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FORM OF DOCUMENT	CORRESPONDENTS OR TITLE	DATE	RESTRICTION
letter	Marquerite K. Cooke to Drew Pearson	6/16/47	C
letter	Drew Pearson to Marquerite K. Cooke w/attachment	5/22/47	C
letter	Louis F. Roth to Drew Pearson	3/31/47	C

FILE LOCATION

Personal Papers of Drew Pearson, Box G131 3 of 3, folder "Cooke, Admiral C. M., Jr."

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*File
Admiral Cooke*

Send Booklet

WILLIAM DELANY
BOX 933
HOLLYWOOD 28, CALIFORNIA

March 9 in forty 7

Mr Drew Pearson
Wash'n'n

Dear Sir:

My very good friend...Squire Ernie Dupille of Broomall in Delaware County....suggests this epistle to you. ..anyway..Ernie says..it'll get attention.

I recently read your column about the gentle Admiral who used taxpayers money in devious and various ways..to enrich his own private coffers.....and I rise in protest...

As a payer of taxes...I am one of that gentleman's employers..and as an employer..I think I have a right to make a "beef".... I know full... that were I to complain to Navy Department...my letter would be consigned to that innocuous desuetude Grover Cleveland is said to have told about. I didnt know Grover...he being a bit ahead of me...but evidently he was quite a guy.

As I get the idea...Mr Nimitz, being a Navy man..honestly believes Naval officers are ENTITLED...have the RIGHT...to use Uncle Sammy's facilities for free...have their goods and chattels toted around and about...willy nilly for free....send radio messages etc for free....plus taking down a fair to middling wage check each month...with travel and medical attention..likewise free.....

Now..as tne of the millions of employers of these lords of the sea... how do I go about getting some of that gravy ? I'd like to horn in...on that nice sweet little "racet" which Admiral Nimitz says..is "BY RIGHTS"....a certain "property" of naval officers.....Now..howsabout enlisted men of the navy ? After how many years...is an enlisted man permitted to send a radio message for free..or ship cars for free ? I'd like to be told somrthing about this ...strictly viewing things..as one of the employers of these lads.

Can Admiral Nimitz..for whom I have the utmost admiration..tell me.. off hand..just who it was that gave Naval Officers such "Rights" ? WHO was it.. who ordered such free and open spending..squandering..mayhap..of tax payers money ? Isnt it possible..there may be quite a number of other men and women... employers also...who may wish to be so informed ? They too may be curious..just as I am.. but also reluctant to dash off an epistle such as this....So Mr Pearson..howsabout...giving us some information...in any way you care to do so.

I read too..of an officer who was recently kicked in the pants... because he dared have Christmas Dinner with five of his men! Hey..is this a Democracy or..just what..is it ?

sincerely

Bill Delany

ROBERT S. RICE
216 SOUTH CORTEZ
PRESCOTT, ARIZONA

I have
will
etc

Mar. 10th

Dear Drew:

Re. your answer to my letter about "Admiral Cooke's son", to the best of my knowledge the son's name was James Cooke. His father, an admiral whose name I do not know, instructed Commodore Keifer ("Dixie" Keifer, now deceased) to order all the Naval Air Facilities under his command in May, 1945, at which his son's surplus Lockheed would land, to offer escort and transportation facilities to all passengers alighting thereupon.

Both Northeastern and Eastern (I believe) Airlines had applied for years for this run - from New York City to the

lush summer resorts of Martha's Vineyard,
Nantucket and Cape Cod (Hyannis), but
had continuously been turned down by
the CAB of CAA.

Along comes Jim (?) Cooke and his
one-plane Trans-Marine Airline while
I was Assistant Operations Officer at
Martha's Vineyard. He'd been Operations
Officer (a pilot) at the Floyd Bennett
Field in N.Y.C. in 1943, but was
able to get discharged and at the same
time maintain his CAA Commercial
Transport rating! How, I know not;
for the war was still on.

This is the extent of the information
I can give you. Authentication may be
secured from Lt. Donald Le Gassy, ^(Box 54) Associated,
Calif.; Lt. Charles Hayes (Operations Officer at

ROBERT S. RICE
218 SOUTH CORTEZ
PRESCOTT, ARIZONA

Martha's Vineyard N.A.F. for 3 years)
- address unknown, but whose records
may be secured from N.A.S. Quonset
Point, R.I. and Lt. Comdr. Ashbury
(skipper of N.A.F. Martha's Vineyard at
that time) whose address can also be
secured from Quonset.

Now that I know the Admirals
Cooke are not one and the same, I
feel better, but do think it worth
looking into in case such nefarious
schemes run with the family name.

Very truly yours,

Robert S. Rice

March 17, 1947

Mr. Robert S. Rice
216 South Cortez
Prescott, Arizona

Dear Mr. Rice:

Thank you for the additional information concerning Admiral Cooke's son. I'll investigate this further and see what I can find out. I very much appreciate your efforts.

Best wishes.

