Frederick W. Brinkerhoff correspondence

Section 55, Pages 1621 - 1650

This is correspondence to and from newspaper editor and publisher Frederick W. Brinkerhoff. The bulk of letters date from the 1940s and 1950s, His first newspaper job was with the Ottawa Herald, after which he worked for the Fort Scott Republican, Chanute Sun, Chanute Tribune, Kansas City Star, Pittsburg Headlight, and the Pittsburg Sun. Brinkerhoff was also vice-president and a director of Stauffer Publications as well as director of Capper Publications Inc., the Topeka State Journal Company, and Newton Publishing Company. In addition, he was vice-president of the KSEK Broadcasting Company in Pittsburg. Brinkerhoff was well known as a journalist, serving as president of the Kansas Press Association in 1935 and as chairman of the Kansas Associated Press in 1946-1947. He also served as a member of the Pulitzer Prize jury for editorial writing in 1950 and 1951. In 1956, he received the William Allen White award to a Kansas editor for journalistic merit. Active in community affairs, Brinkerhoff was a member of the board of the Pittsburg Public Library, served as chairman of the Pittsburg Industrial Commission, and was on the board of directors and served a term as president of the Pittsburg Chamber of Commerce. He was also active in Republican party politics. Brinkerhoff was interested in the history of the state and served as president of the Kansas State Historical Society in 1944. The correspondence is arranged chronologically and grouped alphabetically by individuals with whom Brinkerhoff was in frequent contact, including Roy F. Bailey, Arthur Capper, Rolla Clymer, Harry W. Colmery, Harry Darby, Jess C. Denious, Myron George, Merl Huffman, Clyde M. Reed, Richard W. Robbins, Andrew Schoeppel, and Oscar Stauffer, among many others.

Date: 1909-1966

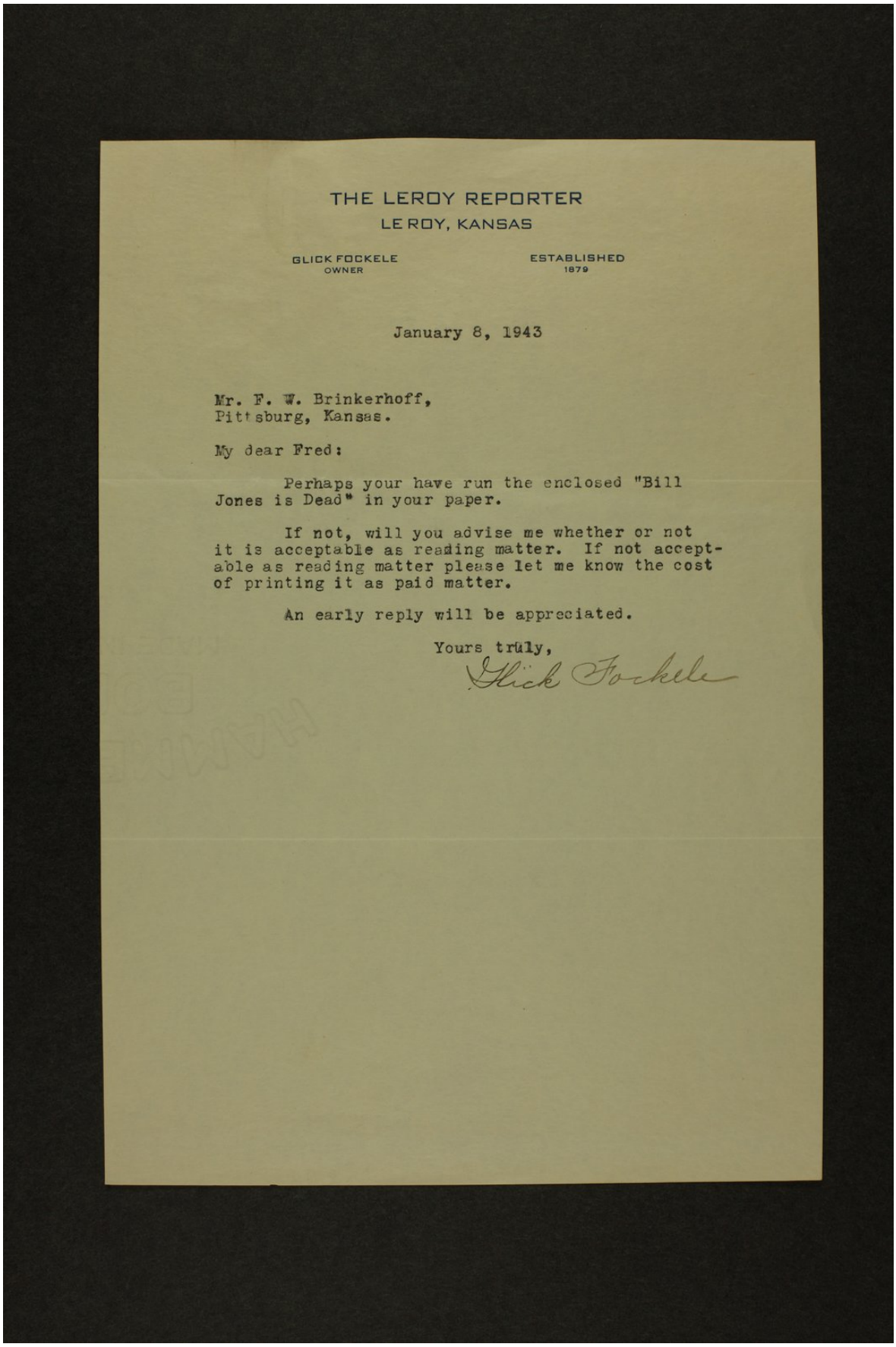
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Frederick W. Brinkerhoff correspondence



