postponement, I acquiesced."

Meanwhile, Russell Birdwell, the Hughes publicity man who didn't skip town, today said he is going to file a \$100,000 damages suit for \$1,000,000 damages against Noah Dietrich, executive vice president of the giant Hughes Tool Co.

His grounds: Mr. Dietrich falsely accused him of padding an expense account which included a \$100 item for entertaining Jesse Jones.

Mr. Birdwell told this story: "Last Thursday Noah Dietrich testified under oath he had never looked at any expense accounts—they were not in his province."

"Last Friday, again under oath, he testified while going over my expense accounts, he came upon the name of his admitted close friend—Jesse Jones—and he had immediately telephoned Mr. Jones to determine if I had ever entertained him."

"Jesse Jones, according to Mr. Dietrich's sworn testimony, declared he had not been entertained by me. Mr. Dietrich then testified, under oath, he had communicated with me and I had orally admitted to him that I had misrepresented on the expense account, and subsequently, he, Mr. Dietrich, had asked me for an affidavit in which I again admitted I had never entertained Mr. Jones."

"Noah Dietrich never discussed the Jesse Jones expense item with me at any time," Mr. Birdwell said, "nor did Mr. Dietrich or any one else in Mr. Hughes' organization ever ask me for any affidavit."

Challenging Mr. Jesse Jones' statement that he couldn't remember meeting him, Mr. Birdwell insisted he had met three times with Jesse Jones in Washington. And \$100 expense money, he said, went for taxis, cars, liquor, and two silver goblets sent to press agent Paul Wakefield.

"After my third meeting with Jesse Jones I called Paul Wakefield and asked him if it would be in order for me to send Jesse Jones a box of cigars," Mr. Birdwell said. "Paul said 'the old man doesn't smoke!'"

"Does he drink?" I asked.

"He drinks red whisky," Wakefield said.

"I went out and bought two bottles of red whisky and personally took them over to the RFC."

Chairman Homer Ferguson (R., Mich.), of a Senate War Investigation sub-committee which has been conducting the investigation, announced the inquiry would be resumed Nov. 17.

A few minutes later Sen. Ferguson signed a subpoena for Mr. Meyer's appearance on Nov. 17. He said Mr. Hughes, however, would be the first witness when the hearings resumed—"at 10 a. m."

Mr. Hughes, who had been standing by for his fifth day of testimony, promptly labeled the reason for the recess as "ridiculous."

The West Coast plane maker and movie producer, who as Mr. Meyer's boss refused last week to produce him for the sub-committee, said he doubted the investigation ever would be resumed.

The unexpected meeting of the sub-committee followed by less than 24 hours a charge by one of its members, Sen. Pepper, the investigation was politically motivated. He had warned that, the way things were going, sub-committee members would never be able to reach a unanimous agreement on their findings.

Mr. Hughes said he would leave for the West Coast this afternoon aboard his private plane, a converted bomber. Asked if he thought he accomplished anything in the hearings, he replied "Yes, I think I got rid of many wrong misapprehensions."

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Hendon _____
Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

Hughes
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FEB 9 1947

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RECEIVED GENERAL INVESTIGATION

WASHINGTON NEWS
DATE 8/11/47

3-3275 1947 *JB*

Probe Steel and Aluminum, Too—Pepper

Hughes Show Is Entering Last Act, Brewster Leaves on a Vacation

WASHINGTON—Pressure was building today for a full scale Senate probe of the wartime steel and aluminum industries as a follow up to the Howland Hughes investigation.

Though several additional witnesses were promised by Subcommittee Chairman Sen. Homer Ferguson (R., Mich.), little further news was expected from the Hughes probe. Barring unexpected developments, Ferguson counts on winding up the hearings within the next two or three days.

Sen. Claude Pepper (D., Fla.) argued in effect yesterday, however, that the end of the Hughes inquiry should really mark the beginning of a wider and more fruitful search into the wartime operations of the aluminum and steel corporations.

See a Coincidence?

Pepper, who has fought the tactics of the GOP-weighted committee throughout the past two weeks of hearings, got in his shot during a radio interview over Washington station WINX.

He was asked whether he believed the hearings "were held to embarrass the Democrats in 1948."

Pepper charged, indirectly, that the GOP command had tried a fishing expedition with an eye to next year's Presidential election.

It was "an unusual coincidence," he emphasized, that the War Investigating committee should have singled the Hughes contracts out as its "big case" for 1947.

The Name

Remember

"It seemed to me," he said, "that it was due to the fact that Elliott Roosevelt was connected with one of them (for a photo-reconnaissance plane) and President Franklin D. Roosevelt was indirectly connected with the other one (for a giant cargo flying boat)—although neither is shown in any sense of the word to have been guilty of any improper conduct in respect to either."

Pepper stressed that no hint of fraud or corruption on Hughes part had been shown.

Brewster Off to Vacation

Pepper said he had heard of an in which steel companies subordinated wartime bids identical down to the fourth decimal point. He also cited reports of steel and aluminum industry leaders arguing to reserve "their shipyards" over during the war.

There was no sign the Republic

can-commanded committee would follow Pepper's recommendations—certainly not in the near future. Sen. Owen Brewster (R., Me.), after tussling with Hughes last week over the latter's charge that Brewster tried to pressure him in the interests of the rival Pan-American Airways, has left the capital for a four-week vacation in Maine.

Ferguson meanwhile told reporters that "several additional witnesses" will wind up the hearings, which adjourned Saturday, with Hughes on the stand, until this morning.

Did a Like Him

Hughes then explained that he started a program of wartime entertainment for Army procurement officers because "one of the top ranking generals" at Wright Field, O., told him he was regarded as "stuck up." Emphasizing that he'd spent \$7,800,000 of his own money on the experimental flying boat, Hughes said:

"My reputation is wrapped up in it. I have stated that if it fails I will leave the country. And I mean it."

The huge plane, on which the Government has spent \$18,000,000 has not yet been flight tested. Hughes did not indicate whether he meant that to be the ultimate test.

More About Expenses

Ferguson refused to identify any of the "additional witnesses" in advance.

Other committee sources said, however, that they will be persons listed on the \$164,000 expense accounts of John V. Falson, public relations man for Hughes.

At last reports, U. S. marshals and committee investigators were still trying to find Meyer to hand him the subpoena issued Friday by Ferguson after Hughes refused to help find him for secure testimony.

There was no sign Ferguson intended to excuse his refusal to permit Hughes, Fulton, former committee chief counsel, to air charges that Brewster was guilty of "deliberately stating and re-stating falsehoods."

Supports Hughes Story

Barred from the witness stand on Saturday, Fulton scheduled an appearance over the radio last night to repeat the statements he made at a Saturday press conference.

Fulton, who at one time served as attorney for Hughes, said in a statement issued after the subcommittee refused to hear him, that his evidence would have "endangered" Brewster and would have supported Hughes charge that the Senator pressured the plane producer to "go along" with a bill to establish a single American overseas airline.

Early in his testimony, Hughes swore that Brewster told him he would call off the public investigation of his contracts if Hughes would agree to a merger of his Trans World Airline with the Pan-American Airways. Brewster, also under oath, denied this.

- Mr. Coffey _____
- Mr. Glavin _____
- Mr. Ladd _____
- Mr. Nichols _____
- Mr. Rosen _____
- Mr. Tracy _____
- Mr. Acers _____
- Mr. Carson _____
- Mr. Harbo _____
- Mr. Hendon _____
- Mr. Mumford _____
- Mr. Starks _____
- Mr. Quinn Tamm _____
- Mr. Nease _____
- Miss Gandy _____

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FEB 1 1947
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Sen. Brewster Charges 'Fixed' Poker Games Got War Contracts

High U. S. Officials Were Allowed to Win
Big Sums to Influence Awards, He Says

DEXTER, Maine, Aug. 10 (UP)—High military and civilian procurement officers were allowed to win huge sums of money in "fixed" poker games during the war by contractors who wished to gain their favor, Sen. Brewster (R) of Maine said today.

Another method used by some contractors, he said, was to award low-salaried procurement officials jobs in private industry at salaries "much in excess of their government pay" in order to influence their contract recommendations.

Several \$1,000 Bets

"There were poker games in which \$1,000 bets were made and where a procurement officer or other person whose favor was sought was always allowed to win," he said.

"In this connection, I know that there are two million \$1,000 bills in circulation, and I know that some of the holders of these bills would like to sell them for \$400 to avoid explaining where they came from," he said.

Brewster, home now for a month's vacation, said he regretted the publicity given to "gals and parties" in the investigation of a \$40,000,000 contract to Howard Hughes. He added that he expected the investigation would lead to "high places."

Calls Probe "Curtain Raiser"

Describing the Hughes investigation as "only a curtain raiser," Brewster said his committee may disclose that generals, admirals and others high in government circles might have been involved in contract "deals."

However, he refused to name the high-ranking officers and others who will be called before his committee sometime next month and October.

"We may even uncover a few more 'May-Garson' cases," he said. "It will not be the fault of the committee."

He said he was not sure if the committee would be able to uncover the truth about the Hughes case, but he was sure it would be able to uncover the truth about the other cases.

Fulton Hits Committee On Handling of Inquiry

Former counsel Eugene Fulton of the Senate war investigation committee charged last night that, by its handling of the Howard Hughes inquiry, the committee had "thrown away the reputation it had taken years to build up."

In a radio interview, Fulton said that Committee Chairman Brewster of Maine had made a "fatal error" in trying to investigate the millionaire plane builder and push his community airline bill at the same time.

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John W. Meyer

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Times Herald

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ST. LOUIS
OF THE CONTRACTS, AND IN THE OTHER WORLD

Pepper Sees Politics in Plane Probe

Hughes Defended As 'Sincere Young Man'; Senator Asks Other Investigations

By the United Press

Senator Claude Pepper (D., Fla.) said yesterday that the Senate War Investigating Committee decided to make the politically hot Howard Hughes inquiry its "big case" for 1947 and charged indirectly that Republican members had their eyes on next year's presidential election.

Pepper, ranking committee Democrat, said it was a "strange coincidence" that other cases of alleged fraud against the Government were passed over in favor of the Hughes probe in which the late President Roosevelt and his son, Elliott, were involved.

Describing Hughes as an "earnest, sincere young man" who is "deeply hurt" by charges made against him, Pepper said in a radio interview on Ed Hart's Forum (Station WINX) that the inquiry has "done nothing" to increase the prestige of Congress and has failed to prove that fraud or corruption was involved in the 40 million dollars of Government contracts obtained by the West Coast plane builder.

Meyer Still Sought

Meanwhile, the subcommittee's investigation of the Hughes contracts entered its third and probably final week with Chairman Homer Ferguson (R., Mich.) still looking for rotund Johnny Meyer, free-spending Hughes press agent who testified earlier that he spent \$184,000 in five years entertaining big shots in Hughes' behalf.

The subcommittee wants to ask Meyer some more questions and slapped a subpoena on him to force him to appear. But United States marshals thus far have been unable to find him and Hughes flatly refused to help in the search.

Ferguson said he had no further plans to force Meyer to appear and would rely on the subpoena to get results. He intends to wind up the hearings in another two or three days.

The feud between Senator and Senator Owen Brewster (R., Me.) which threw the committee into turmoil last week, had all but subsided last night. Brewster, chairman of the full committee, has left town for a four-week vacation in Maine and Hughes appeared ready to let the issue drop. Fulton Ads View

But Hugh Fulton, former chief counsel of the committee, charged last night that, by its handling of the Hughes inquiry, the committee had "thrown away the reputation it had taken years to build up."

In a radio interview (WINX), Fulton, who later served as attorney for Hughes, said that Brewster had made a "fatal error" in trying to investigate the millionaire planebuilder and push his community airline bill at the same time.

He said that such procedure was contrary to the inquiry principles followed when President Truman ended the committee and he was its chief counsel.

Fulton told his radio audience that he decided to come to Washington when he heard Brewster charge that the former committee counsel had tried to get him to call off the inquiry.

He denied the charge flatly at Saturday press conference he had accused the Senator of "deliberately stating and restating falsehoods." Fulton conceded last night

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Sen. Pepper Sees Politics Behind Hughes' Plane Probe

that he called on Brewster, but only to urge him to conduct the investigation in a quiet, thorough manner, according to the "Truman procedure."

Says He Worried Brewster

"I urged him to let the investigation cover more ground," he said. He added that he warned Brewster that the Senator's interest in the community airline bill made the inquiry subject to suspicion if complete discretion were not used.

Fulton said that he was not employed by Howard Hughes at that time. He was retained by Hughes only after he had been convinced by his interview with Brewster that the inquiry would be conducted in the manner he wished.

Pepper, who directed friendly questions at Hughes during his four days on the witness stand, was asked during the radio interview whether he felt that the subcommittee's hearings "were held to embarrass the Democrats in 1948."

"It seemed to me," Pepper replied, "that it was an unusual thing that a contract of such little moment—40 million dollars altogether, involving two different contracts—should have been singled out and spread on the front pages of all the papers of the country."

"It seemed to me that it was due to the fact that Elliott Roosevelt was connected with one of them and President Franklin D. Roosevelt was indirectly connected with the other one—although neither is shown in any sense of the word to have been guilty of any improper conduct in respect to either one of those contracts."

Pepper said it was "an unusual coincidence that this case should have been singled out after months of preparation to be the big case which this committee would have this year."

"In the case of the big cargo plane," he continued, "Mr. Hughes put nearly \$7,500,000 of his own money into it—that is, as lost money—and a great deal of his own time and effort. He therefore derived no profit, and derived no extensive profit out of the few million dollars which he was to get for building the other three planes."

Further Investigation Favored

Recalling that when President Truman headed the committee of usually fled unanimous reports on similar investigations, Pepper said there was "considerable doubt"

that a unanimous report would be issued this time. He did not say whether he planned to issue a minority report.

Pepper emphasized that he favored an extensive investigation of all charges of war contract fraud in the steel, aluminum and aircraft industries with the emphasis on the "most grievous cases of wrong to the Government."

Many of them, he said, were "more important than a few expense accounts."

Hughes told the subcommittee that he started a program of lavish wartime entertainment for Army procurement officers, including Elliott Roosevelt, because his previous failure to do so had made him unpopular with Army "brats" and had hindered his war contract activities.

Hughes also said that he "probably would leave this country and never come back" if the still earth-bound 200-ton plywood flying boat he built for the Government proves to be a failure.

Brewster Says Inquiry Is Only Curtain-Raiser

Dexter, Me., Aug. 19 (UPI)—Senator Brewster (R., Me.) declared today that the Senate's current investigation of Howard Hughes' wartime contracts is "only the curtain-raiser" for investigations that may involve many high in Government circles.

Brewster, chairman of the Senate War Investigating Committee, made the statement while vacationing here.

He predicted that "generals and admirals" may be involved in the committee's probe of war contracts. He said many prominent persons will be called before the committee "sometime in September or October."

"The day of the 'little black bag' is gone," Brewster said, referring to the manner in which bribes and "gifts" were transferred in the days of the Teapot Dome oil scandal.

"Today, we have the poker games where \$1000 bets are made and where a procurement officer or other person whose favor is sought, is always allowed to win."

"In this connection, I know that there are two million of \$1000 bills in circulation. That means two million dollars. And I know that some holders of these \$1000 bills are willing to 'sell' them for \$500 in smaller bills. It's too hard to explain where you get \$1000 bills."

Brewster Ran Out, He Charges

Ferguson Says Meyer
Absence Stopped Show

By CHARLES R. SMITH

The Howard Hughes war contract probe was abruptly halted today until Nov. 17, and Hughes accused Sen. Brewster (R) of Maine, chairman of the Senate war investigating committee, of "taking a runout powder."

Subcommittee chairman Ferguson (R) of Michigan announced that the long runout was necessary because of the disappearance of Hughes' press agent, John W. Meyer, but the millionaire plane builder vociferously denied that "disappearance."

"Didn't Tell Staff"

Hughes declared, "I didn't have a chance to tell half my story," asserted he did not believe the hearings would be resumed, and said the postponement action was "a complete vindication of my position."

Referring to the fact that Brewster, with whom he engaged in a bitter personal feud, left Washington for his home in Maine, Hughes said in a statement for the news: "I was not a cowardly man."

"When Sen. Brewster folded up and took a runout powder, it was the staff. There was no reason why the other senators should fight Brewster's being hostile if he was too cowardly to stay."

He added that "public opinion" forced termination of the hearing.

Brewster Retorts

The Maine Sen. Brewster charged that Hughes had six times urged his Senate committee to call off the investigation.

Brewster's statement came in answer to Hughes' accusation that the Senator was "too cowardly" to continue the investigation.

Brewster told newsmen: "Mr. Hughes started this personal phase of it. I suggested he come in and make charges under oath which I could answer. He was on two or three hours at a time for several days. Six times he urged the committee, and I quote, 'I earnestly urge the committee to drop this matter right here.'"

"It seemed to me he was crying 'enough' and throwing in the sponge. That concluded it so far as I am concerned."

Brewster to Hughes

Hughes said that from the time he entered the hearing chamber "it was very obvious that every man and woman was hating me."

His battle with Brewster resulted from Hughes' charge that the Senator refused to quash the probe if Hughes would agree to charge his Trans World Airline with Pan American Airways.

Brewster denied the charge under oath. The personal hostilities apparently were ended by mutual agreement last week, but both

(Continued on Page 4, Col. 1)

johnny meyer

Brewster Took Runout Powder, Hughes' Opinion

(Continued from First Page)

Hughes declared to his staff that after Ferguson abruptly terminated the probe that "Brewster left the room to the backwoods of Maine" because the hearing "was getting too hot—he couldn't take it."

He wrote later: "Before allowing his name to be mentioned, Hughes read it aloud to his lawyer, Thomas Black, and asked: 'Tom, do you find anything malicious in that?'"

Black laughed and said it was not malicious.

Hughes said he had come to Washington "hoping that my name was going to be dropped in the news throughout the world."

"But because the American people believe in fair play I have quarreled with more friends than I ever had before."

Asked if he would return to the witness stand Nov. 17, Hughes replied with the "delicacy" that he had marked much of the proceedings "that, yes."

Request for Show

Ferguson insisted that the investigation is not being carried, and revealed that a "preliminary" order has been issued through the State department in an effort to catch up with the show-means.

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The prototype in some way had Friday after having been sent to the Army for \$100,000 in furtherance of Hughes' \$100,000 in war plane contracts.

Portman ordered a new subpoena issued for Meyer, but U. S. marshals have been unable to locate the five-appearing publisher and Hughes refused to discuss his company's whereabouts.

The subcommittee chairman, who asserted he could not proceed further without additional testimony from Meyer, stated that the worldwide "war" order had been dispatched last Friday.

Say and Hear Set

Portman ordered Hughes to appear in the witness stand at 10 a.m. Nov. 17.

The speaker said that, meanwhile, the committee staff will begin its investigation of Hughes' contracts, leaving that the "real work" of the committee.