Sincerely,

Drew Pearson

D:r

La Grande, Oregon
March 8, 1947

J.D. *File*
Adm. Cooke -
friendship
on Capt. Coffing -
Adm
3/24
Box 168
Send
Booklet.
Thanks for
Cap.
etc

Dear Mr Pearson,

I have just recently read a most interesting article in your column "Washington Merrygoround", and I want to say that what you have written about Adm Cooke and the "admiral protect admiral" policy of the U S Navy is no more than the truth. I was stationed at Tsingtao for quite some time and was attached to the Port Directorate there. During my stay there my sentiments grew to be the same as every other enlisted man in that area. Ever since I was discharged, I have been wondering if and when the doings of officers like Adm Cooke would come to light and be presented to the general public. The very sad part of the whole thing is that you have merely begun to scratch the surface. It was my impression and the impression of practically every other enlisted man in North China that some officers were setting a pitiful example for the men under their command. Men like Adm Cooke not only sold automobiles, but they would have sold the entire Navy had they had a buyer.

There was stationed in Tsingtao one Capt. Coffing, commander of an LCI flotilla. One day Capt Coffing and his flotilla sailed for another port and left behind them, on the pier, our Navy motor scooter, which I prefer to call a put-put. Several days later one of the men attached to Port Director came upon the put-put, which was lying there on the pier, and proceeded to bring it to Port Director. We gave it a through going over and for about a month had a means of transportation. One day Capt Coffing returned to Tsingtao, and when he reported to Port Director he saw his put-put being ridden by one of the men. He immediately went to our CO, raised all kinds of Cain, and in the end we had to give up the put-put. We were lectured to, to let that we could be severely punished for doing such a thing, (they thought that we should have left it lying there so it could rust completely away), and that we had to give it back to its rightful owner, Capt Coffing. Several

days later a Russian came to Port Director and wanted to see one of the fellows whom he had seen riding the put-put. He asked us whether we thought the machine was in good condition and whether it was worth \$ 250.00. He said he knew a Capt Coffing who said he could furnish him with a put-put for a nominal fee of \$ 250.00.. The Russian bought the machine and we saw him riding it every now and then... It seems that ^{when} certain officers see enlisted men having too good a time and looking and feeling too happy, they immediately proceed to see what they can do about the situation, and nine times out of ten they come forth with some new order or degree which cuts deep in the moral of the enlisted men.

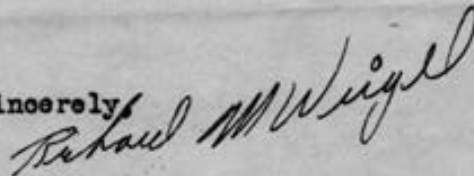
Such things as these are not uncommon. I remember well the time that Adm Barbey was arrested by the Shore Patrol for drunken driving and hitting and injuring an enlisted man. For a while the whole shore based navy of Tsingtao was waiting to see how he would be punished. It ended up that all Adm Barbey had to do was to apologize to the enlisted man whom he had injured to the extent that he had to be put in the hospital to recover. You can rest assured that if an enlisted man had done such a thing, he would have been court martialed and convicted before you could blink your eye.

I became well acquainted with a German ^{refugee} family in Tsingtao and used to visit them often. I asked them one time when I was visiting them where they were able to get some of the food that they fed me. They replied that they received it from some Russian families they knew, who in turn received it from U S Navy Officers. Now I know where all the sacks of flour and sugar and coffee went that the officers loaded into their jeeps when they went on shore. I was told that the Russians really didn't like the officers any better than the enlisted men, but that they were friendly towards them because they knew they could bring them food, and they needed food badly. It might be of interest to know that if an enlisted man was caught taking a pound of sugar or coffee from his ship, let alone a sack, he would be court martialed so fast it would make your head swim//

I believe I have rambled on long enough. Perhaps some day, a day when the lawmakers of our country wake up and find out just how rotten the present situation is in the Navy, they will pass a few laws which will tend to correct some of the corruptness which exists in the "Navy at present.

I wish to end by saying that by no means are all officers in the Navy bad ones. There are a good many good ones to be sure, and it seems a shame that they too are looked down upon just because they are officers. If it wasn't for the fact that a good many officers in the Navy are human beings and treat the men under them as human beings instead of machines, the Navy would be in a far worse state of degradation than it is at present.


Sincerely



Richard M Weigel.

P.S. If you wish to reprint a portion of this letter, I would ask you to omit my name. Also I do not wish to have printed what I have said about Adm Barkley because I have no first hand proof of what I have said. One of my better friends was attached to the shore patrol in Tientsin and I received the story from him. I am satisfied in my own mind to believe it, but I feel that what I have said against him is too strong to warrant printing without having more evidence. Had I been a witness to the scene I wouldn't mind one bit. I do know that it was a "hushed-up" affair.

Thank you



As for Unrea -
much much more!

J.P. Adm. Cooke
China



ST. FRANCIS HOTEL

UNION SQUARE · SAN FRANCISCO, 19

CABLE ADDRESS SICMART

301 Rue Cardinal Mercier
Shanghai China
March 4-1947

DAN E. LONDON, GENERAL MANAGER

Mr. Drew Pearson
Commentator
Washington D.C.

Dear Mr. Pearson: - Read of your comments recently in
U.S.A. regarding Admiral Charles M. Cooke Jr, Commander
Naval Forces, Western Pacific - People here know so much
more than you could add - for instance, what about the
44 choice rugs the Admiral purchased from the germans
in Shanghai ?? Surely, not to be used in military barracks here
for the G I's, or on deck some naval ship - but who packed
them and shipped them etc - and who gets the balance of
profits in this personal sale? Also it might be asked, by
what rights can U.S. citizens' personal property be appropriated
from Japanese naval go-downs (where such property was
stored until war was over) to be used by U.S. Naval officers
with no intention of seeing that owner gets it back, even
though appeals are made. One high officer actually
admitted that in several instances especially fine
possessions were even crated and sent home by our
own "big shots" knowing it belonged to Americans whose
home was close by, empty! Because these people were
in America, advantage was taken, and when they returned
these officials didn't even have the courtesy to answer
letters or cables of inquiry about their belongings which had
been stored with that of other internees.