THE LEROY REPORTER
LE ROY, KANSAS

GLICK FOCKELE
OWNER

ESTABLISHED
1879

January 8, 1943

Mr. F. W. Brinkerhoff,
Pittsburg, Kansas.

My dear Fred:

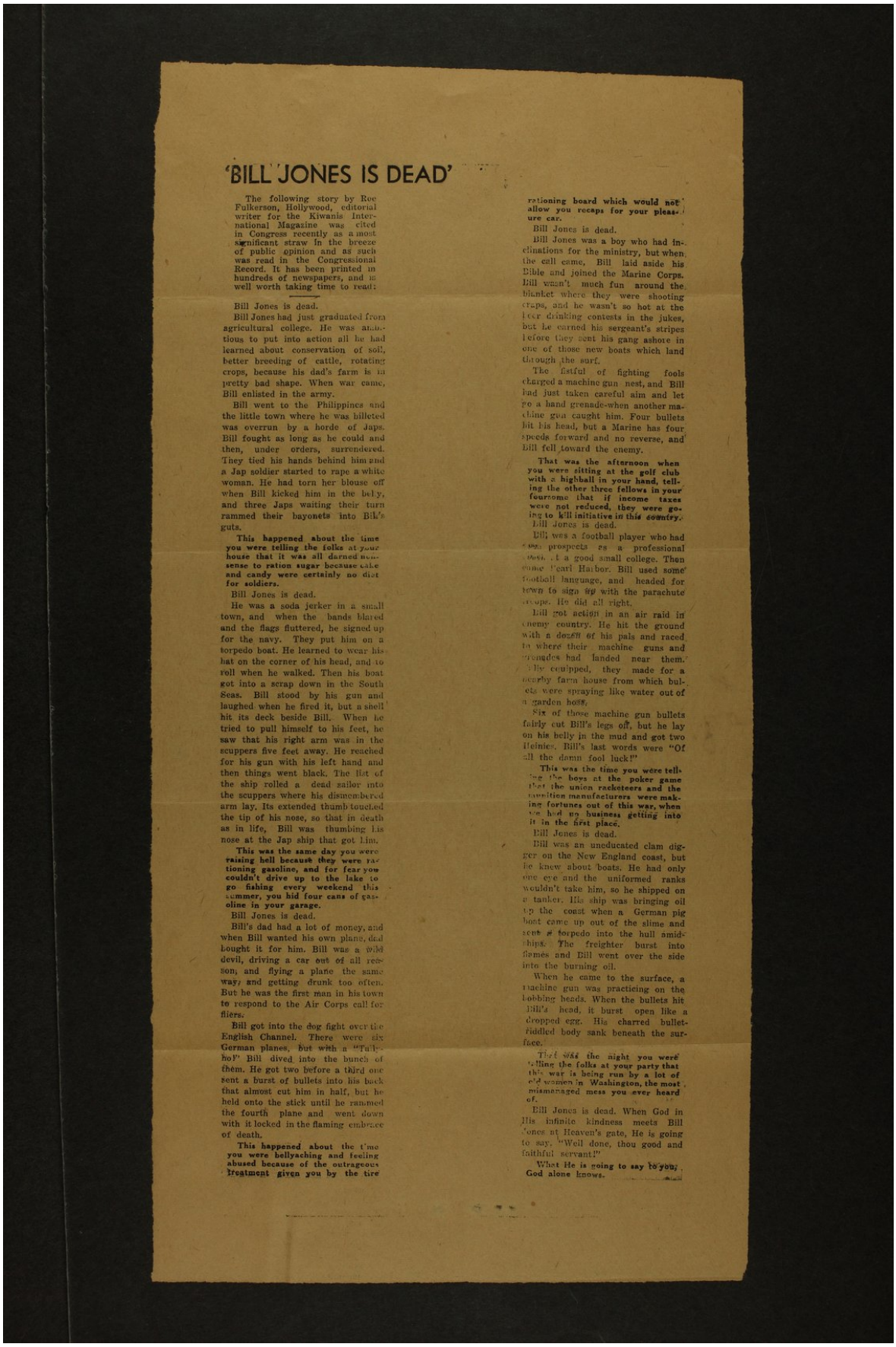
Perhaps your have run the enclosed "Bill Jones is Dead" in your paper.

If not, will you advise me whether or not it is acceptable as reading matter. If not acceptable as reading matter please let me know the cost of printing it as paid matter.

An early reply will be appreciated.

Yours truly,

Glick Fockele



'BILL JONES IS DEAD'

The following story by Roe Fulkerson, Hollywood, editorial writer for the Kiwanis International Magazine was cited in Congress recently as a most significant straw in the breeze of public opinion and as such was read in the Congressional Record. It has been printed in hundreds of newspapers, and is well worth taking time to read:

Bill Jones is dead.

Bill Jones had just graduated from agricultural college. He was ambitious to put into action all he had learned about conservation of soil, better breeding of cattle, rotating crops, because his dad's farm is in pretty bad shape. When war came, Bill enlisted in the army.

Bill went to the Philippines and the little town where he was billeted was overrun by a horde of Japs. Bill fought as long as he could and then, under orders, surrendered. They tied his hands behind him and a Jap soldier started to rape a white woman. He had torn her blouse off when Bill kicked him in the belly, and three Japs waiting their turn rammed their bayonets into Bill's guts.

This happened about the time you were telling the folks at your house that it was all darned nonsense to ration sugar because cake and candy were certainly no diet for soldiers.

Bill Jones is dead.

He was a soda jerker in a small town, and when the bands blared and the flags fluttered, he signed up for the navy. They put him on a torpedo boat. He learned to wear his hat on the corner of his head, and to roll when he walked. Then his boat got into a scrap down in the South Seas. Bill stood by his gun and laughed when he fired it, but a shell hit its deck beside Bill. When he tried to pull himself to his feet, he saw that his right arm was in the scuppers five feet away. He reached for his gun with his left hand and then things went black. The list of the ship rolled a dead sailor into the scuppers where his dismembered arm lay. Its extended thumb touched the tip of his nose, so that in death as in life, Bill was thumbing his nose at the Jap ship that got him.