The "good story" about the committee chairman, Hughes declared:

"I would welcome a chance to explain my story. I had about 600 pages of hand-written testimony. I didn't get a chance to present. The committee has heard from a lot of witnesses who were subpoenaed on the spot, and it would have been hard to get a little more accurate information. I didn't have a chance to tell half my story."

Ready to Appear Again

Hughes said, however, that he believed "something has been accomplished" by his brief appearance on the witness stand. He explained that there had been "a great deal of misrepresentation on a lot of points" and some of this was cleared up by his initial testimony.

Hughes said he might leave Washington for Los Angeles this afternoon, but would be ready to appear before the Senate committee again Nov. 17, if the hearings resumed "right now."

Hughes expressed doubt that the 200-ton flying boat, which is now in dry dock off the California coast, could be "right tested" by Nov. 17, or that the third plane reconnaissance plane could be delivered to the Army by that date.

Third Plane Tested

Hughes cracked up in one plane-plant last summer, and another was delivered to Wright field at Dayton, Ohio, for static tests.

He said a third photo-reconnaissance plane "is now undergoing Army tests," and he delivery to the military "depends upon how soon the Army is going to be in the line."

Hughes asserted that "I'm probably not very popular with the Army and they'll make it pretty tough for me."

He had testified Saturday that testimony on the part of Army officers at Wright field had made it impossible for him to complete his warplane contracts on schedule.

The influential aviator asserted that he did not think it was "completely fair" to postpone the hearings abruptly before he had an opportunity to tell the committee about the Army officers "who came to me and reported the testing of planes which accused against me at Wright field."

He said he had the names of five officers who on various occasions told him "of the hatred which existed against me, and that the Army considered the whole thing."

Hughes contended that Portman "gave the impression last Saturday that he didn't believe my story."

Hughes said he also was ready to bring J. B. Alexander, a former Hughes' executive, and a former Army officer attached to Wright field, to the witness stand to "authenticate my story."

"I have the actual dates, places

and names of the Army officers who ran substantial my story," he added.

Hughes insisted that the Senate committee, "I don't know the whereabouts of Johnny Meyer."

The aviator said that the man who first told him of the Wright field enquiry was a "very prominent war time officer" and added that he did not want to reveal his name until the November hearing.

Officers Were Angry

He told previous he could name specific instances in which he observed dislike of Army officers.

Once in 1940, he said, Maj. Gen. Paul H. Henshaw, now brigadier general at Wright field, and Col. Frank Wolfe arrived at his plant. He explained:

"They arrived at noon one Saturday. They had come to see the D-3, which I had ordered to be kept secret. Unfortunately, I wasn't there and couldn't be found. They waited all day and they left, naturally, angry. I don't blame them for being angry."

Hughes added that this was the "heart of things" that got him in wrong with air force officers. He explained:

"I was told I had to be nice to them and overtake them. I don't have time to do that, so I told Johnny Meyer to look after them."

Trotter revealed that Meyer spent \$104,000 on entertainment of Army officers and other during the war.

Asked if he was dissatisfied with Meyer's expenses, Hughes said:

"I haven't even examined them. I made Johnny Meyer my director of public relations and told him to improve relations with Wright field because I was hated there. I can't even say whether he did a good job or a bad job."

Back to the Job

Hughes said the postponement of the hearings came "as a complete surprise to me."

He told previous that he was "going back to work" at his West Coast plant "building some advanced secret stuff which I can't discuss now."

Hughes said the work was for the Army, some of it on jet planes.

In regard to the hearings, Hughes said:

"I do not indict anyone on the committee except one man. But I think he pushed it and was behind it right along."

He was asked whether he still felt, as he testified earlier, that his reputation has been "ruined" by the inquiry. He replied:

"I don't feel that way any more. I think the press and the public, through enough, have seen the true light of the thing."

He expressed his gratitude to the press for the fair treatment he had been given.

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Text of Hughes' Statement Accusing foe of Running Out

The text of a statement made by Howard Hughes regarding the report of Senate hearings on his corporate affairs:

"I have just been asked who I think the hearing was called off."

"I believe it was called off because the people of the country render the final decision in any controversy. The public is the final judge. It was very pleasant from the time I first walked into this room that the press and the public were on my side."

"They believed that there was no justification for this investigation in the first place."

"As soon as Sen. Brewster said he was fighting a losing battle against public opinion he held up and took a running powder."

"Yes, when Sen. Brewster headed for the backwoods of Maine that was the tipoff. Washington was getting too hot for him."

"There was no reason for the other senators on this committee to continue his battle for him if he was too cowardly to stay here and face the music."

"The other senators now no reason to carry Sen. Brewster's banner against an overwhelming avalanche of public opinion."

"I thought this investigation would drag my reputation through the mud but instead, Sen. Brewster said that the American public believe in fair play and because they supported me, I have more friends now than I ever had in my life."

Fixed Poker Games, Jobs Were Pay-Offs: Brewster

(Special to the New York Mirror)

DEXTER, Me., Aug. 10.—Fixed poker games in which high military and civilian procurement officers won huge sums, and high-salaried jobs in private industry were two of the pay-off methods used by war contractors to win their favor, Sen. Brewster (R.-Me.) said today. He predicted that the further probe of war contracts will reveal improper payments running into millions.

Interviewed at his home here the chairman of the Senate War Investigating Committee said the current investigation which so far has been featured by the probe of Howard Hughes, millionaire plane builder, was only the "curtain-raiser" and that generals and admirals and others high in government circles may be involved as his committee delves further into war contracts.

Brewster refused to name the high-ranking officers and others who will be called "some time in September and October," nor the companies which handled huge war contracts.

"The day of the 'little black bag' is gone," Brewster said, referring to the manner in which bribes and "gifts" were popularly believed to have been transferred from contractor to government officials in the days of the Teapot Dome oil scandal.

"Today, we have the poker games where \$1,000 bets are made and where a procurement officer or other person whose favor is sought, is always allowed to win.

"In this connection, I know that there are two million \$1,000 bills in circulation. That means \$2 billion. And I know that some holders of these \$1,000 bills are willing to 'sell' them for \$500 in smaller bills.

"Then, again, we find that low-salaried procurement officials suddenly become 'valuable' to certain contractors and secure jobs with them at salaries many times in excess of their government pay.

Disclaims Politics

"We may even uncover a few more 'May-Carson' cases," Brewster said, referring to the recent conviction of former Rep. Andrew May, of Kentucky and Henry and Murray Carson on bribe-conspiracy charges in connection with \$70,000,000 war contracts. Disclaiming any political motive behind the current investigation, Brewster said:

"It will not be the fault of the committee if the investigation leads us into high places. We intend to follow through, no matter where it leads."

CALLS HUGHES PROBE 'CURTAIN-RAISER'



Sen. Brewster ... says generals, admirals and others high in Government may be involved in further investigations along lines of Hughes inquiry.

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Miss Gandy _____

Johnny Meyer

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New York Daily Mirror
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51 AUG 20 1947

Alibi And No Plot

The anticlimax in which the hearing wound up yesterday is astounding. Senator Brewster, who is chairman of the War Investigating Committee under whose auspices the investigation is being held, has retired for a couple of weeks to the backwoods of Maine. Seemingly Senator Ferguson, chairman of the subcommittee before which the inquiry is being conducted felt he had been left in a box. That, at any rate, was the fruit of the Michiganian's bathetic ruminations on his dilemma. For yesterday morning he called the whole thing off. Another day like Saturday, and Mr. Howard Hughes would have become a national hero. Formally the proceedings have been postponed till November 17 on the grounds that the presence of Mr. Johnny Meyer is essential to the proceedings. This was a palpably absurd excuse. All that Johnny Meyer knows is on the expense accounts which are now in the committee's possession. The performance has thus been left dangling in the air, with the reputations of all manner of persons in a slightly damaged condition. No dignity, however, has been sullied more than that of Congress.

The original object of investigation, you may remember, was the contract awarded in 1942 to the Messrs. Howard Hughes and Henry Kaiser for a tremendous flying boat which has not yet been delivered, and may never be. Mr. Kaiser appeared as a witness and apparently explained his retirement from the project to the apparent satisfaction of the committee. Mr. Hughes confessed and complicated the whole issue by making charges that the whole investigation had been inspired by his refusal to consent to a merger of his Trans-World Air Lines and the Pan American Airways in a proposed monopoly of overseas commercial air operations, so that Senator Brewster's relationship with the proponents of this monopoly necessarily became an equally violent subject of public excitement. Then the committee permitted itself to be diverted from the question of the flying boat by General Echols' assertion that a contract for a photo-reconnaissance plane had been awarded to Mr. Hughes on the recommendation of Mr. Elliott Roosevelt over the protests of certain Air Force officials. Obviously the committee allowed itself to be dazzled by the possible political implications of this revelation—especially after Mr. Hughes' publicity representative, Mr. Johnny Meyer, testified that he had spent several thousands of dollars in supplying Mr. Roosevelt and his friends with entertainment and other luxuries at the time when he was supposed to be examining in the light of his own experience in photo-reconnaissance operations the practical virtues of Mr. Hughes' designs.

The committee, however, merely succeeded in proving that Mr. Roosevelt in accepting Mr. Meyer's hospitality had acted with great indiscretion and impropriety, which was scarcely a matter of great surprise. It did not succeed in showing that Mr. Meyer's hospitalities had influenced Mr. Roosevelt's technical judgments, for in the nature of things it was impossible to do more than to point the suspicion. Mr. Roosevelt, therefore, emerged from his hearing with an aura of vindicated in-

nocence, and as one who had felled persecutors animated by cynical self-interest or partisan malice. The question of Mr. Roosevelt's technical abilities was not even raised. Yet, in view of General Echols' testimony it should have been made the nub of the whole matter. For if it could have been shown that it was any less than that of the officers who had opposed his recommendation, it would have opened the question why he was assigned to such a responsibility in the first place and why his report was approved.

When Mr. Hughes finally appeared before the committee he immediately took the offensive by repeating his accusations against Senator Brewster. By this time the whole investigation had got out of hand, and there was no doubt that the discomfiture of the committee was being thoroughly enjoyed by all those who had reason to resent the often cavalier methods used by members of congressional committees in dealing with witnesses less influential and resourceful than Mr. Hughes and less delighted by the public spotlight than Mr. Elliott Roosevelt. The complete absence of any rules of procedure, or any clear definition of what constitutes evidence, which has made possible so much brow-beating and other abuses of power by congressional inquisitors, had this time been admirably turned against them.

The farcical character assumed by the Senatorial investigation brings up again various questions concerning the propriety and wisdom of the methods by which these investigations are conducted. That there was something very wrong with the conduct of the present investigation was apparent from the fact that the legislative value of the evidence so far uncovered is virtually nil, and that the hearings had been permitted to degenerate into an extremely bad-mannered and ill-tempered controversy which was being decided in the public mind, not according to relevant facts, but by political passions and personal prejudices.

The courts have long since agreed that Congress has the constitutional right to inquire into any matter that might conceivably aid it in the framing of legislation. And this is broad enough to give it unlimited powers of interrogation. Since neither the device of minority representation nor the assumption of a sense of justice and fair play on the part of the investigators can always be trusted to protect the witnesses, it has sometimes been proposed that these investigations follow rules of procedure and evidence comparable to those of courts. If this entails, as perhaps it may, too great a limitation on the right of inquiry, it is at least reasonable to ask that these interrogations be conducted with some definite legislative end in view, and thereby give direction to the examinations.

Thus, as it seems to us, could be achieved by vesting the inquisitorial power wholly with those committees which also have a legislative function, and by abolishing all special committees, precisely as was provided in the original version of the LaFollette-McCormack reorganization bill—a reform which this hearing has made a "must" for the next Congress, if only by way of protecting the dignity of our representative institutions.

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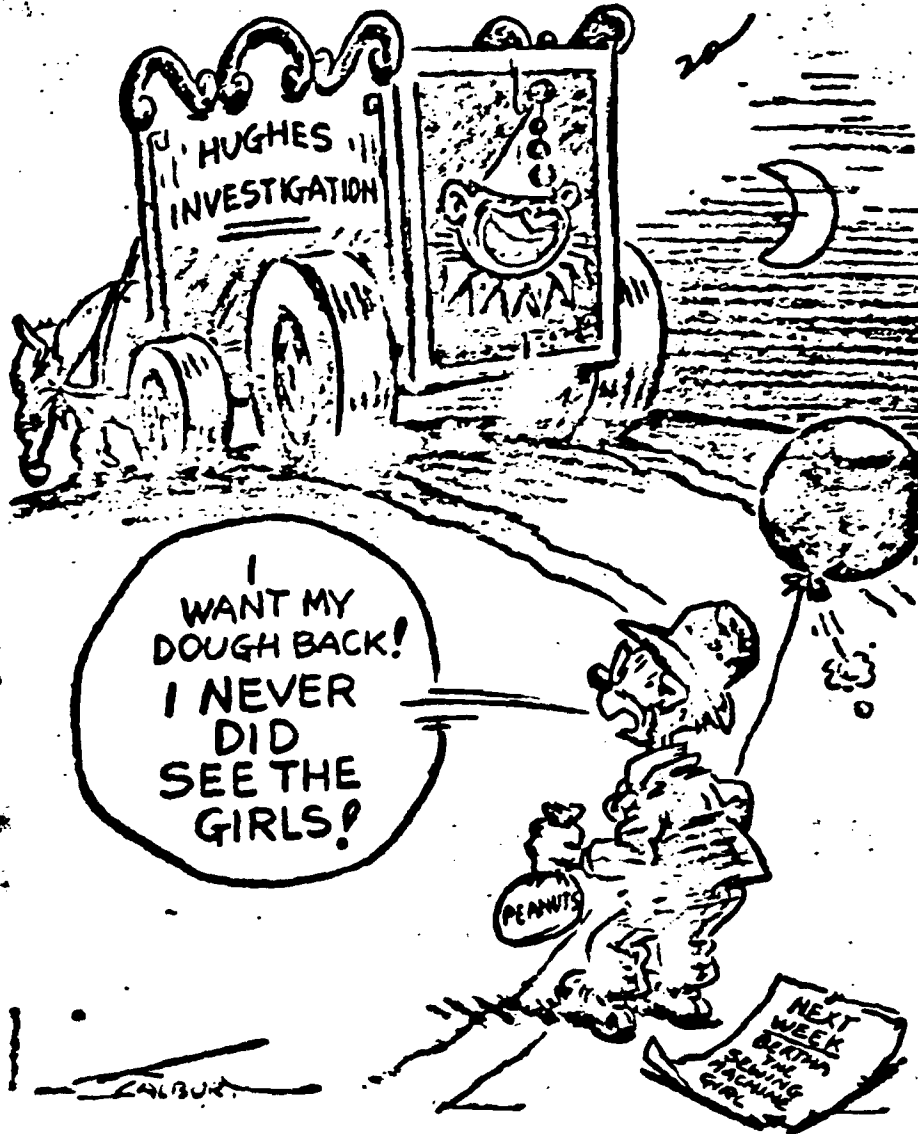
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THE SHOW THAT FLOPPED

By FALBURY

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FEB 9 1947

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FAIR ENOUGH

By W. T. BROOK PEGLER

ELLIOTT ROOSEVELT has declared an emotional denial that he ever was his father's influence to get contracts for the Harbors company, which paid more than \$1,000 of the expenses of his third wedding.

He said substantially the same thing shortly after his father died, when the fact was disclosed that with the old man's connivance and help, he had obtained \$1,000 from John Hartford.

In the season of good hunting he took \$50,000 from David O. Harwood and \$25,000 from Charles Harwood. Harwood frankly expected Roosevelt to make him a judge of the United States district court.

Elliott dead-bast most of this total of \$75,000, but Harwood couldn't be gypped. Elliott's old man didn't come through with the judicial job and old Charles refused to give up his collateral.

AT THE time of this revelation, Elliott Roosevelt was a brigadier general. He then hurried out of the Army before the war with Japan ended, rather than try to reconcile his default of his just debts with military law.

However, he might not have been tried because the Roosevelt brass was still mighty and a Democratic Congress was doggedly concealing corruption which only now is beginning to come out.

IN THE present instance, Elliott says his promotion to brigadier was rejected twice by General Marshall, then Chief of Staff, after it had been recommended by Generals Spaatz and Eisenhower. He was temporarily turned down, said he, because "It was unusual for a man to have as rapid a rise and because I was the son of the President."

It was not merely unusual but disgraceful that such a man should rise to the rank of brigadier in a highly technical and scientific branch in view of the fact that he had barely the equal of a patched-up and pieced-out high-school education.

He was a long-division boy in a league of astral physics and he was not a qualified military pilot.

Spaatz and Eisenhower were jumped from colonel and lieutenant-colonel respectively to the dazzling ranks of full general and general of the armies.

Roosevelt was good to officers who pleased him but vindictive to men who refused to adjust their professional judgments and their ethics to his.

Admiral J. O. Richardson was canned from command of the Pacific fleet because he foretold Roosevelt that it was suicidal to base the fleet at Pearl Harbor and, in effect, told this bathtub Nelson that he was just a mama's boy splashing about with celluloid ducks under the eyes of his nurse.

IN HIS book, "As He Saw It," by which Elliott exploited his relationship to the election returns for another \$50,000 in royalties, the young topospot boasts between accounts of drunken brawl of the gods of war that he personally got the Legion of Merit for Eisenhower.

He put the idea in his old man's head and was delegated to see that General Bedell Smith drew up a citation—"North African campaign, G. I. campaign, all that"—as the President casually put it to his cub.

On the very next page he is back again on topic A, home. There he reports that eight Navy chief cooks and stewards had turned up

at Cairo and that, "I was not needed! I empty high-top glasses for those that want a drink."

IT COULD have meant little to Spaatz and Eisenhower to recommend this hard-drinking young master of smoothery and household politics for a rank in which he was so unimportant that he could be spared for historic debauchery in Cairo and Teheran and long spells of "relaxation," as he calls his pub-crawling, in New York, Washington and Hollywood.

Meanwhile, the young pilots who flew the lone missions and, in many cases, went down, lived in comparative squalor and never got home to "relax." Spaatz and Eisenhower would have spouted trouble had they refused to recommend the promotion.

It will be observed that General Marshall did not persist in his belief that this promotion would embarrass the President but graciously gave in.

The menial officers who vindicated Roosevelt and Marshall and lynched Kimmel and Short in the inquiries after Pearl Harbor went up to dizzy heights notwithstanding the grievous guilt of some of them.

ALMOST immediately after the disclosure of the gyp of John Hartford, who was finally trimmed of \$196,000 by Elliott and then killed of his collateral by the old man on false representations that the stock was worthless, Elliott's counsel turned out a press release which said that any statement that his father ever had "promoted or assisted" in any of his shady financial dealings was "a deliberate, infamous lie."