Our people at home might be interested in knowing
why, ^{many} officers' families are glad to come out to live in
the Orient - all PX exchange are at their service, homes



ST. FRANCIS HOTEL

DAN E. LONDON, GENERAL MANAGER

UNION SQUARE - SAN FRANCISCO, 19

CABLE ADDRESS SICNART

are supplied, - a major admitted some families have 14 servants, when in America they never had one! ≡
And Chinese servants are no longer cheap, so the taxpayer might as well know a few facts - several U.S. business men's wives are doing all their own work here, even when used to several servants in the past. Many men can't afford to send for wives - many others can't find a place to live - but life goes on full blast - a "Merry-go-Round" that would make you dizzy and disgusted among our brass buttoned snobs, who get all the breaks - from appropriation of ^{U.S.} civilians' household goods to forced sales(?) of enemy goods - men within the ranks admit these rackets are going on - and it's heart-breaking for some of us to have to take it and not be able to do anything about it - to know our own U.S. navy helps themselves to one's own personal intimate property - things that had been so vital in making up "home" - Do U.S. taxpayers give our navy such privileges? Could our U.S. navy go into a storage place in America and appropriate articles they knew belonged to American civilians? why does coming to the Orient seem to allow these "higher-ups" limitless rights as well as getting away with what isn't right?

Please keep my name confidential - I shall trust you in that. You see I must live out here amidst this crowd - I don't refer to subordinates - but the big-chested staid and striped persons - I'm glad you put the Admirals on the mat!

Sincerely yours
(mob. g.) Evelyn P. Whittaker

Shanghai China
January 16, 1947.

Senator Knowland of California,
Washington, D. C.

Dear Sir,

My congratulations for your reelection! Unfortunately I was not able to be home to vote for you. However, there are ten dyed-in-the-wool Republican voters left in my family - some in Orinda - so you didn't need my help. You have our sincere good wishes.

Since California should have the biggest stake in this Far Eastern setup, I believe that our representatives should have a leading role in controlling the policies in connection with this section. With that thought in mind I have appointed myself a committee of one to keep you supplied with pertinent information from the civilian (taxpaying!) side, so I hope you will be good enough to not only read my letters occasionally - I will not burden you with too many - but will pass them on to our other Californians in Washington.

Under separate cover I have already mailed you a copy of a periodical published in Shanghai about the rise in influence of U.S. army officers in State Dept. posts everywhere - the recent elevation of Marshall after having made a complete flop of his mission here and his rumored replacement by Gen. Wedemeyer have not been received with enthusiasm here. As a member of the Army Air Corps in World War I, I hope you will not feel me unduly prejudiced in my attitude toward these people and what I am going to write.

There is a severe shortage of civilian housing facilities here. I have been unable to get space for my family at any but ruinous prices, so must operate here alone. However, there is no shortage where the army, UNRRA and State Dept. are concerned. They have grabbed for themselves the majority of the largest and finest apartments and homes. As soon as the military move in, they assign "MPs" to all entrances and affix "taboo" signs so no civilians can get in whether there are empty apartments available or not. We would not object so much if the vast majority of these people were serving some useful purpose, but the truth is they are not. To illustrate: (and this is just one example, mind you!)

The Judge Advocate General's Dept. in Shanghai is presently occupied in trying twenty Germans at great expense to American taxpayers, mainly for being Germans as far as most of us can see. The officers assigned to this job are not qualified men. The Colonel in full charge is from the army Veterinary corps! Not one of the eight officers has any legal training whatsoever, with one exception, and he is the lowest in rank, a captain. They all have their families with them, for free at taxpayers' expense, when I can't find space for mine. They have a flock of high-priced court stenographers all brought here at considerable expense from Manila and Tokyo - by plane, of course! Every fortnight they recess and off they all go on sight-seeing junkets - by plane, of course - to North China, Manila, etc., at taxpayers' expense.

It costs me around \$25 a day to live here. At Broadway Mansions now occupied by military I had a wonderful dinner the other evening for 45¢ (am told breakfast is 25¢ luncheon 35¢ and all you can eat plus "second helpings".) I paid 75¢ for a glass of milk at Jimmy's Lunch last night. A whiskey-soda here costs civilians usually around \$2.00. The army brings theirs in at \$1/75 a bottle, by passing the customs duty of 200-odd percent! I am sure

none of us would begrudge them these special facilities one bit if they were underpaid and as I mentioned before serving any good purpose by being here, and not taking up space badly needed by all of us, making shortages of every conceivable thing burdensome for us all.

Now this same thing apparently goes on all over China. Very few of these people would be of the slightest use to us in any emergency being mainly tired old army drunks hidden out here by friends back in the War Dept., so they can hold their rank or until such time as a soft berth in UNRRA or the State Dept. can be found for them.

This is all I have to say in this instalment except to add that the next time a Senate committee of investigation comes out here, they try to see some civilians, not military, and then may be they will get information that will be of value in determining American policy here.

Signed

Am. business man

*Copy
From a friend*

30 years in Far East -

TOPICS OF LECTURES

China Today.