This was the same day you were raising hell because they were rationing gasoline, and for fear you couldn't drive up to the lake to go fishing every weekend this summer, you hid four cans of gasoline in your garage.

Bill Jones is dead.

Bill's dad had a lot of money, and when Bill wanted his own plane, dad bought it for him. Bill was a wild devil, driving a car out of all reason, and flying a plane the same way, and getting drunk too often. But he was the first man in his town to respond to the Air Corps call for fliers.

Bill got into the dog fight over the English Channel. There were six German planes, but with a "Tally-ho!" Bill dived into the bunch of them. He got two before a third one sent a burst of bullets into his back that almost cut him in half, but he held onto the stick until he rammed the fourth plane and went down with it locked in the flaming embrace of death.

This happened about the time you were bellyaching and feeling abused because of the outrageous treatment given you by the tire rationing board which would not allow you recaps for your pleasure car.

Bill Jones is dead.

Bill Jones was a boy who had inclinations for the ministry, but when the call came, Bill laid aside his Bible and joined the Marine Corps. Bill wasn't much fun around the blanket where they were shooting craps, and he wasn't so hot at the beer drinking contests in the jukes, but he earned his sergeant's stripes before they sent his gang ashore in one of those new boats which land through the surf.

The fistful of fighting fools charged a machine gun nest, and Bill had just taken careful aim and let go a hand grenade when another machine gun caught him. Four bullets hit his head, but a Marine has four speeds forward and no reverse, and Bill fell toward the enemy.

That was the afternoon when you were sitting at the golf club with a highball in your hand, telling the other three fellows in your foursome that if income taxes were not reduced, they were going to kill initiative in this country.

Bill Jones is dead.

Bill was a football player who had real prospects as a professional [illegible] at a good small college. Then came Pearl Harbor. Bill used some football language, and headed for town to sign up with the parachute troops. He did all right.

Bill got action in an air raid in enemy country. He hit the ground with a dozen of his pals and raced to where their machine guns and grenades had landed near them. Fully equipped, they made for a nearby farm house from which bullets were spraying like water out of a garden hose.

Six of those machine gun bullets fairly cut Bill's legs off, but he lay on his belly in the mud and got two Heinies. Bill's last words were "Of all the damn fool luck!"

This was the time you were telling the boys at the poker game that the union racketeers and the munition manufacturers were making fortunes out of this war, when we had no business getting into it in the first place.

Bill Jones is dead.

Bill was an uneducated clam digger on the New England coast, but he knew about boats. He had only one eye and the uniformed ranks wouldn't take him, so he shipped on a tanker. His ship was bringing oil up the coast when a German pig boat came up out of the slime and sent a torpedo into the hull amidships. The freighter burst into flames and Bill went over the side into the burning oil.