His lawyer at that time was Randolph Paul, a New Dealer, who had been general counsel of the U. S. Treasury. Elliott had a new mouthpiece, at the current Senatorial inquiry into the cheese-cake social life of the tarnished brass in Hollywood.

Mr. Paul may have been misled by Elliott but, at any rate, it was absolutely proved that President Roosevelt did bird-dog John Hartford like any underworld champ-hunter along Broadway, and personally rigged the scheme to gyp Hartford of his security and turned it over to Elliott's divorced wife for alimony.

A few days later it was further shown that Elliott arranged a dinner party with his parents at the White House for Hill Blackett, a Chicago advertising man, whom Elliott was pestering for business for his rattletrap radio network.

Blackett said, "I assume the reason I was invited was business. Like you know what I mean. I don't have to spell it out for you. I have been entertained by lots of people who wanted business."

IN STILL another job of White House racketeering, Elliott wrote Steve Early, the old man's secretary, to defer decision on an important public utility case in Texas until he, Elliott, could come to Washington because he was "gratuitously and personally interested in this thing." This is in the Senate record.

In a big theatrical scene, Elliott seems to have been taking lessons from his current wife, an actress, in the art of chewing the scenery.

"Because of the affection I bore him (meaning the old con-man) I will fight to the death to protect his name and his record," he said.

That is not even good green corn let alone heavy drammier. For money, he dirtied up his father's name and record irreparably long, long ago. But he needn't take it too hard because if anyone corrupted anyone else, the old man afflicted the kid.

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John Meyer
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G. I. R. T.
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50 out of 100

FEB 9 1947
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Times Herald
Page 23

AUG 13 1947

WASHINGTON SCENE By GEORGE DIXON

REFERRING to another court jester who also has the handling of other people's money, Senator Meyer rested a large and alcoholic glass on the other evening by declaiming:

"I guess I'm just the rich man's George Allen."

PUNK was for pale people: As far as Howard Hughes and his travels are concerned, Jim Tripp is enough.

DISTINCTLY peeved at being shunted into the wings after the big stars of the show made their appearance, the rotund and eretund Mr. Meyer asked Senator Ferguson if he might be excused. The investigating committee chairman asked why.

"Because," said Mr. Meyer, "I have some unfinished business I want to attend to."

"Hum!" said Senator Ferguson. "Where is this unfinished business?"

"In Paris," grinned the irrepressible Mr. Meyer.

The chesty check-grabber was almost frostbitten by the Senator's cold "no!"

WHEN Howard Hughes testified he had a witness to his conversation with Senator Owen Brewster of Maine, in which the latter allegedly offered to call off the investigation if Hughes would merge his Trans World Airline with Pan American, the young multimillionaire suddenly made things very warm for a Washington public relations man.

Hughes said he had been advised that Senator Brewster was "very tricky" and had taken a "Mr. Heflin" with him to the meeting.

Well, we all know a "Mr. Heflin" around these parts because, if you don't know him, it means you must be deaf, dumb and blind, and also a strict teetotaler. He is Mr. Marty Heflin, brother of Mr. Van Heflin of the cinema.

Mr. Heflin, who publicizes various things, including Senator Elmer Thomas of Oklahoma, was immediately beset by newspapermen demanding to know what his tie-up was with Hughes. The pressure finally became so great that Mr. Heflin had to leave the bar.

BUT that wasn't the worst. Mr. Heflin was home in bed, sleeping off a business conference, when Hughes tossed in the "Mr. Heflin" line. And it so happened that among the spectators at the hearing was his 15-year-old son, Martin Jr., who had gained admission to the im-

activities with his chum, Kohler Thomas, grandson of Senator Thomas.

The boys, who were born the same week in the same hospital in Oklahoma City, were jammed into the caucus room but young Heflin got out quickly when he heard about "Mr. Heflin." He employed tactics acquired as a football player at Georgetown Prep, giving the straightarm to various dignitaries, in making his exit.

He flew to a phone and routed his parent out of the Senators.

"Hey, pop!" he cried. "You'd better scram!"

The sleepy Mr. Heflin asked his offspring what he was babbling about.

"They're going to get you, pop!" gibbered the loyal heir. "Beat it out of town while the going's good!"

IT TURNED out later that the Hughes' companion was Edward J. Heffron, a New York attorney, who, incidentally, stated he had never heard Senator Brewster make the supposed offer—but Mr. Heflin has not yet succeeded in convincing his offspring he shouldn't be a fugitive from justice.

MENTION of the Heflins reminds me that a few weeks ago, Marty sr. and his actor brother, Van, met in Oklahoma City en route to Ardmore, Okla., to visit their 86-year-old grandmother, Mrs. Molly Murphree.

Marty wanted to engage a plane to fly down, but Van's keepers, without whom movie stars apparently are not permitted to travel, said no on airplanes.

"Okay," acquiesced Marty meekly—too meekly, if the guardians had only known him. "We'll drive down."

The brothers climbed into an auto, but once clear of town, Marty headed for the airport. They flew to Ardmore, visited with Grandmother Murphree, who told Van she hoped he was leading a good, clean life in Hollywood but sounded darkly skeptical, and flew back—elapsed time about four hours.

Van's keepers inquired how long they had spent with grandma, and Van, unthinking, replied: "Nearly three hours."

"That so?" said one of the guardians. "How far is it?"

"About 110 miles," replied Marty.

One of the keepers started to figure it out on the back of an envelope and suddenly jumped up screaming:

"Migawd! If the studio ever hears about this! That crazy brother of yours must have driven 200 miles an hour!"

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AUG 13 1947

Times Herald
Page 13

55 OCT 26 1947

U.S. Posts Lookout At Ports for Meyer

New Subpoena Issued to Keep Missing Witness
From Leaving Country; Hughes Flies Home

By Mary Spargo
Post Reporter

From Maine to California but
Hughes faunted up the Howard
Hughes dispute yesterday while at
every United States port a new
order was out to prevent John
Meyer, Hughes' publicist, from
leaving the country.

Meanwhile, Hughes the airplane
builder, who stopped a Senate
committee in its tracks, jauntily
flew out of Washington yesterday
for his California home.

Frank Dow, Acting Commissioner
of Customs, said he had instructed
customs collectors at all ports to
stop Meyer.

The pudgy party-giving public
relations man is wanted—or was
wanted—by the Senate War In-
vestigating Committee which was
inquiring into the 40 million dollars
in war contracts held by his boss.

New Subpoena Issued

A new subpoena was issued for
Meyer when he disappeared as
soon as the first one expired but
Meyer couldn't be found.

It was because the peripatetic
public relations man couldn't be
located to testify again about his
lavish expense accounts for enter-
taining Government officials that
the fantastic Hughes hearings were
called off abruptly Monday, ac-
cording to Senator Homer Ferguson
of Mich., subcommittee chair-
man.

Meanwhile the International
News Service, almost simultane-
ously, reported (1) Meyer was in
Guatemala and (2) Meyer was in
New York, enjoying himself at
his accustomed night club haunts.

At any rate, Meyer doesn't ap-
pear to be in Washington where
his luggage is still remaining in
his room at the Statler Hotel.

There were these other devel-
opments in the Hughes row yester-
day:

1. Democrats, who charged the
inquiry was political, and some
Republicans were thinking of ways
to kill off the committee headed
by Senator Owen Brewster (R.
Me.) when Congress comes back
next January.

Others, including Senator
Clarence Cannon (D. Mo.), a mem-
ber of the committee, urged im-
provement in Congressional rules
governing all investigations.

2. Senator Joseph C. Mahoney
(D. Wyo.) predicted that laws
governing lobbying would be
tightened as a result of the in-
quiry, and took a slam at the so-
called Pan-American Airways
"monopoly" bill, of which Brew-
ster is one of the sponsors.

3. The Wyoming Democrat said
that the bill was dead as a result
of the row between Brewster and
Hughes, over the latter's accusa-
tions that Brewster tried to "black-
mail" him into favoring the bill.

Parting Shot at Brewster

4. Hughes left behind a parting
shot at Brewster. He said the Maine
Senator had been promised the
Republican vice presidential nomi-
nation by Pan American's "super-
charged political machine." If he
got the "communist airline" bill
through Congress. The charge was

made in a transcription prepared
for the broadcast locally by Radio
Station WINN.

5. Senator James Murray (D.
Mont.) called for a Senate investi-
gation of his own investigations—
"I'm serious about that"—and said
the Brewster Committee inquiry
was "just another inquiry to
sneer every witness that takes the
stand."

6. From his home in Maine,
Brewster kept firing broadsides
back at his critics. Murray he said,
"has been trying to stop the com-
mittee for a long time."

7. At the airport Hughes told
waiting marshals that Meyer
wasn't with him. He told report-
ers he supposed Meyer would be
on hand if the "hearings" resumed
as scheduled on November 17. "I
suppose he'll be back or he'll be in
jail," laughed Hughes. "I guess
if Ferguson gets hold of him that
will be something."

8. Bill hanging over the head
of the unlucky Meyer, whose lavish
expense accounts for entertaining
Army officers and Government of-
ficials, notable Elliot Roosevelt,
were spread on the record, is not
only a possible contempt charge
but a threat of prosecution on draft
charges.

10. The Senate Committee
yesterday referred evidence re-
garding Meyer's deferments to the
Department of Justice.

Dow said the customs office was
requested by the State Department
to "take up" Meyer's passport
he tried to board any subsonic
ship. Under wartime legislation,
still in effect the State Department
has authority to prevent use of
passports by any individual sus-
pected by a law enforcement agency.

Members on Vacation

Some of the top members of the
Senate War Investigating Com-
mittee staff were reported on va-
cation last night, which is taken as
one indication the search for
Meyer is not being pressed very
hard.

In response to Hughes' charges
on Ed Hart's Forum over WICK
last night that Pan American had
promised to help Brewster become
President in return for aid on the
community airline bill, Brewster
declared:

"We've just begun to fight."

Booed by well-wishers at
Washington National Airport
Hughes settled himself at the con-
trols of his converted B-23 and re-
marked:

"This feels a lot better than the
hot seat I've been in for the last
week."

Mr. Tolson	_____
Mr. E. A. Tamm	_____
Mr. Clegg	_____
Mr. Glavin	_____
Mr. Ladd	_____
Mr. Nichols	✓
Mr. Rosen	✓
Mr. Tracy	_____
Mr. Egan	_____
Mr. Gurnea	_____
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THE WASHINGTON POST
PAGE 3
DATE 8-13-42

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THE WASHINGTON DAILY NEWS, WEDNESDAY, AUGUST 13, 1947

Hughes Expects 'More Dirty Blows From Brewster'

By United Press

LOS ANGELES, Aug. 13—Howard Hughes said he was convinced today his battle with Sen. Owen Brewster has just begun. He said he had no doubt a recess in a Senate investigation of his war contracts meant Sen. Brewster, committee chairman, had "just begun to fight."

"He has an unlimited capacity for hitting below the belt," Hughes said.

During the investigation of \$40,000,000 worth of war contracts, Mr. Hughes accused Sen. Brewster of blackmail and being the Senate mouthpiece for Pan-American Airways. Sen. Brewster accused Mr. Hughes of lying.

"I suppose I'll regret the rest of my life I tangled with Brewster," Mr. Hughes said.

"I don't minimize his capacity for dirty dealing, and I have no doubt that, as he says, he has just begun to fight."

Friends warned him before he went to Washington, Mr. Hughes said, Sen. Brewster was "powerful, shrewd, utterly without principle and the most accomplished liar in Washington, and that it would be murder to tangle with him."

In Portland, Me., Sen. Brewster said last night he had no doubt the Government would find out what happened to the \$30,000,000 paid the Hughes Aircraft Co. Commenting on the postponement of the Senate investigation, Sen. Brewster said "so far as I am concerned we have just begun to fight."

He said he was the victim of "malicious and unfounded" charges and accused Hughes of "spending thousands of dollars on a high-powered publicity staff to attack others."

In other developments:

• Sen. Homer Ferguson, (R., Mich.) suggested today in Washington the Senate War Investigating Committee be junked in favor of a permanent joint congressional group. Sen. Ferguson, who conducted the Senate inquiry into the Hughes warplane contracts, said he believed a combined House-Senate group could do a "more effective" job than the present committee. A joint group, he said, could maintain a staff of experts to prepare all cases to be aired publicly.

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The Senate investigating committee faces an apparently stiff fight for Mr. Mc in January when it will die unless granted a continuance by the full Senate.

Meanwhile, it was learned from other sources Sen. Ferguson's staff will push the Hughes inquiry during the present three-month recess.

• Industrialists Henry J. Kaiser, one of the chief witnesses in the Hughes investigation, said today in Chicago that such investigations were "fundamental and necessary."

"I am sorry Mr. Hughes didn't get a chance to present the entire side of his case," the West Coast shipbuilder said, "but I believe investigations of this type are a fundamental part of our democracy. The more they have, the more the people will know."

• Johnny Meyer, Howard Hughes' free-spending press agent who is looked for a return engagement before a Senate subcommittee, was reported back in New York today, haunting the city's plushiest night clubs where he won his spurs as a party-giver during the war.

Where Mr. Meyer was staying was a secret U. S. marshals and pretty Patricia Miles would like to know.

Miss Miles, a night club cigarette girl, had a warrant out for his arrest, charging that he was the father of her six-months-old son.

Mr. Meyer disappeared Friday. He said he had been staying in Richmond, Va.

Johnny Meyer

#2

file

60 OCT 21 1947

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WASHINGTON NEWS
DATE 8/13/47

Meyer Remains Jump Ahead Of Process Servers

NEW YORK, Aug. 13.—Johnny Meyer was here—but now he isn't. —Like Kilroy, the elusive publicity man and party-thrasher for Howard Hughes is still one jump ahead of anybody who is looking for him. In this case, the people looking for him are two process servers.

It turned out today that Meyer showed up Monday night at El Morocco, that Manhattan night club where he used to do a lot of check-grabbing. He also was seen yesterday having lunch at an East Side restaurant.

Among Missing Again

Today he was again among the missing, although it was variously reported that he was at Saratoga, watching the races, or in New Jersey or staying with friends in Manhattan.

Movie actor Bruce Cabot, who was in the party at El Morocco, was quoted as saying he might have gone to Paris. Cabot said: "Jane Thomas, the girl Meyer is madly in love with, is in Paris and I know Johnny wants to be with her. He told me his only thought right now is to get back to Paris to see her."

It seems unlikely that Meyer has left the country, however, since the U. S. immigration department has ordered him stopped at all borders.

The Senate war investigating committee has a subpoena out for him.

Another subpoena is waiting for him in New York in a suit brought by Patricia Miles, former nightclub singer, the girl who claims Meyer is the father of her six-months-old son.

"Hardly Knew Her"

Cabot said he asked Meyer about the latter charge, and Johnny denied it. He quoted Meyer as saying:

"I'm no more the father of her baby than I am of the Dionne quintuplets. I hardly know the girl. Her charge is ridiculous."

Cabot also revealed that the pudgy party thrasher did not pick up the check at El Morocco Monday night but he couldn't remember who did.

Others at the party were movie actor Dean J. Clark, Chicago department store heiress Mollie Fletcher, and Stewart and Mary Barthelme, children of the light screen star Richard Barthelmess.

Cabot said Meyer told him he was very glad to hear that the Senate investigation of Hughes had recessed until November. He quoted Meyer as saying:

"I thought they could make of Hughes, but who is the monkey now?" asked Meyer.

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W. J. Hughes
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EX-41

1st edition

WASHINGTON TIMES HERALD

DATE 8/14/47

FEB 9 1972

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International News Photo

Johnny Turns Up in New York Night Spot

Johnny Meyer, Howard Hughes' now-you-see-him-now-you-don't tab-grabber, is shown visiting El Morocco in New York with movie actor Dan Clark (right) while newspaper headlines were proclaiming the recessing of the Senate hearing into Hughes' wartime aircraft contracts because of publicity man Meyer's latest vanishing act. Meyer, avoiding any reference to his boss, said: "I'm glad to hear about the recess."

Meyer Evades Paper Servers

NEW YORK, Aug. 13 (NY News)—Genial Johnny Meyer, who's been night-clubbing in his old Broadway haunts for two nights while federal men with separate subpoenas and special assignments officers with a warrant sought him, led the game of tag another day today. But a new legal headache, with a \$100,000 racket-swallow, was being readied for him.

- Mr. Tolson
- Mr. E. A. Tamm
- Mr. Clegg
- Mr. Glavin
- Mr. Ladd
- Mr. Nichols
- Mr. Rosen
- Mr. Tracy
- Mr. Carson
- Mr. Egan
- Mr. Gurnea
- Mr. Harbo
- Mr. Hendon
- Mr. Jones
- Mr. Leonard
- Mr. Pennington
- Mr. Quinn Tamm
- Miss Gandy

The new trouble was a damage suit brought by Patricia Miller, blonde cigarette girl, who charged the roly-poly Howard Hughes publicist fathered her illegitimate 6-month-old son.

D. G. Paston, her counsel to day added a private "recess" armed with Patricia's complaint to the small posse already tracking the Meyer through the midtown entertainment jungles.

Paston said hopefully the complaint can be served on Meyer anywhere in the country—until the warrant in the paternity action the cigarette vendor initiated. The latter is valid only in New York county.

"If Meyer evades service here and goes elsewhere, we will follow him," the lawyer declared.

The warrant officers' bureau of special sessions admitted all its efforts to catch Hughes' party-thriller were vain, though one sleepy officer remained up until the unaccustomed hour of 4 a.m. watching a Park Avenue hotel, on a tip that he was partying there.

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AUG 14 1947

Times Herald
Page 4

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FEB 1 1952

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These Days

By GEORGE E. SOKOLSKY

THE question still is: What happened to the \$40,000,000 that the United States gave Howard Hughes and for which there has, as yet, been no return? That was a contract to perform. Has the contract been carried through? Is there any question as to whether the contract should have been let?

All the rest of what happened at that hearing in Washington is meaningless. It is a matter of no importance whether Elliott Roosevelt did or did not pick up checks at night clubs, or whether Johnny Meyer did or did not procure girls to influence military procurement officers—except as it affects the private consciences of the individuals concerned.

It certainly does not matter what Sen. Brewster visited Sam Eby's home at Hobe Sound. It is usual for friends to visit each other.

IT IS not of the slightest relationship to the issue whether Senator Brewster prefers Pan American to T.W.A., or vice versa, or whether his personal friendship with Sam Eby made him love Juan Trippe more and Howard Hughes less. Nor does it matter that some generals dislike Hughes. There is no law against a general liking or disliking somebody.

All this is of the nature of small gossip, interesting if true, the peephole stuff that Hollywood and the Stock club find delectable, but which, no matter how magnified, does not explain what happened to \$40,000,000 of the money of the American people.

When Howard Hughes threatens to leave the United States flat if his plane fails, he is silly. The United States got on before he or you or I were born. Nobody should take himself so seriously.