Our Future in the Orient.

Korea--The Forgotten Land.

The Japanese--Can They be Re-educated?

COMMENTS AND APPRECIATIONS

"We voted Mrs. Whittaker's address the finest on our year's program". Secretary---American Association University Women---
Westchester County, N. Y.

"Mrs. Whittaker not only knows her subject, but feels deeply about the things of which she speaks".
St. Marks-----Brooklyn.

"Charming personality, rich background of experience, forceful speaker, convincing".
Mass. State Normal College.

"She clarifies doubts, provokes honest thinking".
Womans' Club---Mass.

"Mrs. Whittaker must come back to speak again---she has so much to tell that we ought to know".
President--Lion's Club--White Plains, N.Y.

"Your inspiring talks have been a valuable aid to the work of the Red Cross, and greatly appreciated".
Chairman, Staff Assistance Corps, American Red Cross.

"We hope you will continue to take advantage for speaking engagements, for in these times it is important to increase America's understanding of China". Mr. B.A. Garside, Vice President,
United China Relief.

"Impossible to tell you how very much we enjoyed your inspiring talk to the students. You have made lasting impressions on us".
Rosemary Ford--College of New Rochelle.

"A number of our Y.W.C.A. women are most eager to hear you again. You spoke so feelingly, and had so much of interest to say, we wish to share your talk with guests this time". Bayonne, N.J.

"I listened not only to what you had to say which was a revelation in itself, but to your great artistry with words. You have the instinct for making the things of the spirit seem apparent through a host of fine details. Some of those descriptive pictures I shall never forget. I felt that even the small poignant things had reached a crescendo when the hour was over. I have heard few addresses in any auditorium which stirred me so deeply, and I know that part of my reaction was a reaction to art.

Jean McGill--English Teacher-New Rochelle High School

April 1, 1947

Mrs. E. G. Whittaker
301 Rue Cardinal Mercier
Shanghai, China

Dear Mrs. Whittaker:

Thank you so much for your letter. Will you please send me, if possible, names, dates, places and any other pertinent data you may have where personal property of United States citizens has been appropriated by Army or Navy officers for their own use.

Best wishes.

Sincerely,

Drew Pearson

DP:jdr

*file
Adm. Cooks*

1883

SHIPMENT OF PRIVATELY OWNED AUTOMOBILES

1. Authority.—The Naval Appropriation Act authorizes the transportation on Government-owned vessels of privately owned automobiles of regular Navy and Marine Corps personnel upon change of station. However, because of limited space available, no such shipments will be made during the war, except that automobiles heretofore shipped to points beyond continental United States may be returned to the United States.

2. Application for transportation.—

(a) All applications for the transportation of automobiles will be made in letter form.

(b) Shipments of automobiles from points outside continental United States will be arranged between the local naval authorities and the commanding officer of the vessel.

(c) Will contain the following:

(1) The make and over-all dimensions of the automobiles to be shipped.

(2) Place from and to which shipment is to be made.

(3) Date by which automobile will be available for shipment.

(4) A certified copy of the latest permanent change of station orders on which shipment will be based.

(d) Applications by enlisted men will be approved by their immediate commanding officers.

1883

SHIPMENT OF PRIVATELY OWNED AUTOMOBILES

1. Authority.—There is no authority in current appropriation acts for the packing, loading, unloading, or any other accessorial charges involved in connection with the transportation of privately owned automobiles on Navy vessels. However, shipments of privately owned automobiles may be made on Navy vessels, provided space is available without displacing Government freight, and the owner assumes any costs involved for loading, unloading, packing, etc.

AKA57/

SERIAL

U. S. S. CAPRICORNUS (AKA-57)
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

Admiral
Cooke
~~Loss~~
Shanghai
JK

Feb. 8, 1947

Dear Mr. Pearson:

I read an article of yours in the San Francisco Chronicle about a certain admiral selling a car in Shanghai. You had the details all correct except you left out too many details.

I can supply some information on this subject if you would care to have it. This ship was the one that carried the car to Okinawa. One thing that should be of interest is the Executive Officer on board this ship is the son-in-law of Admiral Cooke. We have in our Communication files all the dispatches that passed between the Admiral and our Executive Officer.

One thing I would like to straighten out is your mentioning Capt. Joseph Connally, Commandant of the Naval Operating Base, Okinawa. He is a personal friend of my parents and I had the privilege of having lunch with him while we were there. Admiral Cooke's car was aboard our ship at this time. I was asked by Captain Connally if my ship was the one with Cooke's car aboard. He (Connally) couldn't understand why Cooke wanted the car in Shanghai instead of Tsingtao where Admiral Cooke is based. At that time practically everyone in the 7th Fleet knew about "the big deal concerning the car." but Capt. Connally was following direct orders from Admiral Cooke when the car was transferred from our ship to the L.S.T. We were supposed to carry the car direct to Shanghai after we had first stopped at Okinawa and Yokosuka, Japan. However we ran into foul weather, and were delayed in unloading at Okinawa. In Captains Connally and Curley (the Executive officer at N.O.B., Okinawa). "Admiral Cooke wants that car in Shanghai and in a hurry, we are transferring it to a L.S. T. in the morning".

If you desire any further information I would gladly supply it to you. I wish this letter to be considered Private, as my Naval career would come to an abrupt halt if the wrong persons got ahold of this letter. If you no longer wish to write about this subject and can't use any more information I would still be grateful if you would send me some word as to what was done with this letter. If you do write send the letter in a plain envelope. My address is below.