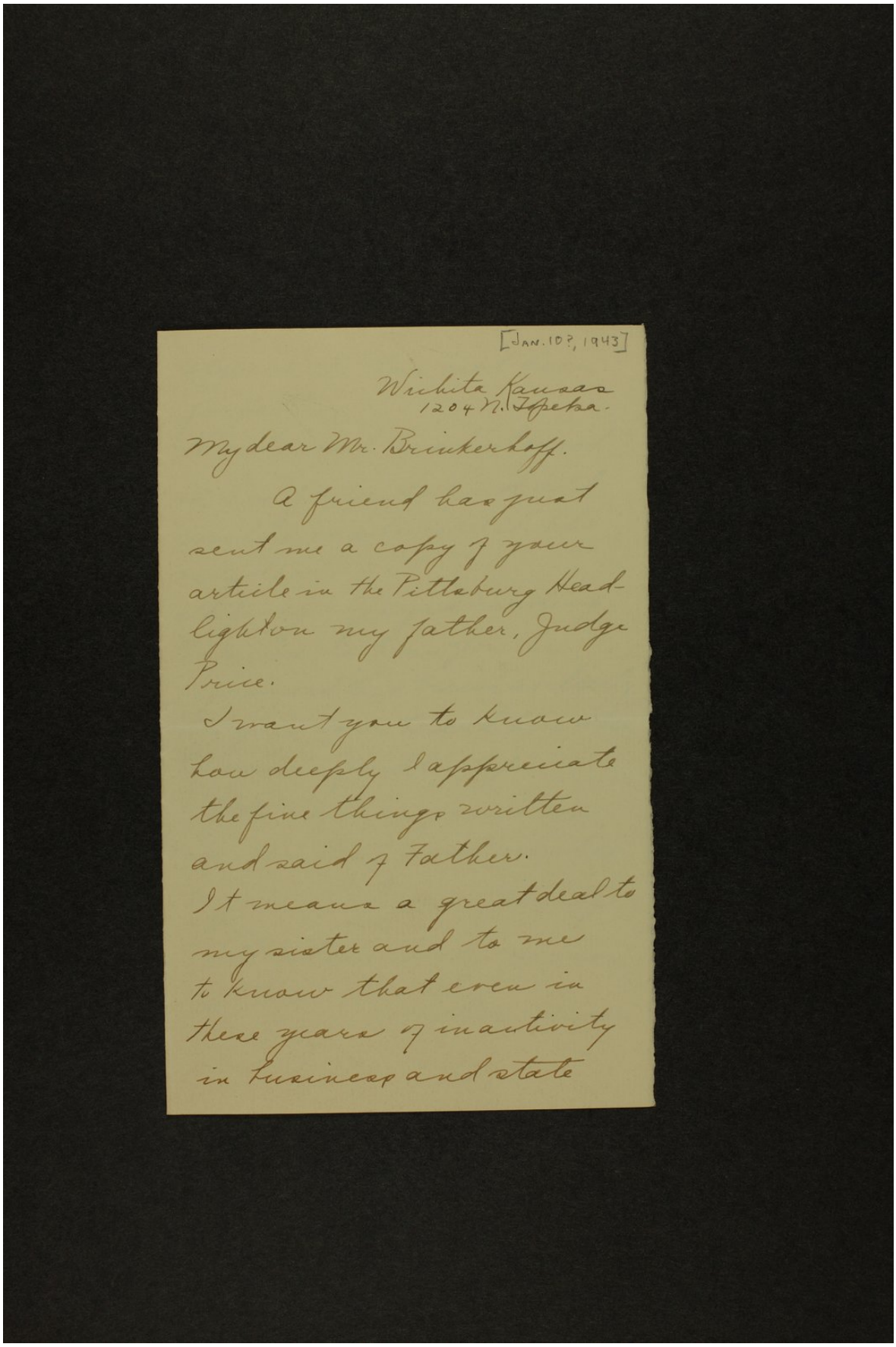
When he came to the surface, a machine gun was practicing on the bobbing heads. When the bullets hit Bill's head, it burst open like a dropped egg. His charred bullet-fiddled body sank beneath the surface.

That was the night you were telling the folks at your party that this war is being run by a lot of old women in Washington, the most mismanaged mess you ever heard of.

Bill Jones is dead. When God in His infinite kindness meets Bill Jones at Heaven's gate, He is going to say, "Well done, thou good and faithful servant!"

What He is going to say to you, God alone knows.