IN ALL the excitement over the grand and glorious time that Johnny Meyer provided for his company's prospective customers, the \$40,000,000 was side-tracked. The fact is that there were no lavishly entertained were not the customers.

The customer was the United States of America, the American taxpayer who was voted out of a tax cut for 1947.

That customer was entertained by nobody. He was put on meat rations, better rations,

sugar rations, gas rations, shoe rations. His wife had to stand in line to get the family groceries. His son was conscripted.

He bought war bonds till it hurt, contributed to the Red Cross, gave of his blood to the blood bank and paid more taxes than he ever thought possible. He was too busy and worried for night clubs.

HIS government spent \$312,000,000 of his money in this war. He wants to know how that money was spent and whether the almost unbelievably huge total was all necessary expenditure. He wants to know whether there was waste or graft.

He wants to know whether officers, wearing the American uniform, enriched themselves while the country was in peril.

Naturally those who are culpable will use every means at hand to prevent investigation, to ridicule the investigators, to divert attention from the main issue. Public relations counsel are always available to do jobs for clients and some of them are extremely clever—more clever in handling news, photographs, packing committee rooms and fixing past one actings than Senators are. These men are worth every dollar they are paid.

BUT no matter what has been said or done, no matter what there has been of fumbling, of error of judgment or presentation, the question still is, what happened to \$40,000,000? In fact, we ought to know what happened to \$312,000,000,000.

Personalities are of no importance. Howard Hughes may be an angel in Hollywood garb; Senator Brewster may be the very devil who tempted Daniel Webster; Johnny Meyer may be just a country boy who fell in with bad city slickers and Elliott Roosevelt may be a veritable Diogenes seeking an honest man. Who really cares one way or the other?

What matters is, where is our money? Who was handing out contracts on a personal basis? Why were contracts let against the judgment of the chosen experts of the Army and Navy? Were the experts all wrong? Is everybody all wrong but Howard Hughes and Elliott Roosevelt?

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Hughes Charges Deal On Pan Am Bases Hidden by Brewster

HOLLYWOOD
Howard Hughes claims that Senate hearings into his \$40,000,000 in war contracts were called off because of efforts of Sen. Owen Brewster (R., Me.) to hide an asserted Pan American Airways deal with the Government for overseas airports.

Hugh Fulton, former chief counsel for Brewster's Senate committee investigating war expenditures, sought to give testimony about a Pan American deal when the Hughes hearings were suddenly postponed until Nov. 17, Hughes charged in a statement yesterday. Fulton was denied the right to appear.

Sen. Homer Ferguson (R., Mich.) had announced the delay in committee hearings because of absence of Hughes' publicist, Johnny Meyer, who arrived home here Saturday night, after Washington deputies had failed to find him for an encore before the committee.

**Nothing
Hidden?**

"No one on the committee is trying to hide anything," retorted Sen. Harry P. Cain (R., Wash.), a member of the Senate probing

committee who is here to inspect the planes Hughes built under war contracts.

The "deal" referred to by Hughes involved a number of overseas airports allegedly built by Pan American with Government money. Hughes said an effort of the Senate committee to investigate the matter during the war and before Brewster was its chairman was brushed because of "war secrecy."

Hughes said that when he was in Washington, he was told the investigation was not pushed because the airports built by Pan American were outside the U. S. A. and the present authorization for Brewster's committee (at Brewster's suggestion) does not permit it to go outside of this country.

Says He

Could Have

Hughes said that while the airports were built outside the U. S. A., the contract between Pan American and the Government "undoubtedly was made in this country. So it appears that Sen. Brewster has been free all the time to go to work on this investigation whenever he wanted to."

Plane-maker Hughes and Brewster clashed at the recent Washington hearings over Hughes' charge that the investigation of his war contracts was brought on by his refusal to merge his Trans World Airlines with Pan American.

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W.H. Hughes

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Brewster Probers Silenced Blast at Pan-American, Hughes Charges

HOLLYWOOD, Aug. 18—Howard Hughes charged today that a witness at a Senate subcommittee hearing last week was silenced to prevent him from revealing an asserted deal of Pan-American Airways for overseas airports built on U. S. funds.

Mr. Hughes' new charges came as Sen. Harry Cain (R., Wash.), a member of the committee, was to be shown Mr. Hughes' \$18,000,000 plywood flying boat. At the same time, Johnny Meyer, Hughes' press agent, returned home after dodging subpoena servers in Washington.

Mr. Hughes claimed the microphone was silenced last Monday to prevent Hugh Fulton, former chief counsel of the Senate Investigating Committee, from telling of the alleged Pan American airport deal which the committee previously had started investigating.

Sen. Cain denied Mr. Hughes' charges that Mr. Fulton was silenced and the hearing "called off" to prevent him from revealing records proving that Pan American got overseas airports on Government funds.

Sen. Cain, at the Washington hearing, said he wanted to find out about Meyer's six alleged draft delinquencies. However, Cain last night said he did not necessarily want to see Meyer here. He added that the Justice Department has been asked to talk to Meyer about his draft status.

Mr. Hughes claimed that he was investigated because he refused to merge his Trans-World Airlines with Pan American.

He said the earlier committee investigation of Pan American was hushed because of wartime secrecy and that it had not been pushed since the war.

"When I was in Washington, I asked why this investigation (of Pan American) had not been pushed," he said.

"I was told it was because the airports were outside the U. S. and the present authorization for Brewster's

committee does not permit it to go outside this country."

He said that while the airports were outside the U. S., the contract between Pan American and the Government "undoubtedly was made in this country" and the committee is authorized to investigate such transactions.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Carson _____
Mr. Egan _____
Mr. Gurnea _____
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Mr. Hendon _____
Mr. Jones _____
Mr. Leonard _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

*with Hughes
Angela*

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John William O'Meara

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WASHINGTON NEWS
DATE 8-18-47

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Fotographer Inquiring

THE QUESTION

What did you think of the Hughes investigation?

THE ANSWERS

Robert Buckler, 1300 Massachusetts Ave. NW., salesman: It certainly did get silly enough in places. When they started bringing in all those girls and parties, the investigation turned into a side show. The senators didn't conduct the investigation with the reserve which is expected of the government. To me it seems as if Hughes was all set for an explosion when they finally decided to back water and call the whole thing off. If it didn't do anything else, the investigation gave the public a lot of laughs.



George Goodman, 4420 Third St. NW., oil burner business:



What's it all about anyway? That's about the best I can offer for an answer. The whole thing was such a mad mixup I hardly know who was being investigated and for what. About the only thing they accomplished was to completely confuse everyone. Everyone wonders now just what was going on. Maybe some day we'll know the whole true story of investigation, but you can bet it won't be for a long while.

Just everyone. Everyone wonders now just what was going on. Maybe some day we'll know the whole true story of investigation, but you can bet it won't be for a long while.

Lewis Nimmo, 285 Van Buren St. NW., cattle breeder: Well, I'm on Hughes' side. I believe the whole farce was just a big political stunt. With all the testimony, very few, if any, facts on war-time contracts came out. I can't see where Hughes did anything so wrong. If he spent the \$40,000,000 to develop a plane that is going to keep us on top in aviation, he did the country a real favor.



Mrs. Fred Conrad, Baltimore, housewife: Investigations are fine



and necessary to keep things in order, but this particular one was more like a three-ring circus. It hurts the dignity of the senators, Mr. Hughes, and the investigation to drag things like those private parties through the newspapers. That should have been avoided. Even though it was getting pretty ridiculous, I think they should have continued with it until some decision was reached.

Harold R. Thies, Laurel, engineer: From the testimony I've



seen I couldn't determine whether Howard Hughes was culpable or not, and after the abrupt ending I'm inclined to believe he was not only innocent but had something on some others. The investigators showed a deplorable lack of intelligence. They should never have let the investigation get so far out of hand. It was really a mess. We'd all like to know where the millions of dollars went during the war but we want no more mix-ups like that one.

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
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Robert Oliver, 1320 Connecticut Ave. NW, guide lecturer: Every-



one seems to be anxious to torment the contractors now. I believe the government was at fault in not keeping a closer check on the contracts when they were negotiated during the war. There's not much they can do about them now. Hughes

might have used some questionable tactics, at least the committee thought it possible, but I think it is too late to do anything now. The government officials should have been more careful when they were toasting around the billings.

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Times Herald
MONDAY, AUGUST 12, 1947

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HOWARD HUGHES

Hughes' Flying Boat Called 'Fantastic' by Cain

By the Associated Press
 LONG BEACH, Calif., Aug. 19.—At least one member of the Senate War Investigating Committee, Senator Cain, Republican of Washington is impressed with the Howard Hughes flying boat.

Mr. Hughes took the Senator on an inspection tour of the \$25,000,000 giant—which has yet to be tested—and his first reaction was "fantastic."

Senator Cain recovered, however, to declare to newsmen: "If it flies it will have achieved the impossible in our lifetime."

The Senator said he was not an engineer and could not answer the question if it will fly, but said: "I hope it will fly," and added he would like to go on the first flight.

Mr. Hughes did not permit newsmen to board the wooden-hulled craft with the 300-foot wing span, because "it is not completed." The producer, whose flying boat and XF-11 camera plane are under investigation by the Senate committee, said it might be "March or April of next year" before the giant flies.

Senator Cain was scheduled to leave for San Francisco today on route home to Tacoma.

- Mr. Tolson _____
- Mr. E. A. Tamm ✓
- Mr. Clegg _____
- Mr. Coffey _____
- Mr. Glavin _____
- Mr. Ladd _____
- Mr. Nichols ✓
- Mr. Rosen _____
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- Mr. Hendon _____
- Mr. Pennington _____
- Mr. Quinn Tamm _____
- Mr. Nease _____
- Miss Gandy _____

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WASHINGTON STAR
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Hughes' Flying Boat Astounds Sen. Cain on Visit

WILMINGTON, Calif., Aug. 18 (UP)—Sen. Cain (R) of Washington inspected Howard Hughes' big, eight engined plywood flying boat today and said he'd like to be a passenger on its first flight.

The young Northwester was escorted through the monster plane, still landlocked in its graving dock on the edge of Los Angeles harbor, by Hughes, who assured him that he would have to wait "at least until next March or April" if he goes along on the first flight.

"Staggers the Imagination"

"My God, this thing staggers the imagination," the senator ejaculated when he first saw the airplane.

When he emerged from his half hour tour of the craft, Cain described it as "fantastic inside as well as outside."

"It attempts to bridge the gap from the reality of 1947 into the realm of the fantastic and even the impossible," he said.

Cain said that "I don't know much about aircraft" but that he would like to have had a plane like Hughes' flying boat when he was in the war.

Hughes Jokes About Probe

"If your committee ever went to work on the Germans, the Germans would be scared to death," Hughes quipped, referring to a Senate war investigating committee's probe of his contract activities.

Cain was impressed with the airplane but cautioned reporters that the committee was investigating not whether Hughes' airplanes were worth while but whether it had been practical to grant a contract for the \$18,800,000 plane in 1942.

- Mr. Tolson _____
- Mr. E. A. Tamm _____
- Mr. Clegg _____
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- Mr. Glavin _____
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Howard Hughes

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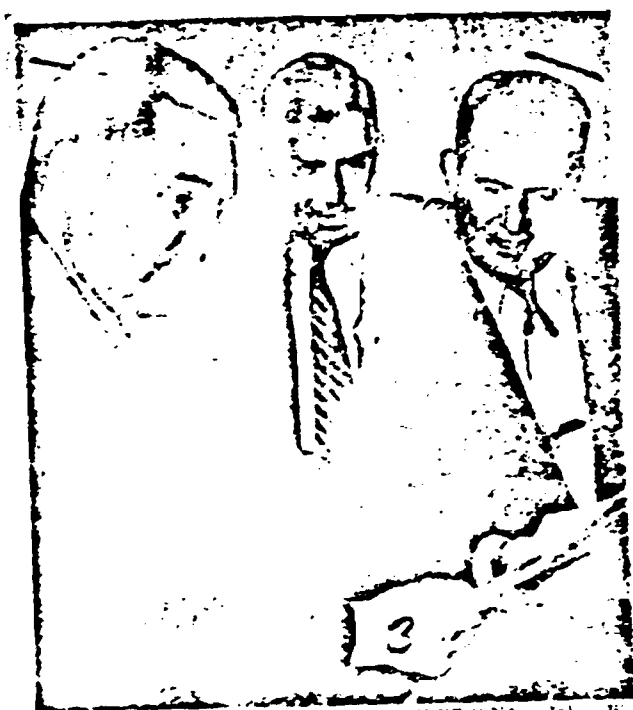
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- Mr. Clegg _____
- Mr. Coffey _____
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- Mr. Quinn Tamm _____
- Mr. Nease _____
- Miss Gandy _____

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LOS ANGELES.—MEYER ACCEPTS SUBPOENA.—John W. Meyer (right), public relations man for Airplane Builder Howard Hughes, shown as he accepted a subpoena yesterday from Ray A. Ransdell, chief deputy United States marshal. The subpoena which Mr. Meyer picked up at the Federal Building calls for his appearance before the Senate War Investigating Committee in Washington November 17. Man in center is George Rossini, deputy United States marshal.—AP Wirephoto.

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Meyer's Ex-Girl Friend Married to Millionaire

LAS VEGAS, Nev., Aug. 25.—Dark-haired, soft-eyed Georgette Windsor, who for a time was beauxed in New York's swankier nightclubs by Johnny Meyer, Howard Hughes' vice-president in charge of picking up checks, was married here last night to Harry Cushing IV, millionaire son of Kathleen Vanderbilt.

It was the first marriage for both. But both had been altar-bound in the past. Early in the Spring they were reported ready to elope, but Georgette dashed out to California to look in on a movie role possibility.

Some said she went West to pursue Meyer, who had acquired her persistently in New York night spots. But Johnny ended this gossip by persuading young Cushing to start westward, too. Johnny, meanwhile, had renewed his love pact with movie starlet Janet Thomas.

It was Johnny, as a matter of fact, who brought Georgette and Cushing together. One day, while trying to re-establish himself in the good graces of Janet, he asked Harry to take Georgette to lunch, knowing that Cushing had expressed a desire to know her better.

Cushing first escorted Oona O'Neill, who married Charlie Chaplin, through the nightclub belt. Then he squired Ann Miller, the movie actress-dancer.

Cushing and Georgette flew to Boulder City, Nev., from Hollywood and drove here. They were attended by Rettie Alexander and H. C. Newman in the Little Church of the West, with Justice of the Peace Harvey McDonald officiating.

Georgette gave her age as 23. She came to Hollywood from St. Joseph, Mich.



Mr. Tolson _____
Mr. E. A. Tamm _____
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New York Daily Mirror
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WASHINGTON SCENE By GEORGE DIXON

TACOMA, Wash., Sept. 16.
UNTIL this provides the answer, there is one question which will pop up again and again and again wherever two or more Americans are assembled.

"Is Howard Hughes' mammoth flying boat a costly pipe dream or is it an imminent practicality?"

In other words, was \$40,000,000 of the taxpayers' money thrown away on a rich young eccentric's folly, or was it dough well invested to put us miles ahead of the rest of the world in peace and wartime aviation?



WITH the issue as hot as it is, and due to flare up again Nov. 17, few responsible members of government care to stick their necks out by hazarding an answer. But one man has—probably one you might least expect.

He is Sen. Harry Cain of Washington—a Republican and member of Sen. Brewster's war investigating committee. You may recall him as the inquisitor who tried to hang a draft-evading rap on Johnny Meyer.

The 41-year-old lawmaker, an ex-Army colonel himself, which puts him in the company of the "brass hats" Hughes so bitterly denounced, determined to do his own investigating.

So he hied to Los Angeles at his own expense—becoming the only member of the Brewster committee to inspect the controversial plane in company with Hughes.

HE CAME in a frankly hostile mood. He did not like what Hughes had done to the dignity of the Senate. Now—as he is about to depart for Europe with the armed services committee—he provides me with this exclusive report on his findings.

"My Dear George: You wanted me to report on the highly controversial Hughes flying boat and I willingly agreed. Here it is:

"It's impossible to describe the indescribable, but, to my great satisfaction, I have seen it and—I have registered for a seat on the trial run.

"This may seem strange, because as a member of the war investigating committee, it might be assumed I had reason to believe it was a firmament of somebody's imagination, a gigantic hoax.

"My principal investigating interest was to determine whether the original 1942 contract for the boat should have been let to Howard Hughes, or anyone else.

"The conclusion may turn out to be inescapable that the flying boat never had a remote chance of being a practical war project and that the letting of the contract in 1942 was an inexcusable mistake.

"BUT we are living today in 1947, not 1942, and I am possessed of the positive feeling that the contract was a large and unnecessary mistake—this time—the result has become a

tremendous national blessing in disguise. "Airplanes have grown increasingly in size and power but each aircraft that came along was merely an enlargement of some predecessor. Now we come to Hughes and his creation.

"It was said by some witnesses and some senators in Washington that the Hughes boat was a mere skeleton; that there was no serious intention to construct a ship that would fly. Now silly and viciously unfair such statements are proved to be by a single, thrilling visit.

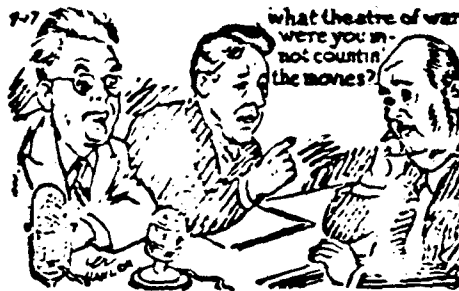
"The flying boat, as far as I could determine, has been ready to fly, save for one monumental obstacle, for the better part of a year.

"It isn't capable of taking to the air today for the simple reason that, unlike any other plane ever constructed, it is completely unmanageable by the brains and hands of man. Power controls are in present-day planes but when these systems break down the crew can take over and guide the ship to earth.

"BUT the Hughes boat can never take off, nor land, unless it has a power control system with a ratio of 200 to 1—200 times the strength of a man. And it must be infallible. It can't work one day and fail the next.

"Hughes can't buy a power control system. He must design it, construct it and install it. A system was installed but it didn't work. Another effort is under way. This may go on for years. Who knows?

"People casually refer to the flying boat as the largest aircraft ever attempted. It is really much more than that. It is constructed out of plywood. The heaviest all-wooden aircraft previously built weighed 40,000 pounds and was a



total failure. Hughes' all-wooden plane weighed 400,000 pounds and he states bluntly that no structural weaknesses will result.

"If his assumption is correct, just think of the uses to which plywood can be put in the years to come.

Sen. Cain reports further amazing findings on the big what-is-it? tomorrow.

(Copyright 1947, by King Features Syndicate, Inc.)