I admire you ~~colleam~~ very much and only wish there were more like you to stick up for the enlisted man. They say God must love the E.M. because he made so damn many of them.

Yours truly;

John Paul Brown SCL/c
USS CAPRICORNUS, AKA 57
% Fleet P.O.
San Francisco, Calif.

February 13, 1947

John Paul Brown SCL/c
USS CAPRICORNUS, AKA 57
c/o Fleet P.O.
San Francisco, California

Dear Mr. Brown:

Thank you very much for your swell letter. The details which you mention are most interesting and round out the information which we formerly obtained on this story. If you have any further details, please keep us posted.

You may rest assured that your name will be held in strictest confidence.

With best wishes.

Sincerely,

John Donovan
Assistant to Mr. Pearson

JD:r

March 3, 1947

Dear Mr. Brown:

Although my assistant, John Donovan, has already thanked you for your fine letter, I wanted to add my own word of appreciation.

You probably know by this time that Admiral Cooke was called back and asked to explain the circumstances under which he sold his car, but in the end he was whitewashed.

I am writing something further about this, which I presume you will see in due time. Naturally we will keep your name in strictest confidence.

If anything else of this kind arises, please drop me a line.

Wishing you the best of luck,

Sincerely,

Drew Pearson

John Paul Brown SCl/c
USS Capricornus, AKA 57
c/o Fleet Post Office
San Francisco, California

Capt. Chambliss says
Admiral Cooke does have
a son Charles Maynard Cooke,
3d, but he's a bit young
for the Navy - having been
born Oct., 1931. Somebody
has been misinformed evid.

mc

The only other child he has is
Carol (sex not shown) who is
also too young to have been in
the service.

~~Admiral Cooke~~
~~Navy~~

ROBERT S. RICE
216 SOUTH CORTEZ
PRESCOTT, ARIZONA

Feb. 10th

Dear Drew:

Could the "Admiral Cooke" you referred to awhile back in your column about marketing of automobiles in Shanghai, possibly be the same Admiral Cooke who engineered his son's discharge from the Naval Air Corps, so that the latter could operate the Trans-Marine Airline from New York City to Martha's Vineyard, Nantucket and Cape Cod with a "surplus" Navy Transport during 1945? Also the same Admiral Cooke who directed us Operations Officers at those Navy facilities to extend all our facilities to his son,

ROBERT S. RICE
218 SOUTH CORTEZ
PRESCOTT, ARIZONA

including a military escort from
the landing apron to the Air Field
gates, when two major airlines were
eating their heart out just to get
landing privileges at those summer
resorts?

Sure sounds like the same man
to me!

Very truly yours,

Bob Rice

March 6, 1947

Mr. Robert S. Rice
216 South Cortez
Prescott, Arizona

Dear Bob:

I was very much interested in your letter about Admiral Cooke's son and his discharge from the Naval Air Corps. I did a little research on this, however, and found that the Admiral's son, Charles Maynard Cooke, III, was born in 1931 and therefore is a little too young for naval service.

Do you happen to know the first name of the Admiral Cooke who directed "Operations Officers" at Martha's Vineyard, New York, etc., to extend the facilities to his son. I would like to explore this further if I had another clue or two as to who the admiral is.

Best wishes.

Sincerely yours,

Drew Pearson

DP:r

Admiral's Sale Of Car in China Broke No Law

Admiral Chester W. Nimitz, Chief of Naval Operations, has acknowledged that a high-ranking naval officer shipped his automobile to China and then sold it. The Post learned yesterday. Nimitz explained that the transaction violated no law or regulation.

Columnist Drew Pearson reported recently that Admiral C. M. Cooke, jr., shipped his automobile to Shanghai in a Navy vessel and arranged for its sale through messages sent over Navy radio. Nimitz was asked to explain the deal by Senator Myers (D., Pa.) after his attention had been called to the Pearson report by a constituent.

Nimitz explained to Myers that he had asked Cooke to explain the matter and that Cooke said he had shipped his automobile to China for his own use in ship space which was not required for other cargo. Cooke's plans were changed, Nimitz wrote, and he decided to dispose of the automobile, which he did through a Shanghai dealer after paying Chinese customs of \$500.

"When officers and senior petty officers are transferred from one permanent station to another," Nimitz wrote, "they are authorized to ship their household effects at

Government expense, the weight allowance increasing with the rank of the individual. The shipment by Government transportation of a privately-owned automobile as household effects is authorized only when space therefor is available; in other words, when the automobile does not displace other cargo.

"It is, of course, the right of any member of the naval service to dispose legally of his privately owned property at any time or place he sees fit. In addition, naval personnel are authorized to send private messages without charge via Navy radio from ship to shore and from shore to ship when this will not interfere with official business, but a charge is made when such messages traverse land lines."

Nimitz explained the radio messages referred to by Pearson were "all authorized private messages in

plain language relating to the transportation and sale of this automobile." He added that "the legal sale of this privately owned car in the open market, and with full duty paid, is an entirely different matter from the prohibited sale in the black market of such articles as Government tax-free cigarettes."

SILVER

- CHROMIUM PLATE
- RESTORED
- REFINISH

Work Call
D

Records

- VICTOR
- COLUMBIA
- DECCA



1313 29th Street, N.W.
Washington, D. C.
January 21, 1947

Banks
Mary

Ens. R. H. Banks
Box 16, Navy 3930
Shanghai, China
c/o FPO, San Francisco

Dear Mr. Banks:

Thank you for your letter and
enclosures, which I am returning at your re-
quest.