Mr. Tolson _____
Mr. E. A. Tamm _____
Mr. Clegg _____
Mr. Glavin _____
Mr. Ladd _____
Mr. Nichols _____
Mr. Rosen _____
Mr. Tracy _____
Mr. Egan _____
Mr. Gurnea _____
Mr. Harbo _____
Mr. Mohr _____
Mr. Pennington _____
Mr. Quinn Tamm _____
Mr. Nease _____

Miss Gandy _____
Handwritten signature: Harold Gandy

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WASHINGTON POST
Page 9-17-47

**Press Agent Bobs
(In and Out of Clinic)**

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JOHNNY WALTER
En Route to London

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Johnny Goes Into Action

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Nagels Meyer as Father of Her Son

Patricia Phillips, former model and cigarette girl, punns with her son, Douglas, who was born Feb. 2. She charges that publicity man Johnny Meyer is the boy's father.

her's activities. Johnny's age
was 18.

"I've been involved in his stuff
from down I mean a thing
"That's a hell watch" (the
poker was scratched him) "and I
want to know
"I love you" (to someone on the
telephone in the mainframe). "I
love you."
"I want you like I need a hole
in the head" (to the poker again
resembling him).

Told to "Shut Up, You"

working now But the remember
his affairs was starting Johnny
when she was writing newspaper at
El Marcano and having several
years with him in his former
name at the Sherry-Anderson
house.

The lady was born last Feb. 2,
she said. She put the clock on
Marcano at the time he was captured
and she said she had important
night-club parties were in progress
with the war.

"I never look her out in the

"I got to the police station
and talking to reporters and
then start to talk and the
agent said "What are you?" I had
to say "See, President and two
others couldn't make me ship
out at Fort a \$20-a-week B-26
our time so to shut up."

Johnny went back to his headquarters after sending out the Tenth-anniversary communiques. Lloyd was surprised at how much he said he was enjoying at the Waldorf-Astoria, but the hotel said he hadn't received there. But during the afternoon, General Goodrich, chief clerk of the planetary part of special summons court, sent him a registered letter at the Waldorf. The letter ordered him to appear in court Friday. An arrest warrant will be issued. He is said to arrive from New York State on Wednesday. He will be held in the 250th jail and the New York night club may heart.

Meanwhile Miss Patricia Miles said:

"I want nothing for myself. I want justice for my child. I wait for a brave man. I want him to support the boy."

Miss Miles had one definite claim because of the publicity around the case and couldn't say where she

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PAGE 11

Mr. Tolson _____
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Mr. Mumford _____
Mr. Starke _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

Ferguson Busy on Hughes Probe

WASHINGTON

Sen. Homer Ferguson (R. Mich.) announced he is postponing his trip to Europe to work on the Howard Hughes investigation, now scheduled to resume public hearings Nov. 17.

Chairman of a Senate War Investigating Subcommittee which conducted last Summer's hearings on

Hughes' wartime plane contracts, Ferguson had planned to leave today with other Senators to check on U. S. spending in Europe and the Near East.

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- Mr. Nease _____
- Miss Gandy _____

Girl Has Johnny Meyer Arrested

New York, Oct. 8 (AP) — John W. Meyer, party-giving press agent for Howard Hughes, was arrested today at a stormy session in one of his favorite night clubs, El Morocco, on the charge that he fathered the child of a cigarette girl.



After a brief visit to the Tombs, Meyer was freed at 5 a. m. on \$500 bail, which he furnished. He drove off with friends.

Miss Miles, the 25-year-old cigarette vendor who contends that the press agent is the father of her 8 months old son, went to the police station where Meyer was questioned, but did not see him.

Miss Miles had sworn out a warrant, which could not be served until Meyer returned to New York State, while he was in Washington testifying in the Senate War Investigating Committee probe of Hughes' airplane contracts.

At that time, Meyer denied Miss Miles' charge, asserting "I never

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John W Meyer
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 Miss Gandy _____

Hughes Aide Asks Blood Test

New York, Oct. 18 (AP).—At his own request, Robert John W. Meyer, Howard Hughes' free-spending press agent, will have a blood test in reply to a charge he is the father of a slender, blond cigarette girl's eight-month-old son.

Special Sessions Justice Frederick L. Hackenburg today granted the request made by Meyer's attorney, Jerome A. Strauss, and set trial on the charge for December 4.

Strauss entered a denial that Meyer is the father of the son of Patricia Miles, a nightclub cigarette girl, who swore out a warrant against him when he was testifying in the Senate War Investigating Committee probe of Hughes' airplane contracts.

Meyer, free on \$500 bail after his arrest at the El Morocco nightclub early Wednesday, did not appear in court. When Miss Miles' attorney, Elvin I. Untermyan, contended that his bail should be raised to \$5000, Strauss replied Meyer "is amenable to the court and will be in court on any date set by the court."

His bail remained at \$500. Lawyers in the court said blood tests are inconclusive and while they may prove a man is not the father of a child they do not necessarily prove he is the father.

When Miss Miles swore out the warrant against Meyer he denied her charges, declaring, "I never took her out in my life" and adding, "she worked until 3 a. m."

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Johnny Meyer

Johnny Meyer
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WASHINGTON POST
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Mr. Hendon _____
Mr. Mumford _____
Mr. Starke _____
Mr. Quinn Tamm _____
Mr. Nease _____
Miss Gandy _____

Meyer to Get Blood Test in Paternity Suit

The paternity trial of Johnny Meyer, press agent for Edward Hughes, was set Friday for Dec. 4 after Special Sessions Judge Frederick L. Hackenburg granted the defense request for blood tests of Meyer, his accuser Patricia Miles, and her eight-month-old boy, Douglas.

The blood tests are to be made before trial by a doctor appointed by the court. Attorneys have frequently pointed out that such tests cannot prove that a man is the father of a given child, but can only prove that he is not the father.

Meyer was not in court and Miss Miles' attorney, Elvin L. Unterman, demanded that his \$500 bail be raised to \$5000, arguing that Meyer had "notorious tendencies to violate bail," but Judge Hackenburg rejected this request on the ground that Meyer had appeared by proxy in the person of his attorney, Jerome A. Strauss.

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JOHN WILLIAM MEYER

Howard Hughes Investigation In Process of Streamlining

By International News Service
A Senate war investigating committee is streamlining its probe of west coast plane builder Howard Hughes in preparation for a resumption of hearings about Nov. 1.

An informed source said today that the resumed inquiry into Hughes' wartime plane contracts will be trimmed down to the question of whether \$160,000 spent for entertainment was in line with what other war contractors spent and if it was properly reported for taxes.

The money was paid out largely by free-spending Johnny Meyer, Hughes publicity agent.

A. A. F. Officer Suspected

At the same time, it was said that the hearing will branch off to other firms, particularly one in which a high ranking Army Air Force officer is suspected of having been an undercover stockholder.

Chairman Ferguson (R) of Michigan and staff investigators have held a series of secret meetings with wartime procurement officers and contractors representatives.

Ferguson steadfastly has declined to comment on what direction the inquiries are taking.

One Capitol Hill source said that when the hearings are resumed Hughes will be the first subject, but that the inquiry into

his affairs will exclude such angles as the "Brewster-Hughes" feud and the "Elliott Roosevelt" matter.

Hughes, Meyer Face Recall

Also trimmed out in the streamlining process, it was said, will be the controversial issue of whether the Administration used good judgment in the forty million dollar outlay on the Hercules flying cargo boat and the Hughes reconnaissance plane.

It was indicated that either Hughes or Meyer—or both—again will be recalled to the witness stand as the subcommittee pushes its inquiry into the \$100,000 "entertainment" outlay.

One Capitol Hill source said privately that the subcommittee is investigating as an offshoot of the Hughes case and not directly connected to it, what he termed "fantastic mishandling" of money by a war contracting firm selling aeronautical foods.

He said "lavish gifts" led into an investigation of the concern's accounting methods, which he termed "fantastic." The gifts, he said, were charged as "sales expense."

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TO OPEN HUGHES QUIZ AS HE TESTS BIG PLANE

WASHINGTON, Oct. 28 (AP)—Senator Homer Ferguson, Republican of Michigan, said today that public hearings of the Senate War Investigating Committee dealing with the \$40,000,000 in Government airplane contracts with Howard Hughes would be resumed Monday.

Mr. Ferguson is chairman of the subcommittee which abruptly recessed hearings Aug. 11 as testimony bogged down.

The hearings previously were scheduled to be resumed Nov. 27, but Senator Ferguson said it was necessary to advance the reopening date to the calling of a special session of the Congress (for Nov. 17) and because of the contemplated press of work to the standing committees of the Senate.

The new hearing date falls just before Mr. Hughes plans to begin launching and taxi tests of his huge \$25,000,000 wooden flying boat, which has been lashed to a dock in Los Angeles for months.

Mr. Hughes said in Los Angeles Saturday that the tests would be held between Nov. 8 and 10. He said he had sent notice of the plans to Mr. Ferguson and other members of the Senate subcommittee.

Testimony concerning construction of the huge flying boat, begun during the war and not yet completed for flights, figured largely in the previous hearings.

When a reporter asked Mr. Ferguson whether the tests and hearing dates would conflict, he replied:

"Our date was set for the convenience of the Congress."

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Hughes Investigation To Reopen Tomorrow Without Fanfare

By the Associated Press

With none of the fanfare which marked its previous sessions, a Senate War Investigating Subcommittee reopens its inquiry tomorrow into Howard Hughes' wartime plane contracts.

Beyond the bare announcement that hearings will be resumed, committee officials here from Chairman Ferguson on down refused to discuss the inquiry.

Mr. Hughes himself will not be called tomorrow, but will appear later.

The millionaire plane designer and movie producer was on the stand when the inquiry was abruptly broken off 12 weeks ago yesterday.

Since then he has picked up a concrete new argument to back his defense of the \$40,000,000 worth of plane contracts he was awarded during the war.

Proved Plane Will Fly

That is the proof that his 300-ton plywood flying boat, the world's largest, will at least leave the water. Mr. Hughes lifted it into the air Sunday on the third of three announced taxi runs.

The flying boat contract is one of two with which the committee concerned itself in the earlier two-week hearings among the stormiest ever held on Capitol Hill.

The Government investment in the big cargo plane is \$1,000,000, and Mr. Hughes contends he put up to \$7,000,000 more of his own funds into it. At Sarasota, Fla., Senator Pepper, Democrat of Florida, a member of the Ferguson subcommittee, told reporters the plane's flight "should practically terminate the investigation."

Other Contract for Photo Plane

The other contract is for a photo reconnaissance plane, the P-11, on which the Government spent \$22,000,000. It originally ordered 100 of the planes, later cut the contract back to three. Mr. Hughes was gravely injured when the first model crashed on a test flight last year.

Senator Ferguson has said he wants to question Mr. Hughes and the plane builder's publicity man, John W. Meyer, anew about the expenses which Mr. Meyer testified earlier he incurred in entertaining high Army and Government officials prior to award of the contracts.

It was Mr. Meyer's absence which led Senator Ferguson to call off the hearings last August 11.

Subpoena Expired

The witness had been under subpoena, but it was allowed to expire and Mr. Meyer disappeared.

The first hearing was marked by a spectacular exchange between Mr. Hughes and Senator Brewster, Republican of Maine, chairman of the full investigating committee.

Mr. Hughes declared and Senator Brewster denied under oath that the Senator had proposed to call off the investigation if Mr. Hughes would agree to a merger of Trans-World Airlines, which he controls, and Pan American Airways.

After hearing these charges and Senator Brewster's denial, the subcommittee closed that phase of the inquiry without reaching any decision.

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Hughes Hearings Reopen

(See Mr. Othman on Page 29.)

By United Press

Senate Investigators today ask Charles E. Wilson, wartime head of the Government's aircraft production program, what Washington bigwigs saved Howard Hughes' giant flying boat from the junk pile.

Mr. Wilson was to be the first witness as a Senate War Investigating sub-committee resumed its inquiry into Mr. Hughes' \$40,000,000 worth of war contracts.

The General Electric Co. president was WPB vice chairman and boss of the aircraft board. The board urged cancellation of a Government contract for Mr. Hughes' \$15,000,000 Hercules flying boat, contending that it had "no military value and little, if any, economic value as a commercial carrier."

Sub-Committee Chairman Homer Ferguson (R., Mich.) said he wants to find out who "second-guessed" Mr. Wilson's board and gave Mr. Hughes the go-ahead.

The 200-ton plywood colossus, largest aircraft ever built, flew for the first time last Sunday—some five years after the original Government contract was awarded to Mr. Hughes and Industrialist Henry J. Kaiser. An RFC spokesman said last night the eight-engine plane may have to be sold as "surplus property" because the Army, Navy and Air Force apparently do not want it—even tho it flies.

At the earlier hearing this summer, Mr. Kaiser testified the flying boat contract was approved after he and WPB Chief Donald M. Nelson conferred at the White House with Admiral William D. Leahy. The admiral was chief of staff to the late President Roosevelt and holds a similar post now with President Truman. Mr. Kaiser withdrew from the deal when the Government later cut back its order to a single experimental plane.

Despite his promise to "dramatize" the second phase of the investigation, Rep. Ferguson relented at the last moment and permitted newsreel cameramen and radio broadcasters to enter

the Senate caucus room where the hearings are held.

Mr. Hughes is slated to appear before the sub-committee, perhaps later this week, as is his free-talking, free-spending press agent, John W. Meyer.

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Mr. Clegg ✓
Mr. Coffey ✓
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Airplanes or Blonds? — By Fred Othman



THE Senate's Howard Hughes hearings reopen today with fewer hot lights and the mooings of many microphones. Dignity is the word for this stanza into the wartime doings of Hollywood's leading aviator and no time will be devoted to sex. Or at least not much.

Even now Col. James G. Hall, late of the U. S. Army Air Forces, is banging the door of Sen. Homer Ferguson (R., Mich.), the chairman, in hope of telling his version of the parties with the night club

ladies.

The Colonel was sitting in the Senate Caucus Room one hot day last August when Mr. Hughes' roly poly press agent, Johnny Meyer, told about his celebrated expense accounts. One of 'em included \$3000 for food, drinks, tips, and presents for the ladies who entertained Col. Hall.

But the Colonel never got a chance to put his side of the story in the record, because Sen. Ferguson slammed shut the hearings in his face. Col. Hall was entertained by Mr. Hughes, all right, while the latter was building his aerial behemoth, Hercules, and a few photo reconnaissance planes. But nobody spent any \$3000 on him, he added.

BEFORE the second session of the inquiry is over he and Johnny (who currently is being sued by a New York cigaret girl on paternity charges) prob-

ably will get to thresh this one out in public. Johnny'll be here to testify and so will his boss.

Sen. Ferguson intends to hold the subject to airplanes as much as he can, in preference to blonds. He wants to know how come the Government—over objections of many of its officers—spent \$18,000,000 on this one plywood flying machine and signed another contract with Mr. Hughes which will cost it about \$22,000,000 for two aerial photo planes.

Blonds are more interesting, perhaps, but the Hughes airplanes also have their angles. Take the Hercules, which has room for 700 passengers, but probably never will take up a paying customer. It is the biggest airplane the world ever has seen. But it couldn't be put to work hauling people for pay under present rules, because first it would have to be smashed into kindling wood.

WHEN the Government put up its millions, it expected to get two outsized airplanes. What with inflation and one thing and another, Mr. Hughes ran out of Federal funds. He put in \$7,000,000 of his own cash, but he finished only one plane.

He can test it all he wants under an experimental license. So can the Government. Otherwise, under the present rules, it must be chopped in small pieces so the experts can see how they withstood the strain. This is standard procedure on any new plane.

The manufacturer is supposed to build at least two, one for smashing purposes and the other for flying. Why the Government only got a single incipient pile of firewood for its money is one of the questions to which Sen. Ferguson seeks an answer.

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The Official Word

By Fred Othman



RALPH R. GRAICHEN is a pre-
 cise little man with a pink
 dome, a white mustache, and the
 distinction of putting a cuss word
 into the official Federal archives.
 He said he couldn't help himself.
 He was so surprised when Howard
 Hughes snagged a \$22,000,000 con-
 tract to build photo planes over the
 protests of himself and other Air
 Force engineers at Wright Field
 that he scrawled a note in pencil
 upon the document confirming the
 deal.

"What does it say?" asked Sen. Homer Ferguson
 (R., Mich.), chairman of the sub-committee resuming
 the inquiry into Mr. Hughes' fiscal relationships with
 his Uncle Sam.

"It says," said Mr. Graichen, "I'll be damned."

MR. GRAICHEN is a veteran aeronautical engineer.
 He works for the Air Force on plans for new
 airplanes and apparently he cares not whose shoe-
 shine he ruins. He spent most of the day stepping on
 assorted prominent toes. Like Brig. Gen. Elliott
 Roosevelt's.

Gen. Roosevelt, you may remember, urged upon the
 Government the purchase of 101 of the new model
 photo planes designed by Mr. Hughes. Mr. Graichen
 said he didn't believe Gen. R. was fitted by back-
 ground, experience or education to be recommending
 the buying of military planes.

Mr. Graichen said that young Roosevelt was the
 only man in the Air Force to use pressure in favor
 of any particular plane manufacturer.

"Oh, now," protested Sen. Carl A. Hatch (D., N. H.).
 "The use of 'pressure' is not a very good word and I
 think Sen. Ferguson put it in your mouth."

No such thing, snapped Mr. Graichen. Nobody else
 had done what Roosevelt did and he considered that
 pressure.

Sen. Hatch subsided. Sen. Ferguson smiled as
 brightly as his scrambled-egg cravat, and Mr. Grai-
 chen solemnly continued his recital of the things he
 didn't like about the Hughes deal. Take wooden air-
 planes, such as Mr. Hughes proposed.

HE listed a number of such splintery planes by
 number, name and manufacturer. Some lost
 their wings in midair. Some caught fire and burned
 all the way to the ground. Others disintegrated and
 Mr. Graichen wouldn't give a wooden nickel for a
 lumber flying machine.

Fact was, he said, that the Air Corps brought
 down from Canada 13 wooden Mosquito bombers for
 tests. The engineers didn't like 'em.

"And when time came to send them back to Can-
 ada," he continued, "our ferry pilots wouldn't take
 'em up. Too dangerous. Civilian pilots had to fly
 'em."

One good thing, he indicated, was the fact that the
 Hughes photo plane was changed from wood to alumi-
 num. Mr. Hughes cracked one up a while back and
 nearly killed himself, but the one remaining, Mr.
 Graichen said, is a first-class flying machine. Only it
 wasn't delivered until long after the war was over.
 And that's what Mr. Graichen was scribbling cuss
 words about in the first place.

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Weekly News
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U. S. URGED TO PUT BIG TAX BITE ON HUGHES

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Probers Seek \$5,919,000 in Audit Report

'Talking Back' Blamed
By Flier's Lawyer

By FRANK HOLEMAN

An internal revenue examiner has recommended that the Treasury slap a \$5,919,000 penalty on plane maker Howard Hughes, for handling his ~~TINNEY~~ ~~THINNY~~ in a way which may have lightened his personal income-tax payments in 1945 and 1946, it was revealed yesterday.

The announcement by Sen. Williams (R) of Delaware created a violent but short-lived sensation as the Senate war investigating committee reopened its probe of Hughes' \$40,000,000 war contracts.

No Fraud Charged

The recommendation is not final, however, and neither Hughes nor the company he operates through the Hughes Tool Co., of Houston, is accused of any fraud, crime or concealment, Williams, a member of the committee, pointed out carefully. Chairman Ferguson of Michigan agreed emphatically.

"That's just what Hughes gets for talking back to the U. S. Senate last August," Thomas Shack, one of the debonair movie maker's lawyers told the press. "Forward. They'll send their boys around to get you."

There was one other surprising development in the first day of the new hearing. Johnny Meyer, Hughes' fat press agent with the fabulous expense account mind, showed up in town, meek as a lamb, waiting to be called to the witness stand when the committee pleases.

Auditors Check Books

The tax charges against Hughes grew out of the examination of the movie maker's personal and company books, by committee auditors. The committee subpoenaed the documents in a stormy session last August.

Hughes at that time started the pot boiling when he swore on the stand that he didn't make a dime out of war contracts, although he may have picked up some change on non-war activities, making oil well machinery and beer.

"I got interested because he was so emphatic on that point," Williams explained.

The senator dropped his bombshell after Ralph R. Graichen, air force engineer, speaking for the top air command, formally denied that Army brass was pre-

judiced against Hughes. Again, he reiterated the charge that former Brig. Gen. Elliott Roosevelt personally put undue "pressure" on to get Hughes P-11 photographic plane into production.

He said that before he ordered cancellation he discussed the matter with Nelson.

Ferguson asked what happened next. Wilson answered.

"We told Hughes the contract was cancelled and a report was made to the air production committee so that the services would know the job was out of the way and they could place other work with the Hughes outfit."

Books Studied 2 Months

Williams then put committee auditor Carmine Bellino, an ex-FBI agent, on the stand to explain the results of a two-month search through Hughes' own money book.

Bellino said he found Hughes Tool Co. made an over-all profit of \$15,526,000 from 1942 to 1946, inclusive. But Hughes, who owns the company outright, didn't declare any dividends on his stock in 1945 and 1946.

Instead, Bellino said, he gave

the profits to make a \$10,000,000 loan to Trans-World Airline and take control of that outfit.

Williams, Bellino and internal revenue bureau officials then went into a huddle. They decided that if Hughes had paid himself dividends in 1945 and 1946, his personal income would have been larger, and he would have had to pay more personal income taxes than he did.

Tax Law Explained

Under section 102 of the revenue law, Williams said, the Hughes Tool Co. could refuse to pay dividends, if it used the money for expansion. But if it held back dividends, just to keep stockholders from getting pushed into upper tax brackets, the company has to pay a fixed penalty.

Williams held that Hughes' purchase of T.W.A. was not a reasonable expansion of the Hughes Tool Co. Thus, he and the tax experts figured that the company was liable under section 102 for taxes of \$1,633,000 in 1945 and \$1,867,000 in 1946, plus penalties.

Incidentally, the committee found that Hughes, whose par-

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sonal fortune has been estimated between \$100,000,000 and \$125,000,000, paid \$79,917 personal income taxes in 1942, \$341,630 in 1943, \$308,250 in 1944, and only \$6,806 in 1945 when he stopped declaring dividends.

Quits to Last a Week

Senator Ferguson said he hoped to wind up the whole investigation of Hughes "in a week," adding that he will then move on to a sweeping probe of all air force procurement practices during the war.

In yesterday's testimony, witnesses generally rehearsed the main facts brought out in the hearings, which halted suddenly after Meyer's disappearance last August.

They told again how the Army,

Navy, and war production board all opposed the flying boat contract, and how outside forces allegedly exerted pressure to have it granted.

Charles E. Wilson, former WPB chief of aircraft production, now president of General Electric, testified that he ordered the flying boat contract canceled in 1944. He said he was amazed to find two months later that the work was still going on. It developed later that Jesse Jones, then head of the Reconstruction Finance corporation, had "talked with" Donald Nelson, WPB chief, and "production continued," Wilson declared.

In the former hearings, Jones said he mentioned the proposal, cancellation to the late President Roosevelt, who stopped it, trying to salvage at least one giant ship

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for research purposes.

Wilson said he steadfastly opposed letting any contracts for planes which could not be delivered before the war's end, which he said was expected in late 1944 or 1945.

Again, Hughes' lawyer, Tom Slack was allowed to submit questions in writing, which Ferguson asked. Slack attempted to show that many other experimental planes, such as the B-36, by other manufacturers, were begun dur-

ing the war, not finished, but not canceled.

Wilson replied that most of the other new planes were mostly modifications of accepted types, which the Army thought could be completed in time for war use.

Million Tax Demanded on Hughes Firm

Senator Declares Tool Company Loan Should Be Assessed

By Mary Spurge

A demand that the Hughes Tool Co. owned by Howard Hughes, be assessed \$5,919,921 additional taxes was made yesterday by Senator John Williams (R., Del.).

Williams presented his conclusions concerning the tax returns of the Hughes Tool Co. as the Senate War Investigating Committee reported its inquiry into the war airplane contract for the Hughes flying boat and the B-24 photo reconnaissance plane.

Members of the committee were agreed that the matter involved no charges of fraud, crime, violation of the law, or concealment on the part of Hughes or any of his companies.

The committee delved anew into charges that Hughes secured his two airplane contracts by virtue of "pressure." Two witnesses testified he did.

J. Charles E. Wilson, president of General Electric and wartime vice president of the War Production Board, said that he had ordered the WPB contract for the mammoth six-engined flying boat canceled but "it didn't stick." He named Jesse Jones, former Secretary of Commerce and RFC chairman, as a source of pressure. Jones, his memory refreshed by inter-office memoranda, admitted last August he had spoken to President Roosevelt about the cancellation of the flying boat contract. The President directed the contract be continued. Wilson said industrialist Henry J. Kaiser brought "outside pressure" to have the contract continued.

Ralph R. Grachen, an Air Force engineer, testified that Col. Gater Brig. Gen. Elliott Roosevelt had recommended Hughes photo-

reconnaissance plane as the only one fit for the task over all objections of other technical advisers.

Grachen termed Roosevelt's recommendation "inside pressure." Senator Carl A. Hatch (D., N. Mex.) objected that as an officer in the Air Force, Roosevelt had a right to give his opinion. Grachen maintained it was "pressure" when the officer recommended one contractor and one plane against all others.

Williams' demand for additional taxes was based on the fact that the Hughes Tool Co. loaned million dollars to TWA, Hughes-controlled airline, from money which Williams said had been accumulated in reserves by the Hughes Tool Co.

Attorney Miss Committee

Williams contended that such a use of funds held as reserves called for further tax payments since the reserves did not go to building up the company.

Thomas A. Slack of Houston, Tex., attorney for Hughes, promptly charged to reporters that the committee was trying to take over the functions of the Bureau of Internal Revenue.

Slack testified that the issue of some of the Hughes Tool Co. returns had been and was still before Internal Revenue officials in Houston, Tex., and that no determination had been made.

Williams' contention that the TWA loan did not come under provisions of the Internal Revenue Act relating to reserve funds of corporations recalled the stormy earlier hearings when Hughes, charged that Senator Owen Brewster (R., Me.), chairman of the full committee, had attempted to "blackmail" him into merging TWA with Pan-American.

Williams and Senator Homer Ferguson (R., Mich.) took issue with a sworn statement by Hughes that "neither my company or I made a profit as the result of the war."

His examination of the books of the Hughes Tool Co. showed that a profit had been made, Williams declared.

Slack and Noah Deitrich, Hughes Tool Co. executive, testified that Hughes' statement was exactly correct. They said that the over-all picture is that Hughes did not make profits on Government contracts during the war.

Deitrich told reporters later that in the five years preceding 1942 turns of the California plane the Hughes Tool Co., originally formed to manufacture oil well drilling machinery, had realized some 21 million dollars in profits.

In the next five years, including 1945, Deitrich said, the Hughes Tool Co. made some 18 million dollars.

Williams said that he had made a careful examination of the company records and actual tax returns with the assistance of Carmine Bellino, certified public accountant, formerly employed by the FBI.

Bellino, sworn as a witness, attempted to give the technical and detailed reasons for the conclusions concerning Hughes' taxes.

Senator Carl A. Hatch (D., Mex.) interjected that it was all a very "technical and highly technical matter" for tax experts to consider.

"I don't think this is the place or forum to try the tax difficulties of Mr. Hughes," Hatch commented.

"I agree with you," Williams interjected.

He indicated the question had been brought up because of Hughes' testimony about that neither he nor his company had made a profit because of the war.

Deitrich Offers Waiver

Immediately after the hearing, Deitrich offered to let Williams a year's salary "that when all the figures are taken into consideration it will be proved that neither Howard Hughes nor Hughes Tool Co. had made a profit, his war con-

tracts taken as whole. Deitrich said the bet was refused.

Bellino said a field agent of the Internal Revenue Bureau had recommended that the additional assessment of \$5,919,921 be levied. He introduced letters from the agent.

Under questioning from Hatch he acknowledged that the letter reflected a recommendation on the part of the field officer, but is still subject to determination by the bureau.

Ferguson opened with a prepared statement.

"The facts thus far developed in these hearings," he said, "suggest that both the large flying boat and the photo-reconnaissance plane projects did involve departures from normal wartime procurement channels."

The subcommittee chairman pointed out that "unwarranted departure" from normal procurement procedures could result "in the breakdown of the necessary flow of material to the successful prosecution of the war."

Surplus Tax Cited

Williams said the Hughes Tool Co. had declared no dividends in 1945 and 1946 although it had substantial earnings.

He pointed out that under Section 102 of the Internal Revenue Code a surtax is placed on those corporations "improperly accumulating a surplus." Williams said the surplus accumulated by the Hughes company was obviously not necessary for operating capital since the company could loan TWA \$1 million dollars. The section provides for a 35% per cent tax on the undistributed net income in excess of \$100,000. The section is intended to prohibit excessive retention of earnings in a corporation to avoid payment of individual income taxes by stockholders.

Under the recommendations of the citizens advisory committee to the House Ways and Means Committee, released Monday, section 102 would be drastically revised to cut down on the power of the Internal Revenue Bureau to determine how much surplus a corporation can accumulate.

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Miss Gandy

Wilson said he had ordered cancellation of the flying boat contract primarily because it would not be ready for war use. At the time, he said, talk in Washington revolved about the possible ending of the war in 1944 or 1945.

Under questioning by Hatch, Wilson said that the B-24 bomber was far from completion at the end of the war but that its contract was never canceled because it was hoped it would be ready.

Wilson also testified that the B-24 medium bomber was started in 1942 and isn't in production yet. He said that the contract was never canceled because it was always hoped it would be completed. Hatch reminded him that the Senate War Investigating Committee had advised against continuation of this project.

Program of the FX-12, a photo reconnaissance plane being built by another company, was virtually the same as the Hughes FX-11 contract, Wilson said.

The former WPB official told the committee he might be back later since he didn't have "a single scrap of paper" from WPB with which to refresh his memory.

Ferguson asked jocularly if that meant he didn't have fields from which to write a book.

"I have enough in my memory to write a book," Wilson quipped. "But I hope I have some enough left to write it."

Wilson described the Hughes flying boat contract as the only airplane contract made outside the military services that he knew anything about.

"After you canceled the contract," Ferguson queried, "when did you learn it was really not canceled?"

"Well, it was at least a couple of months before we were up to find out the job was proceeding," Wilson replied.

He told the committee he had opposed the Army's giving Hughes a contract for the FX-11.

"It was just silly to expect we were going to have them in two war purposes," he testified.

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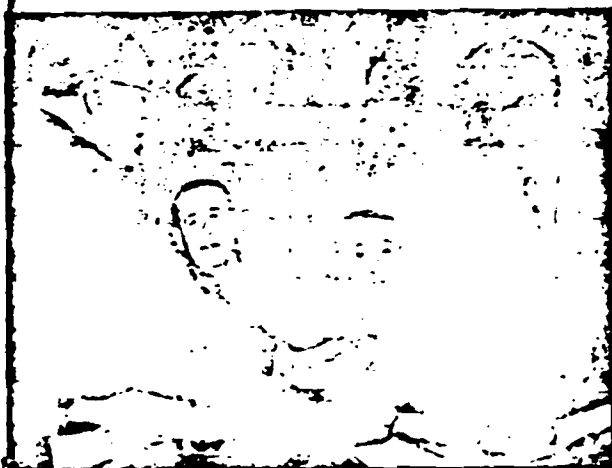
REPRODUCED ORIGINAL RELIANT

Testifies Elliott Roosevelt Used 'Inside Pressure' To Win Contract for Hughes

WASHINGTON, Nov. (INS).—The Senate War Investigating Committee was told today that Elliott Roosevelt used "inside pressure" in the War Department to force award of a contract to Howard Hughes for his F-11 photoplane.

Ralph A. Graechen, civilian chief of the AAF General Staff Research Division,

EX-WPB LEADER SHOWS UP FOR PRESSURE TALK



Charles E. Wilson (left), former Vice-Chairman of War Production Board, greets Chairman Homer Ferguson, of Senate War Investigating Committee, as he takes stand at Hughes plane probe. (International BOUND Press)

so asserted, and added:

"I don't think Col. Roosevelt was qualified by background, education or experience to pass opinion on those things."

Graechen said young Roosevelt, later a brigadier general, argued in his presence that the Air Force needed Hughes' plane and "there was not another design" to match it.

Overruled Experts

Graechen testified he was "shocked" when AAF top brass overruled technical experts and ordered a \$1,900,000 payment to Hughes for work done on a prototype of the F-11.

His testimony was followed by the disclosure that the Internal Revenue Bureau will assess Hughes' firm an additional \$2,919,000 in taxes on undistributed profits.

Sen. Williams (R-Del.) said the bureau will act on the committee's recommendation in collecting the assessment. He added that examination showed the Hughes Tool Co., parent firm of the Hughes enterprises, had net profits of \$15,500,000 between 1942 and 1946 and "retained" \$14,500,000 in the parent corporation and subsidiaries.

None to Contrary

Williams noted that Hughes, in testimony before the committee last August, declared neither he nor his companies "made any profit on the war."

Charles E. Wilson, former vice-chairman of the WPB, testified Henry Kaiser subjected him to "continual pressure" to block cancellation of the contract for Hughes' giant flying boat.

Graechen's reference to Roosevelt came when Chairman Ferguson (R-Mich.) asked if "any 'inside pressure' had been used to win Hughes a contract." The witness answered:

"Yes, sir, on the part of Elliott Roosevelt. I have to confess, however, that I was only one link in

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Roosevelt's presence when the design was discussed."

Defended His Course

Elliott was a witness before the committee last Summer when he was confronted with expense accounts detailing entertainment provided for him by free-spending Johnny Meyer, Hughes' publicity man. He challenged many of the items.

The son of the late President also defended, at that time, his

recommendation of the F-11 as the best available.

Graechen said that "in general" the trend of Roosevelt's argument was that "we needed this plane" and no other could serve the same purpose.

Ferguson asked:

"Was that a fact?"

Graechen replied:

"I'm afraid not. As it turned out, the plane was of no use to us during the war."

Graechen said most of the experts felt that "if we went to that (Hughes) design with a contractor who had not demonstrated his ability to produce, it would not be too wise."

Wilson testified his order to cancel the contract for the Hughes flying boat was countermanded after Donald Nelson, ex-WPB chairman, conferred with Jesse Jones, then head of the RFC.

Too Long to Build

Wilson said he decided to call off the contract not because of engineering defects, but because of the time element involved in completion of the plane. He added:

"We told Hughes the contract was cancelled and a report was made to the Air Production Committee so the services would know the job was out of the way and they could place other work with the Hughes outfit."

Two months later, he said, he found that work on the flying boat was proceeding.

Wilson emphasized the cancellation was ordered because he felt the plane "would not be ready to help win the war." He said another factor was a reluctance on the part of many aircraft experts to approve wood construction for a plane of that size.

Hughes Flying Here to Renew His Defense Of Plane Building Before Senate Inquiry

By Mary Spargo
Staff Reporter

Howard Hughes, designer, builder and pilot of the world's largest airplane, started flying his way

toward Washington last night to be ready to appear on Capitol Hill today.

The lanky West Coast aviation genius, who took his mammoth five-story Hercules into the air last week, must now face the Senate War Investigating Committee to defend anew the \$5 million dollars the Government invested in it.

Spectacularly upsetting the Senate committee probe into his war contracts, Hughes left Washington when the committee adjourned last August, his gigantic seaplane still unfinished.

Great Plane Launched

He returns with a successful launching of the controversial aircraft in his credit.

Subcommittee Chairman Homer Ferguson (R-Mich.) was uncertain whether Hughes would stand today, but he wanted him to be ready to answer questions in the all-day session scheduled today.

Hughes, the millionaire airplane designer and movie producer, will be a battery of charges and when he again takes the stand, the war investigators.

Testimony Charged

He made yesterday his wartime airplane like "a country General Account" and the war paid \$500,000 for the \$22-million-dollar plane.

Representatives of the Treasury, told the Senate Investigating Committee

there was no way, under the law, for the Government to get the plane back unless Hughes voluntarily returned it.

Noah M. Dietrich, president of the Hughes Aircraft Co., told the committee the claim is properly the Hughes parent company's and he said he declined to make such a statement in the absence of the plane's placebuilder.

He said, and the GAO officials agreed, that the first time the plane had been told to be flying was when it was in the air.

Charles W. Perelle, former general manager of the Hughes Aircraft Co., told the committee last week the Government never should have awarded Hughes the two wartime aviation contracts—one for the FX-11 photo reconnaissance plane and the other for the H-10.

The two contracts together represented an investment of 40 million dollars in taxpayers' funds in an enterprise which, Perelle testified, Hughes regarded as "his personal plaything."

Perelle said Hughes had discharged him for "insubordination" soon after he had submitted a lengthy letter of criticism against Hughes' production, accounting and business methods.

The former Hughes employee said he had been paid \$75,000 a year and given a \$250,000 stock option to do away with the "Hughes Country Club" atmosphere and bring up production.

Perelle testified that Hughes once discussed with him the possibility of postwar employment of an Army procurement officer who had helped him get a contract.

Now president of the Car Wood Industries, Wayne, Mich., Perelle said that the officer discussed was Major General Bennett E. Meyers, wartime deputy director of AAF material and services at Wright Field, O.

Meyers to Testify

Hughes, the executive said, told him the idea of hiring Meyers had been dropped and to "forget all about it."

Meyers, who has been brought into testimony repeatedly at former consideration of contracts for Hughes, is slated to take the stand himself today.

Testimony yesterday disclosed that the Bureau of the Budget twice recommended that Hughes' contract for the FX-11 plane be cancelled or transferred to a company with a better production record.