Incidents of this kind should be
exposed. Please keep us posted on future develop-
ments.

With best wishes.

Sincerely,

John Donovan

JD:r
Enc.

~~NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES~~

ENS R H BANKS
BOX 16, NAVY 3930
SHANGHAI, CHINA
C/O FPO SAN FRAN
XXXXXXXXXXXX



MR JOHN DONDVAN
1313 29TH ST NW
WASHINGTON, DC

NAVY DEPARTMENT

ENS R H BANMS, USN
BOX 16, NAVY #3930
SHANGHAI, CHINA
C/O FPO SAN FRAN

XXXXXXXXXXXXX

PERSONAL

MEMO FOR MR. JOHN DONOVAN:

10 JAN 1947

HERE IS A SERIES OF DISPATCHES SENT AND RECEIVED AT SHANGHAI DURING THE MONTH OF OCT 1946.

IF READ IN ORDER, THE DISPATCHES, SOME OF THEM ON THE ORIGINAL TELETYPE PAPER, REVEAL MUCH WHEN THE FOLLOW-IDENTIFYING DATA IS BORNE IN MIND :

1- CORNELL- A LT COMDR OF ADM COOKE'S STAFF WHO APPARENTLY HANDLED THE DEAL.

2- SHAUL- A LT COMDR OF PORT FACILITIES SHANGHAI WHO WORKED THE SHANGHAI END WHENEVER CORNELL WAS WITHOUT ANY ORDERS TO BE IN SHANGHAI.

3- PAUL MEYER- AN AGENT FOR THE MARK L MOODY CO., ONE OF SHANGHAI'S LARGEST AUTO TRADING COMPANIES.

PRIOR TO THE TIME OF THESE MESSAGES, ADM COOKE HAD ORDERED THAT HIS CAR BE SHIPPED TO SHANGHAI INSTEAD OF TSINGTAO, DESPITE THE FACT THAT THE ADMIRAL'S DUTY HAS BEEN TSINGTAO ALL FALL AND WINTER. NOTE THAT MOST OF THE DISPATCHES WERE GIVEN A "PRIORITY " PRECEDENCE.

I ASK THAT YOU RETURN THESE COPIES TO ME, AS I AM FURNISHING THEM ONLY IN CORROBORATION OF A CHARGE I MADE IN A PREVIOUS LETTER. PROPERLY SPEAKING, THEY SHOULD NOT BE TURNED OVER TO A NON-NAVAL ACTIVITY, SO PLEASE SEND THEM BACK AFTER SEEING THAT THEY SUBSTANTIATE MY CLAIM.

Ensign R. H. BANKS USN
Box 16, Navy #3930
Shanghai, China
7 PO San Fran

*Bleed market
in navy*

SHANGHAI, CHINA
16 DECEMBER, 1946

DEAR MR. PEARSON:

I AM WRITING THIS LETTER IN HOPES THAT YOU WILL ~~REVEAL~~ PUBLICIZE IN WHATEVER MANNER YOU SEE FIT THE CHARGES WHICH FOLLOW. I ASSURE YOU THAT THERE IS NO EXAGGERATION INCLUDED IN THIS REPORT, AND THAT I WILL GLADLY FURNISH PROOF AND DETAILS OF ANY INSTANCES WHICH MAY PARTICULARLY INTEREST YOU.

I HAVE SERVED IN THE NAVY RADIO STATION AT SHANGHAI FOR SIX MONTHS, AND HAVE BECOME PROGRESSIVELY MORE ASHAMED OF THE NAVY IN THE SEVENTH FLEET (CHINA) AREA. PERMIT ME TO ENUMERATE SOME OF THE CAUSES OF THIS FEELING. I THINK YOU MAY FIND SOME OF THE MATTERS WORTHY OF YOUR ATTENTION.

THE NAVAL BARRACKS AT SHANGHAI (FORMERLY AN ABANDONED WAREHOUSE) HOUSES SEVERAL HUNDRED ENLISTED MEN. IT IS FILTHY AND IN EVERY WAY UNFIT FOR HUMAN HABITATION. THIS HAS BEEN A RECOGNIZED FACT FOR A YEAR -BUT NO IMPROVEMENTS HAVE BEEN MADE, IN SPITE OF THE MEDICAL OFFICER'S VIGOROUS PROTESTS. THE FOOD IS FREQUENTLY UNFIT TO EAT, AND NEARLY ALWAYS UNPALATABLE. THE MEN WHO STAND DAY AND NIGHT DUTIES AT THE HEADQUARTERS BUILDING, TWO MILES AWAY, ARE FURNISHED INADEQUATE OR NO TRANSPORTATION AND NO CONSIDERATION OF THE FACT THAT THEY MAY WORK SEVER-

AL DAYS AND NIGHTS ON END AT EITHER THE BARRACKS OR THE HEADQUARTERS BUILDING.

THE OFFICERS FARE CONSIDERABLY BETTER THAN DO THE ENLISTED MEN IN THE MATTERS OF QUARTERS, FOOD, AND RECREATION. THEIR LOT IS NOT AN ESPECIALLY LUXURIOUS ONE, BUT THE SORRY STANDARD OF LIVING ENDURED BY BY THE ENLISTED MEN IS JUST CAUSE FOR COMPLAINT.