Last recommendation for cancellation from the Bureau of the Budget, according to Air Force documents, was on February 27, 1945.

On May 2, 1945, General Meyers replied that since the contract originally had been recommended by higher authorities, he could not recommend for cancellation or transfer.

Subcommittee Chairman Homer Ferguson (R-Mich.) called attention to the fact that this was only six days before V-E day.

On May 3, 1945, the day after Meyers made his recommendation, Col. H. G. Bunker in Air Force headquarters in Washington, agreed with the recommendation of the Budget Bureau. On May 29, the last portion of the Hughes FX-11 contract was cancelled.

The Budget Bureau, the records showed, said work on Hughes' H-10 best should be either halted abruptly or Hughes should pay all the building costs himself.

The Hercules, largest plane in the world—five stories high—was lifted into the air with Hughes at the controls last week. Hughes, who said he has put seven million dollars of his own money into the plane, told the committee earlier that if the plane flew it would prove that man could cross a barrier of size, comparable to the barrier of sound.

General Phillips Heard

Brigadier General James F. Phillips, wartime chief of material for the Army Air Forces, squirmed on the witness stand when he was questioned about the Budget Bureau recommendations and about the "political background" of the contracts.

In a memorandum, Col. E. C. Riley, one of Phillips' assistants, had quoted Phillips as giving "the political background" of the FX-11 contract to an Army Air Force conference.

Those weren't his words, Phillips maintained, and he didn't have any idea what was meant by the political reference.

"If I may respectfully suggest, Mr. Chairman," he countered, "Colonel Riley wrote that memorandum. He might be able to explain it."

With ready determination Ferguson pressed the point.

Was the reference to the fact that it was Brigadier General Phillips' son of the late President, who recommended the FX-11 in the first place?

Was the reference, perhaps, to a memorandum, signed F. D. R., in which the commander-in-chief queried of the photo-reconnaissance plane, "What is there in this?"

Asked About Memo

"Could Riley draw the conclusion that this was what was meant by political background?"

"He might have," said the obviously unhappy witness.

Then Ferguson asked Phillips just what he had meant by a memo signed by himself. It read:

"Howard Hughes should be left to hang himself and the Army Air Forces should not get itself into a position of being criticized in this connection."

Ferguson asked Phillips if the real story was that the technical experts at Wright Field and elsewhere were not all against awarding Hughes a contract, but that Gen. H. H. Arnold, former Air

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Force chief, had approved it, and "so the Air Force was just going to let the contract stand but do nothing about it and let Hughes hang."

The subcommittee chairman demanded to know if it wasn't "fair" to Hughes to adopt such an attitude.

"On the other hand," Phillips countered, "Hughes himself was quite confident he could finish the job on time."

Johnny Meyer Again

The name of Johnny Meyer, chubby free-spending "public relations expert" for Hughes, who once testified that he never saw anyone else "pick up a check in my entire war," popped into testimony again yesterday.

Perelle told the committee that one thing he did as a trouble-shooter for Hughes was to fire Johnny from the Hughes Aviation company's payroll.

He said he fired Meyer because "I had no control over him or his activities." He added that he did not care to have Meyer representing the aviation end of the business.

Noting that Meyer had hired his aircraft employment as a reason for draft deferment, Ferguson asked if Meyer actually worked for the aircraft company.

"On Payroll, Not on Job"

"He was on the payroll but not on the job," Perelle answered. "I only saw him three or four times in the year and a quarter I was there."

Perelle told the committee he had ordered Meyer to turn in a badge to plant security officers. He said he did not know on which Hughes' payrolls Meyer remained after Perelle fired him.

Within a short time after he

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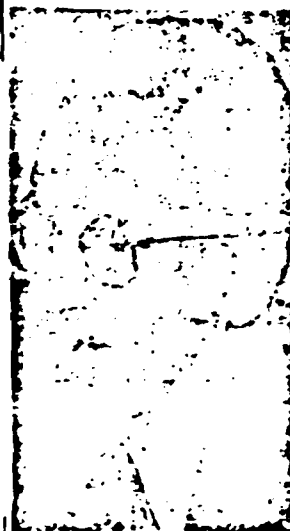
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charged Meyer, he also was fired, Perelle said.

Hughes charged him with "subordination," the industrialist declared. He said that one of the reasons was that he had complained to Hughes because the manufacturer-producer was utilizing aircraft personnel to work on his movies.

In his letter he told Hughes, Perelle testified, that "this interruption to organization will not be tolerated."

Tells Committee He Fired Meyer



Associated Press Photo
CHARLES W. PERELLE

"I had no control over him"

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No Politics Hughes Contract, Says General

By ROSE McKEE

WASHINGTON, Nov. 6 (INS).—Brig. Gen. James F. Phillips testified today that the names of President Roosevelt and his son Elliott figured in Army discussion of a Howard Hughes plane contract, but he denied that politics influenced the decision.

Phillips, wartime Army Air Forces chief of material, was asked by the Senate War Investigating Committee if the "political background" of the Hughes contract was the reason it was not cancelled in accordance with a Bureau of the Budget recommendation.

The general replied, "I don't even know what you mean by 'political background'."

Asked if men in public life were mentioned in connection with the cancellation, the witness replied:

"Oh, yes, in the history of the project there was a note signed 'FDR,' saying 'What's in this?'"

The note referred to the D2, predecessor of the F-11, the Hughes contract under probe by the committee.

Denies 'Pressure'

Phillips said he "imagined" he "mentioned the FDR note" as well as Elliott Roosevelt's support of the F-11 contract.

He denied later that air officers were under such pressure that they were helpless to cancel the contract.

Other developments:

1—Thomas Slack, attorney for Hughes, charged the committee was "unfair" in airing the plane designer-builder's tax matters outside the Internal Revenue Bureau. He said Chairman Ferguson (R-Mich.), declined to let him take the stand to refute yesterday's testimony that Hughes may owe some \$5 million in back taxes.

2—Charles W. Perelle, ousted general manager of the Hughes Aviation Co., charged Hughes

took men from plane production to work on his film enterprise. He said this interfered with completion of two war contracts totaling \$40,000,000.

3—Perelle said that when he went to work for Hughes in the Fall of 1944, the design for the F-11 was only 40 percent completed instead of 90 percent as generally believed.

4—Charles M. Bailey of the General Accounting Office, testified there was an overpayment to Hughes of \$326,000 in the termination of the F-11 contract on May 29, 1945.

Promises Refund

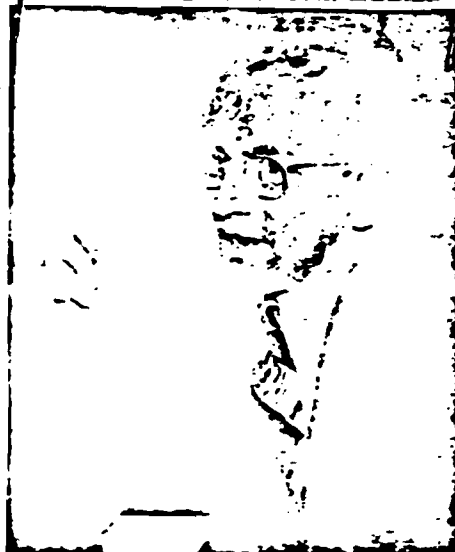
Noah Dietrich, first vice-president of the Hughes Tool Co., immediately sent a note to Ferguson advising him that Hughes will refund the overpayment, if any.

Ferguson disclosed that the Bureau of the Budget twice recommended cancellation of the F-11 photoplane contract and

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EX-AMID TAKES SLAP AT PLANEMAKER



Charles W. Perelle, former general manager for Howard Hughes, testifying before Senate War Investigating Committee yesterday.

(AP Wirephoto)

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Hughes Contract Influence Denied

Continued from Page 3 9

said the work on the flying boat should either be halted or Hughes should pay all building costs himself.

The Budget Bureau first made its recommendation Aug. 10, 1944, which Ferguson said was only three weeks after the F-11 contract was let.

Ferguson sharply questioned Phillips on why the cancellation was not made.

He produced a memo by Phillips in which the General said that "Howard Hughes should be left to hang himself and the Army Air Forces should not get itself into a position of being criticized in this connection."

Ferguson contended the memo must mean the Army Air Forces were against the Hughes contract, but that Gen. H. H. Arnold, former Air Force chief, had approved it and "so the Air Force was just going to let the contract stand."

Hughes Offers To Refund Any Overpayment

**Auditor Tells Probe
\$326,000 Is Due**

By FRANK MOLEMAN

A government auditor told the Senate war investigating committee yesterday the Army overpaid Howard Hughes \$326,333 in settlement of his contract for 98 photographic planes. Immediately, Noah Dietrich, Hughes' business adviser, leaped to his feet and offered to repay any sum "properly established" as an overpayment.

The dramatic exchange came in the closing minutes of the day's second session of the new Hughes investigation. Earlier, witnesses testified Hughes' aircraft plant at Culver City, Calif., was so happy-go-lucky it was known in the industry as a country club, and President Roosevelt's budget office once recommended that some of his contracts be cancelled because of inefficiency.

Ex-General to Testify

Today, the committee will grill former Maj. Gen. Bennett E. Meyers, former deputy chief of air force procurement, who testified in secret regarding alleged favoritism to Hughes. The dapper flier, who left the coast in his converted bomber late yesterday, may testify late today or tomorrow. Johnny Meyer, his press agent, is also waiting to be called.

Dietrich's offer to pay back every penny of any overpayment electrified the hearing room. Only a minute earlier, Charles M. Bailey, senior chief accountant for the General Accounting Office in Los Angeles, had testified the Army could not recover a cent under the resettlement law, unless fraud was proved. The contract, which called for 98 flying models of the P-11 reconnaissance type was cancelled May 29, 1943.

In addition, Bailey admitted that the day's spectacular statement was the first word the Hughes Tool Co. had received of the alleged overpayment. He said no determination of fraud had been made.

\$326,000 Overpayment

"In our opinion there was an overpayment to the Hughes Tool Co. of approximately \$326,000," Bailey added, shaking his words slowly. Later he said the exact amount was \$326,333.66, according to his own audit of Hughes books.

While Bailey was on the stand, flanked by three assistants, Dietrich, vice president of the tool company, hastily scribbled a note to Ferguson, who read it aloud.

"I have the authority to commit the Hughes Tool Co. to refund any properly established overpayment," it read.

Sen. Hatch (D) of New Mexico, pointed out that many contract settlements were subject to honest differences of opinion. He asked whether Dietrich was "willing" as

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Hughes' Adviser Offers to Refund Overpayments

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well as able to pay back the money, if required.

"I'm willing to, and I now do so hereby!" Dietrich exclaimed, rising.

Set Speed Records

The total involved in the P-11 contract was about \$70,000,000. It called for 98 production models and three experimental ships. Hughes announced on the West Coast this week that the last of the three test models had been delivered to the Army, and set a new secret speed record for twin-engine propeller driven planes.

In a written question, Thomas Black, Hughes' lawyer, asked Bailey if he dug up the old settlement data on orders from the committee. The auditor replied his survey was already under way when the committee's request for a report came.

Ordinarily, he declared, the accounting office reviews all contract terminations under the settlement law. It reports to the comptroller general, who passes the findings to the agencies involved.

Philips Reveals Report

An earlier witness, Brig. Gen. J. F. Philips, a member of Gen. Arnold's wartime air staff, revealed the budget office's reports on Hughes, made in 1944 and 1945. They recommended moving the air force's business to a cheaper, more efficient plant, or using other planes already built for reconnaissance.

The recommendations were not carried out because of a favorable report by Meyers, who testifies today, he disclosed.

Philips, named earlier as the man who told other air officers about the "political background" of the Hughes reconnaissance plane, agilely sidestepped questions on this point.

He said he didn't know any political background, although he knew Elliott Roosevelt was interested in pushing the plane, and the late President Roosevelt had sent Arnold a White House memo on the subject asking, "Is there anything in this?"

Yesterday's wrangling over money packed a double punch, because only last night Sen. Williams (R) of Delaware, a member of the committee, revealed the Treasury is trying to collect \$2,919,800 from the plane maker in alleged delinquencies. A dispute over \$2,418,000 for the years 1910 and 1941 is already in the courts, he revealed, and a Treasury agent, prompted by the committee, has



CHARLES W. PERELLE

recommended another \$301,800 penalty for the years 1945 and 1946.

Drops Tax Issue

Ferguson dropped the tax issue quickly yesterday, tossing it over to the Treasury and the courts. He said Hughes personally will be allowed to explain, if he wishes, but the committee didn't want to let lawyers bog the investigation down in a tax argument.

The committee earlier examined Charles W. Perelle, one-time general manager of the movie maker's aircraft division.

Perelle said he worked for Hughes from Sept. 1944 until Dec. 1945, and was paid \$350,000 in salary and stock options. Hughes hired him from Consolidated-Vultee, makers of the B-24, to take full control of Hughes' aircraft building, turn his plant from an experimental laboratory into a mass production line for 101 reconnaissance planes, and spur completion of the giant Hughes flying boat.

"Hughes himself one time said he knew the place had the reputation for being a country club," Perelle related, "and he wanted to change that." Officials of the parent Hughes Tool company viewed the aircraft division as a "personal plaything" for the flier, he added.

Priorities Were Low

Immediately, however, the new manager said he ran into a hornet's nest of trouble. He found employees still looked to gangling, easy-going Hughes for orders. Army engineers at Wright field had been antagonized, priorities were low. And then there was Johnny Meyer.

Perelle said he never did find out exactly what Meyer was supposed to be doing for the aircraft division in Culver City, Calif., where he was kept on the pay roll. He had an office and secretary, but spent most of his time in Hollywood. Large "hump sums" ap-

peared on his expense accounts. Perelle was told to ask no questions since they had been okayed by Hughes.

But among other things, the chubby press man, who made \$200 a week, once let it be known around Hollywood he was just about to fire Perelle, the \$75,000-a-year man. Perelle said he demanded an apology and \$60

it. Then he had Meyer taken off the aircraft pay roll.

Johnny landed somewhere else, however, and kept up his arduous duties of snagging night club checks when people like Elliott Roosevelt were around.

Things improved, but not much. Perelle testified. After leaving town for a few months to give his manager a free hand, Hughes finally returned, and one day barged in to the aircraft division and borrowed an engineer to help out with a movie. Perelle protested, and Hughes fired him for insubordination.

In parting, they had a little dispute over a \$800-a-month shanty in Los Angeles the company furnished Perelle. Hughes claimed he had promised to pay the rent only. Perelle contended the company promised to bear all the expenses, including food and servant. These extras totaled a tidy \$29,229 in 15 months.

Ferguson brought out that Hughes listed the \$29,000 as a bad debt from Perelle. The engineer said he was astonished to learn that Dietrich promptly was called to the stand. He explained that the sum was deductible from taxes either as a bad debt or operating expenses.

B. J. AUSTINE
CASSINI

When you overpay income tax, the government refunds your money with 6 per cent interest. When Howard Hughes got his refund of \$457,000 on his tax, he also got 6 per cent interest on it—which was more interest than he could get at any bank!

Acoustic Coupling

! Her fall was probably caused when the
!atcher told her the price of arloin!

Princess of Hohenzollern-Langenburg, Princess of Reuss, and
Princess of Baden.

THE title "Duke of Clarence" has heretofore been held by the eldest son of the Prince of Wales, or by the heir presumptive to the throne. There is no Prince of Wales now, and the Duke of Clarence IS the Duke. The only title to the throne of England would have been that of Duke of Clarence.

At the wedding breakfast following the ceremony, Butts and his wife, diplomats of the world, were especially interested to learn that the title of Dr. E. I. Ruppel was bestowed upon him.

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Meyer Missing As Trial Nears In Paternity Suit

NEW YORK, Nov. 29 (N. Y. News) — Johnny (Musing) Meyer, Howard Hughes' butter-ball press agent and lab-filing genius, who is accused of being the father of an ex-night club cigarette girl's baby boy, is back on his old vanishing routine. It was revealed today in court.

Said to be "somewhere in California," Meyer, who gets around after the fashion of a Mexican jumping bean, has stoutly persisted in dodging a blood test here since Oct. 10. Which was all the more suspicious, because the specialist in giving senators and ordinary officials the run-around asked for the legal needle himself.

Johnny is due to appear in court next Thursday for trial on the paternity charges made by Patricia Miles, 25, of Manhattan's Jumel Heights. But Jerome Strauss, his lawyer, told Justice Frederick L. Hackenbush that he "had no idea" where Johnny is. Assistant corporation counsel Senatkin offered the California clue to Johnny's latest hide-out.

Strauss today filed a motion seeking a bill of particulars from Patricia on the romance she claims to have carried on with Meyer. She charges she kept several trysts with Johnny in his suite at the Hotel Sherry-Netherland in 1945 and 1946.

Her baby was born last Feb. 7, and Patricia charges that her emissary of Meyer, gave her \$1,500 and induced her to sign a statement that Johnny wasn't the father.

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Blood Test Given Johnny Meyer in Paternity Case

New York, Dec. 2 (AP).—Johnny Meyer today submitted to a blood test as a preliminary to facing trial in the suit brought by a former night club cigarette girl who seeks to prove he is the father of her child.

The only press agent had been facing the suit since it was brought while he perspired under the limelight of last summer's Washington investigation of his boss, Howard Hughes.

His trial on the paternity charge of blonde Patricia Miles that he is the father of her son born last February, is scheduled to start Thursday.

Meyer, who disappeared after being served with a summons in a night club several weeks ago, disappeared after the blood test before he could be questioned by newsmen.

A short time after he left the office of Dr. Alexs Der S. Wiener in Brooklyn, Miss Miles and the baby appeared at the office for a blood test.

(3)

Johnny Meyer

Felix

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WASHINGTON POST
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Court Hears Woman Suing Johnny Meyer

New York, Dec. 4 (AP).—Blonde Patricia Miles, 25, glamorous in a long red suit and a bejeweled hat, testified behind closed doors today in her court action seeking to prove that live-spendling Press Agent Johnny Meyer, 41, is the father of her 10-month-old son.

The public and press were barred from the Special Sessions courtroom when two of the three justices hearing the paternity suit agreed that the secret proceedings were desirable for the protection of the child.

Corridors were jammed by spectators who stayed to see Miss Miles, former night club cigarette girl, and Meyer, nonchalant and quipping, come and go.

Meyer is Undisturbed

Meyer, who recently testified under the spotlight of a Senate investigation of his boss, Howard Hughes, was in good spirits.

He told reporters before the proceedings recessed at 3:45 p. m. that he was undisturbed about results of a test which showed his blood type was the same as that of Miss Miles' son.

"You can take it from me I'm not the father of this baby," he said. "Yeah, I know my blood group is the same as the kid's but that doesn't prove I'm the father."

Tests showed that although Meyer and the baby, whose baptismal certificate bears Meyer's name, had the same blood type, the mother's blood was of a different type.