THERE IS ANOTHER SHAMEFUL FACTOR IN THE DISCONTENT AT SHANGHAI. SEVERE PUNISHMENTS ARE METED OUT TO ANYONE CAUGHT SELLING A CARTON OF U S CIGARETTES ON THE BLACK MARKET. BUT IT IS A KNOWN FACT THAT ~~NUM~~ MANY OFFICERS OF THE 7TH FLEET, PARTICULARLY THOSE OF THE STAFF, HAVE HAD AUTOMOBILES SHIPPED TO CHINA AT NAVY EXPENSE, AS PERSONAL EFFECTS, FOR THE SOLE PURPOSE OF SALE ON THE LUCRATIVE AUTO MARKET IN SHANGHAI. (ADMIRAL C. M. COOKE, JR., MADE A NICE HAUL ON ONE SUCH DEAL, WHILE CONTINUING HIS USE OF THE NAVY AUTOS PLACED AT HIS DISPOSAL. I HAVE PERSONAL KNOWLEDGE OF THE ADMIRAL'S AUTO TRADING, FOR MANY OF THE ARRANGEMENTS WERE MADE BY OFFICIAL DISPATCHES, INVARIABLY MARKED "PRIORITY". I HAVE PRESERVED COPIES OF SEVERAL OF THESE; THE ORIGINALS ARE ON FILE IN THE STATION HERE.)

I HOPE THAT YOU WILL GIVE SOME ATTENTION TO THESE PRELIMINARY REMARKS ON A GENUINELY BAD SITUATION WHICH SHOULD HAVE SOME AIRING. NUMEROUS "OFFICIAL INSPECTION PARTIES" HAVE WHISKED THROUGH SHANGHAI WITHOUT DEIGNING TO TAKE NOTE OF THE REAL STATE OF AFFAIRS- THE ENTERTAINMENT PROVIDED WAS APPARENTLY TOO GOOD TO BE INTERFERED WITH.

IF MY LETTER DOESN'T INTEREST YOU, I HOPE YOU WILL

... AT EITHER THE BARRACKS OR THE
MERELY RETURN IT TO ME, IN ORDER THAT I MAY CONTINUE MY
EFFORTS TO GAIN SOME PUBLIC ATTENTION TO THE CASE. I
TRUST THAT YOU WILL TREAT THIS MATTER CONFIDENTIALLY;
OTHERWISE MY ATTEMPS WILL BE SHORT-LIVED INDEED.

XX
XX

XXXXXXXXXX
I HOPE TO RECEIVE AT LEAST AN ACKNOWLEDGEMENT

AT FROM YOU AS SOON AS POSSIBLE, ARE NETED OUT TO ANYONE

SINCERELY YOURS,

Robert H Banks

ROBERT H. BANKS
ENSIGN, USN

CAUGHT SELLING A CARTON OF U.S. ... THE BLANK
MARKET, BUT IT IS A KNOWN FACT THAT ONE ... OF
THE TANK FLEET, PARTICULARLY THOSE OF THE ...
AUTOMOBILES SHIPPED TO CHINA AT NAVY EXPENSE, AS PERSONAL
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IF MY LETTER DOES INTEREST YOU, I HOPE YOU WILL

US NAVAL PORT FACILITIES
SHANGHAI CHINA
OUTGOING
UNCLASSIFIED

CWO (out) _____
CWO (in) _____

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Do not write in this space

-A- MUTO LHO8 246226Z YAPM 68

MSG LCDR CORNELL X FIRST DEAL PELL THROUGH X MEYER WORKING ON ANOTHER X WERE
IS JOE X ALL OF US WORRIED X SHAUL

Spaces Below for Radio Room Services Only

--	--	--	--	--	--

precedence ROUTINE	orig dept. ADMIN	Date: 24 OCTOBER 1966	TOD:	WATCH:
From: COMNAV CRTFAC SHANGHAI	Action: COM7THFLEET	Info:		

ACTION:																		
INFO:	I																	
	Com Port Fac	Com Nav Adv Grp	Per.	Intel.	Supply	Dist.	Comm.	RMO	FWO	Wel Rec	Med	Legal	FTO	Com Med	SSPO	OOD	Alcor	

NXQ V NV NR 10/3

CODE ROOM
FILE COPY
DTG 030030
LOC 11
INSTR CSR

*LT Cornell A
Par Fac I*

P T A SEND 030030Z MUTO LUQS GR 67 BT
FROM COM 7TH FHT
TO COM NAVFORFAC SHANGHAI
FROM ADM COOKE TO LT CDR CORNELL PROBABLY AT SUITE B CATHAY

HOTEL X CAR ^E BING TRANSSHIPPED FROM OKINAWA ON LST 1141 DEPARTING

5 OCT AND PROBABLY DUE SHANGHAI 7 OCT
~~YOU ARE AUTHORIZED TO~~

REMAIN IN SHANGHAI OR TO RETURN HERE FOR FURTHER RETURN TO
SHANGHAI PROBABLY 6 OCT X PARA X YOUR SUGGESTION OF PUTTING BINDER
ON ~~FOR~~ ⁷⁰⁰ ~~SEVEN HUNDRED~~ DOLLARS APPROVED BY 030030Z

TOD 0655/3/ACREPT JT
107 100

NOTE! Phoned Lt Comdr Saul as directed at 030140z
*Wah as usual to contact
Lt Comdr Cornell*

NKQ W 0217 NRH 69/23

D T A MUTO LYSO 230740Z MUTO LUQS GP 17 BT

MSG LTCDR SHAUL INFORM MEYER WE WILL ACCEPT 8700 NET

WE WILL PAY ^{US700} ~~8700~~ ADVISE CORNELL USNPORTFAC TSINGTAO

BT 230740Z

TOD 0848/23 OCT GY

XEROX MADE FROM QUICK COPY

INFORMATION COPY

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SHANGHAI CHINA
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RELEASED BY:

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Indicate Distribution Desired and Include Enough Copies for Each Plus Three Extra

Do not write in this Space

P-A MUTC LUQS 230206Z SEMD GR17 BT

MSG LTCDR CORNELL N. EIGHTY TWO HUNDRED NET BEST BID X MEYER REQUESTS INSTRUCTIONS I
SHAUL SENDS BT 230206Z

DTG:

Spaces Below for Radio Room Services Only

precedence PRIORITY	orig dept. ADMIN	Date: 23 OCTOBER 1946	TOD:	WATCH:
From: COMNAV FOR FAC SHANGHAI	Action: COMNAV SEVENTH FLEET		Info:	

ACTION:																		
INFO:	I																	
	Com For Fac	Com Nav Adv Grp	Pers.	Intel.	Supply	Diab.	Comm.	RMO	PWO	Wal Rec	Med	Legal	FPO	Gen Mail	SSPO	OOD	Atcor	



OCT 23 1946

OCT 23 1946



RECEIVED

DTG 080305
LOG 30
INITIALS KR

Supply

A . ~~ALCA~~ ~~W~~ ~~CENO~~ ~~GATA~~ ~~MOTO~~ ~~LOGS~~ ~~GR~~ ~~50~~ ~~BT~~

FROM: JIF75
TO: COM7THFLEET

YOUR 080811Z X FOR ADMIRAL COOKE FROM REAR ADMIRAL HOUCEK X CAPTAIN

INGO; COMOKINWA COMNAVPORFAC SHANGHAO
CONNOLLY ASSUMED PERSONAL CHARGE AND ADVISED THAT SHIPMENT WOULD

BE MADE LST 1141 ABOUT 5 OCTOBER X ^I ~~TWO~~ AM NOT SURE ACTUAL

SAMPLING DATE X FIRST INFO ADDRESSE REQUESTED NOTIFY ADMIRAL COOKE

ETA OF LST 1141 IN SHANGHAI BT 080305Z

TOD 0808/8
////////// 0808/8TH OCT 81

*Cook has
Blake*

XEROX MADE FROM QUICK COPY

WILL SENEKA MESS THE

LT-Comdr Shaul (A)

SI

CODE ROOM
FILE COPY
DTG 190937Z
LOG 38
INITIALS TR

NXQ V

*Not
has
94*

NXQ V 0877 NR 69/19

P T A XALU 190937Z MUTO LUQS AGE BT

PASS TO LT COMDR SHAUL X PLEASE CONTACT MR PAUL
MEYER AT MARK L MOODY X INSTRUCT HIM TO MAKE
CONTRACT ON BASIS HE AND I DISCUSSED X ADVISE
EARLIEST X CORNELL
BT....190937Z

TOD.....0955/19 OCT CI

174334

U.S. NAVAL PORT FACILITIES, SHANGHAI, CHINA.
INCOMING DISPATCH
UNCLASSIFIED

ACTION COPY

PREC.	DEFERRED
LOG.	45

MSG LTCDR SHAUL INFORM MEYER WE WILL ACCEPT \$700 NET WE WILL
PAY CUSTOMS ADVISE CORNELL USNPORFAC TSINGTAO

Date: 23 OCT. 46	Watch: MSB/RR	Tor: 0848/23	In Reply to this Dispatch Refer to 230740 Z
From: COMNAVPORFAC TSINGTAO DTG: 230740Z	To: COMNAVPORFAC SHANGHAI	Info:	

ACTION:			MR SHAUL (A)															
INFO:				I														
	Com Por Fac	Com Nav Adv Grp	Pers.	Intel.	Supply	Disb.	Comm.	RMO	PWO	Wei Rec	Med	Legal	FPO	Gen Mag	SSPO	OOD	Atcor	

4

U.S. NAVAL PORT FACILITIES, SHANGHAI, CHINA.
INCOMING DISPATCH
UNCLASSIFIED

Information Copy

PREC.	PRIORITY
LOG.	9

PASS TO LT COMDR SHAUL X PLEASE CONTACT MR PAUL MEYER AT
MARK L MOODY X INSTRUCT HIM TO MAKE CONTRACT ON BASIS HE AND I
DISCUSSED X ADVISE EARLIEST X CORNELL

NOTE. PHONED LT COMDR SHAUL AT APPROX 2000/19

Date: 23 OCTOBER 46	Watch: RHB/LR	Tor: 0955/19	In Reply to this Dispatch Refer to 190937 Z																	
From: COM7THFLT DTG: 190937Z	To: COM NAV POR FAC, SHANGHAI											Info:								
ACTION:																				
INFO:	1																			
	Com Por Fac	Com Nav Adv Grp	Pers.	Intel.	Supply	Dist.	Comm.	RMO	PWO	Wel Rec	Med	Legal	FPO	Gen Med	SSPO	OOD	Atcor			

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