The decision to bar spectators from the trial, in which Miss Miles charges that Meyer fathered her child during a period when they kept trysts in a Manhattan hotel, resulted from motions of their attorneys.

Public Excluded

Elvin Untermyer, attorney for Miss Miles, asked that the public be excluded. His motion was granted and Meyer's counsel, Jerome Strauss, moved that witnesses be barred except when they were testifying. This motion was granted.

"Are you moving that the press be excluded?" asked presiding justice Nathan Perlmutter. Both lawyers said they were not.

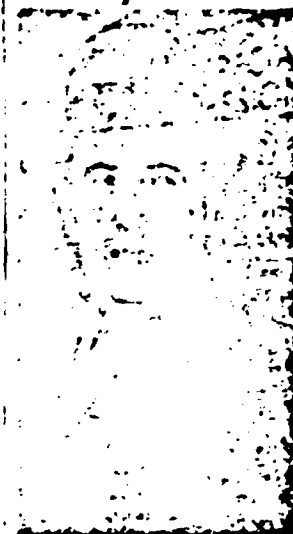
"By majority of the court we have decided to exclude the press," Perlmutter announced.

Father James Kane, priest of the parish where Miss Miles obtained her baby's certificate of baptism, followed her on the witness stand.

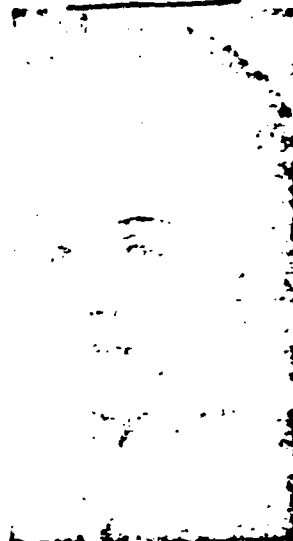
The day manager of the hotel at which the alleged trysts were kept testified that Meyer was the final witness to the affair.

Attorneys have been asked to complete their cases by tomorrow afternoon.

Meyer Paternity Sue Drops



JOHN W. MEYER



APRIL 1947
PATRICIA MILES

The public and press were excluded from the courtroom yesterday as John W. Meyer, press agent for Howard Hughes, went on trial. Patricia Miles, former night club cigarette girl, charges he fathered her 10-month-old son, Douglas.

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 Miss Gandy _____

John W. Meyer

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Johnny Meyer Is Victorious In Paternity Suit

Star Chamber Court
 Frees Press Agent

NEW YORK, Dec. 5 (NY News). A three-man court ruled unanimously today that Johnny Meyer, Howard Hughes' press agent, wasn't the father of blonde Patricia Miles' baby boy, a decision that brought a big grin to Johnny's face and big tears to Patricia's.

The decision came after a day of testimony that included a witness stand admission by Johnny that he had been intimate with the young woman. Meyer emerged from the courtroom triumphant; yet testy. He was testy about all those newspaper stories describing him as "pudgy" and "short." He is, he modestly insisted, a perfect specimen.

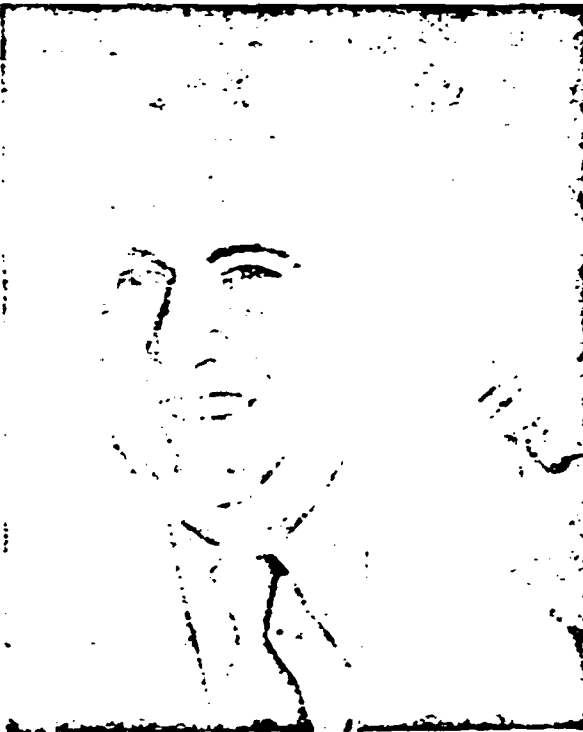
Johnny Is Gallant

Of Patricia's tears, he said gallantly:

"She can cry any place she wants to cry. What about the dough it cost me to come back here and defend this suit?"

Of his triumph, he said modestly: "There's nothing to print for my book. I'm very pleased with the fairness of the judge's decision. I never felt I was the father of the child. The charges were fantastic."

Today, like the day before, hearings on the paternity case against the Hughes drumbeater were strictly star chamber. So much testimony there was had to



JOHNNY MEYER GETS THE NEWS

he retold to newspapermen by the - he'd been intimate with the ex-witnesses themselves night club cigarette girl up to Johnny testified that although March 4, 1946, he did not see her, was introduced as evidence.

Intimacies With Girl
 Admitted by Johnny

after that inasmuch as he went to Cuba and Mexico, although he continued to maintain his suite at the Sherry-Netherlands hotel here. It was in this suite that the girl has testified she had trysts with him from February to March, 1946.

Talk of Payment

Another witness, Robert Harris, another press agent, friend of Johnny and a cafe socialite, testified Patricia told him she had signed two papers, one saying Meyer was the daddy and another saying he wasn't, and if Meyer wanted the paper that said he wasn't, he would have to fork over \$10,000.

Gossip started piling up. Harris went on, and finally Meyer said to pay her something. Harris said he gave her \$3,200, partly his, partly Meyer's, and she signed a paper saying Meyer was not the father of the child, now 10 months old.

Another witness, Mrs. Ever Odely, testified Patricia told her she was pregnant and that the man was Meyer. Cross-examined by Jerome Strauss, Meyer's lawyer, she admitted Patricia told her she had gotten money from another man with whom Patricia had and she had been intimate. A \$75 check from this other chap was introduced as evidence.

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John W. Meyer
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- Mr. E. A. Tamm ☒
- Mr. Clegg ☐
- Mr. Coffey ☐
- Mr. Glavin ☐
- Mr. Ladd ☐
- Mr. Nichols ☒
- Mr. Rosen ☒
- Mr. Tracy ☒
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- Mr. Hendon ☐
- Mr. Pennington ☐
- Mr. Quinn Tamm ☐
- Mr. Nease ☐
- Miss Gandy ☐

Hughes

Hollywood: Hughes May Let More Millions Go on Picture

By Sheila Graham

Howard Hughes, so I am told, is going to remake "Veronica" almost from scratch. Howard has already spent \$3,000,000 two years and four directors on this movie. But he is not the boy to give up if he thinks he can improve a picture. He remade "Hell's Angels" completely and it made him I don't know how many millions.

Robert Taylor, back in Hollywood from Texas, thinks he has found the ranch he and Barbara Stanwyck have been looking for—to retire to when they no longer make movies.

Van Johnson's father has again circled his trip to Hollywood. He was due to arrive here shortly after Van and Evie have the baby. The senior Johnson is scared of the Hollywood razzle-dazzle.

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Hughes' Cl Is Recalled

By Drew Pearson

Editor's note: Drew Pearson's column today takes the form of a memo to Senator Ferguson of Michigan, chief Senator investigator.

Memo to Senator Ferguson of Michigan:

You will recall that last summer serious charges were made against your Republican colleague, Senator Owen Brewster of Maine, by the West Coast airplane builder, Howard Hughes.

Senator Brewster was accused of being a lobbyist for Pan American Airways and of using his high office for the commercial advantage of one airplane company.



Although these charges were publicly made and although Senator Brewster—at that time—said he welcomed an investigation, nothing has happened since. I understand that Senator Brewster since has informed the Justice Department that he did not wish to be investigated. However, in view of your own record for conducting impartial probes, and in view of the fact that you are courageously going after your Democratic colleague, Senator Thomas of Oklahoma, I feel sure that you will also wish to explore thoroughly the serious charges against a Republican.

Accordingly, I tender herewith certain evidence and the names of witnesses which I believe important in the case.

was trying to push a law through Congress benefitting that airline. May I also point out that Sam Pryor of Pan American Airways has not been registered as a lobbyist and that his activities in connection with Senator Brewster would appear to be in violation of the lobbying law?

Interview Brewster's Housekeeper

I suggest that you interview Mrs. Ellen Jenny Brown, RFD 4, Dexter, Me. (telephone St. Albans 4 ring 13), who has served as Brewster's housekeeper for the past three summers. Mrs. Brown is a lady with a New England conscience who believes that Senators should live up to their oath of office. I am sure she will tell your committee the truth.

She will tell, among other things, how Brewster used to fly up to Dexter, Me., almost every weekend in a private airplane belonging to Pan American Airways. The Brewster summer house in Maine was kept open from May 1 to November each year. And when Mrs. Brown first went to work for the Brewsters the Senator spent almost every weekend at home.

He would be picked up by a private Pan American plane in Washington, and Mrs. Brown is in a position to testify regarding this because she used to answer the telephone when Sam Pryor, vice president of Pan American Airways, would call to say when the Senator would arrive. The calls usually came from Washington or Greenwich, Conn., the latter being Pryor's home.

The private plane never brought anyone except Brewster. It would circle the Brewster home before landing, which was the signal for Mrs. Brown to start preparing dinner. Once Pryor himself flew in with the Senator and stayed all night. Next day they flew to Moosehead Lake for five days' fishing.

When Charles Brewster, the Senator's son, returned from overseas in 1945, Brewster brought him to Dexter in a private Pan American plane.

When the Brewster-Hughes hearings were held in Washington last summer, the Brewster household was thrown into a tizzy. Brewster immediately stopped flying Pan American planes. Taking a train from Boston to Bangor, Mrs. Brown was mentioned not to mention to a son the Senator's past association with Pan American.

Accepting Favors Unethical

As you know, Senator Ferguson, Congress some time ago passed a law making it illegal for railroads to give free passes to members of Congress. This was because so many favors were passed out to Congressmen by the railroads in the old days that it got to be a scandal. The Civil Aeronautics Board also has stringent rules against free trips on commercial airlines.

Therefore, it would seem to any average citizen highly unethical for a United States Senator to be constantly accepting free airplane trips from one airline, especially when, at the very same time, he

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Min Report Exonerates Hughes

Howard Hughes, West Coast plane maker, and his companies of the committee's handling of the spectacular Hughes hearings, were held blameless of any fraud, corruption or wilful wrongdoing. Their report charged that the committee, which has now ceased in connection with war contracts, "repeatedly exceeded its power" as defined by Senate resolutions.

The minority report, submitted by Senator Carl A. Hatch (D., N. Mex.), was signed by the other three committee Democrats, Senators Claude Pepper, J. Howard McGrath and Herbert R. O'Connor.

"The handling of the investigation and the conduct of at least part of the hearings, whether deservedly or not, caused public censure and even public suspicion of the motives behind the investigation," the report declared.

The four Democrats warned that Congress must improve the conduct of some of its investigating committees.

"Investigations by congressional committees, as in some instances they have been conducted," the report maintained, "amount almost to a denial of some of the fundamental rights to which our democracy has always been dedicated."

The report warned that "the power of Congress is the delegated power of the whole people and should not be used lightly or for any questionable purpose."

Such uses will "invite destruction of public faith in all investigations," the minority said.

"It is equally dangerous," the Democrats warned, "for a committee, though its intentions be honorable, to employ such careless methods as to engender public suspicion or doubt as to its motives."

"The public is incredibly sensitive to such situations and often finds it difficult to distinguish between honest blundering and plain demagoguery."

The Democrats said the majority report used "inference and insinuation" to imply Hughes had been guilty of "grave wrongdoings not expressly charged."

These implications are not supported by the evidence, the Democrats held.

"There is absolutely nothing in the evidence," they said, "which discloses any fraud, corruption or wrongdoing on the part of Howard Hughes or his associates. All the evidence is directly to the contrary," the report stated.

Further, the evidence shows, the minority said, "and there is nothing to dispute it," that far from making excessive profits Hughes spent seven million dollars of his own money in plane building for the Government.

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HUGHES, HOWARD

55 MAY 27 1937

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AIR EN

H² By WES.

ER

HOWARD HUGHES, the moving picture magnate who produced 70 airplanes for \$20,000,000 of public money, has made public a letter to Sen. Ralph O. Brewster of N.Y. offering him \$200 a week to star as an actor. YOU ARE NO AMATEUR, HUGHES WRITES.

"Your ability as an actor has been well demonstrated. Also you are the perfect type for some parts I have in mind."

We here have a senator publicly mocked in his office of investigator of outrageous corruption in the war production program by a man who could not deny that he had conspired with a professional barfly to compromise agents of the government and seduce them from propriety.

HUGHES finds himself singularly free of the restraints which affect the course of men of fastidious morals and ethics. He is not embarrassed by disclosures which would intimidate a more sensitive citizen.

In the early part of 1947, Hughes saw an investigation coming. He had spent money to hire women to act as social companions of procurement agents and for booze and luxurious meals and had charged this expense to the ultimate taxpayer as part of the cost of the planes which he did not produce for the \$40,000,000.

He had spent about \$1,000 on the wedding expenses and on extravagant personal entertainment of Elliott Roosevelt, then ranked as a colonel, in expensive hotels and night clubs of Hollywood and New York.

There was testimony, among the disclosures, that Hughes' social-travel manager, Johnny Meyer, gave a \$20 bill to Faye Emerson, who was to become the third Mrs. Elliott Roosevelt, and a batch of nylon stockings. Nylons were rarer than \$20 bills at the time and were regarded as a persuasive gift in the quest of helpful influence in the war contract business.

ANTICIPATING disclosure, Hughes hired Carl Byoir and Associates, the New York and Washington public relations and propaganda firm, to see him through. They did well by him.

Hughes was enabled to appear to turn the tables on Sen. Brewster and to make Brewster seem to be a guilty fellow, although the record does not justify this impression.

Actually, here was a defendant who admitted that he was what he was, making his unapologetic word in a charge that Brewster offered to abandon the investigation if Hughes would abandon his own plans for an overseas passenger air line.

Brewster and others believed that the United States would best serve American interests by maintaining and supporting only one American overseas line, Pan-American, the air line owned by pioneer and Brewster's friend, Pan-American, and to carry on as a private enterprise.

He had been seen by officials of Pan-American with whom he had become friendly. It appeared that he had secured personal popularity from one of them, although it no cost which could be dignified by the faint of hope.

Brewster might properly have argued that Hughes should withdraw from overseas competition in the national interest.

THERE was shocking testimony and documentary evidence against Hughes, Johnny Meyer and Elliott Roosevelt in the hearings in Washington. Nevertheless, by astute manipulation of

the publicity and the timing of dramatic incidents, Hughes walked off triumphant, although not with honors.

Elliott Roosevelt had been so heavily misled in the wallow of the notorious John Hartford loan and other gyps, done with the guileful knowledge of his paternal airs, that nothing could embarrass him.

The Army could have tried him on many specifications in the matter of his debts and in accordance with a special order by Gen. H. H. Arnold, warning all officers that "acceptance of the most casual entertainment or insignificant gift, however innocently intended, may tend to so compromise the Air Forces and himself as to seriously impair public confidence."

NOBODY had the effrontery to say that any of Hughes' entertainment of Elliott Roosevelt, including the wild party celebrating the definite closing of the contract which Elliott had promoted, was "innocently intended."

It was all done for motives absolutely defiant of Gen. Arnold's special order and of the ethics of professional buyers and purveyors in private business as well as in public life.

The final report of the special Senate committee on its investigation of the national defense program says "each of the officers who accepted gratuities from the Hughes Aircraft company, acted in direct violation of these orders of their commanding general." The report was submitted by Sen. Homer Ferguson of Michigan.

MAJ. GEN. BENNETT E. MEYERS was sentenced by the United States court, not by the Army, to serve from 20 months to five years for perjury in concealing the fact that he owned a company from which he bought material for the Army.

This was entirely aside from the Hughes deals involving Elliott. The Army had abundant evidence that Elliott's father had verbally ordered that favors be shown to the man who was winning and dining his son.

Many a headstrong or wayward back private meanwhile has spent years in prison for rude violations of unaccustomed restraints.

There was mutually accusing testimony by Hughes and Gen. Meyers concerning disclosures of favors to be done Meyers by Hughes, including a job at a high salary after the war.

THE committee could not decide who was the liar but it did say formally to Congress that these individuals did have a number of conversations concerning loans, gratuities and job offers. Nevertheless, Hughes said nothing until it served his case at a public hearing three years later to charge Meyers with tendering corrupt proposals, whereas Meyers said Hughes took the initiative.

"Hughes should have promptly made a full disclosure," the final report says. "Any war contractor is morally obligated to report promptly any corrupt or fraudulent proposal made to him."

And, finally, although Hughes claimed that most rival aircraft builders squandered public money on party girls, booze and luxuries for government agents, the report says:

"The committee with the assistance of the bureau of internal revenue and the general accounting office, could find no comparable expenditures" by other companies.

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(HUGHES)
HOUSTON, TEX. -- MILLIONAIRE HOWARD HUGHES FILED A \$2,000,000 SUIT IN FEDERAL COURT TODAY AGAINST THE RFC, CHARGING IT FAILED TO PUT UP ALL OF A PROMISED \$18,000,000 TO BUILD THE EIGHT-ENGINE AIRPLANE HE STARTED BUILDING IN 1942.

SPECIFICALLY, HUGHES ASKED THAT THE GOVERNMENT PAY HIM \$1,257,299 IT FAILED TO PUT UP AND AN ADDITIONAL \$476,299 TO COVER THE INCREASED COST IN MATERIAL AND LABOR DURING THE PAST FEW YEARS.

THE 45-YEAR-OLD OWNER OF HUGHES TOOL COMPANY HERE AND A DOZEN OTHER ENTERPRISES IS STILL WORKING ON HIS "DREAM SHIP."

IN THE SUIT, HUGHES SAID HE HAS SPENT MORE THAN \$17,000,000 OF HIS OWN MONEY ON HIS EIGHT YEARS OF WORK.

A SPOKESMAN FOR THE HUGHES TOOL COMPANY HERE ISSUED A STATEMENT SAYING THE COMPANY'S SUIT AGAINST THE RFC WAS FILED WITH THE GOVERNMENT'S KNOWLEDGE AND DOES NOT REPRESENT ANY GENERAL DISAGREEMENT BETWEEN THE COMPANY AND THE RFC REGARDING THE FLYING BOAT.

THE SPOKESMAN SAID THE SUIT SIMPLY SEEKS CLARIFICATION OF CONTRACT TERMS, AND ADMS THAT THE RFC MAKE THE FULL PAYMENTS AGREED TO IN THE ORIGINAL CONTRACT FOR THIS PROJECT.

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