Frederick W. Brinkerhoff correspondence



[JAN. 10?, 1943]

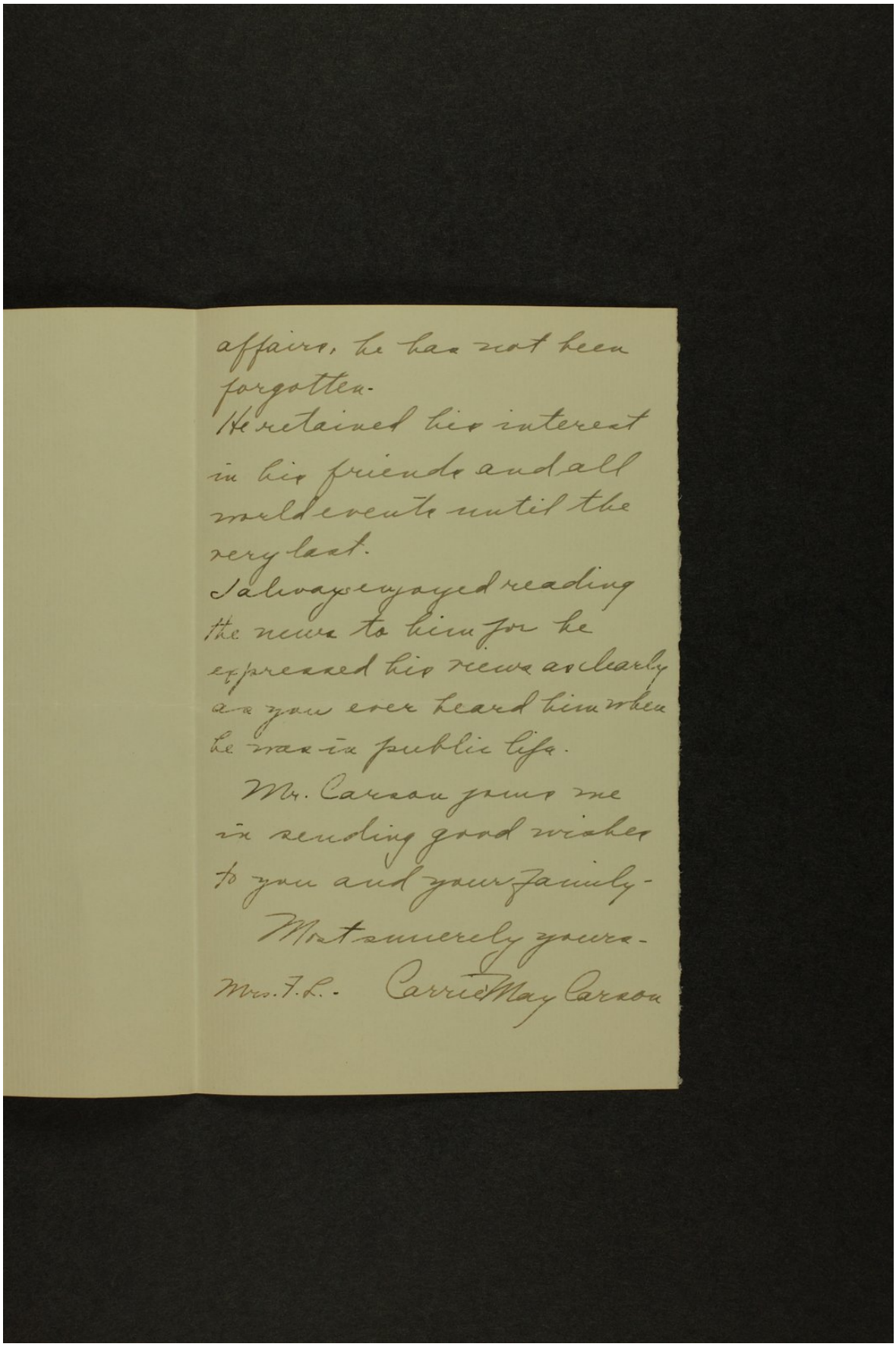
Wichita Kansas
1204 N. Topeka.

My dear Mr. Brinkerhoff.

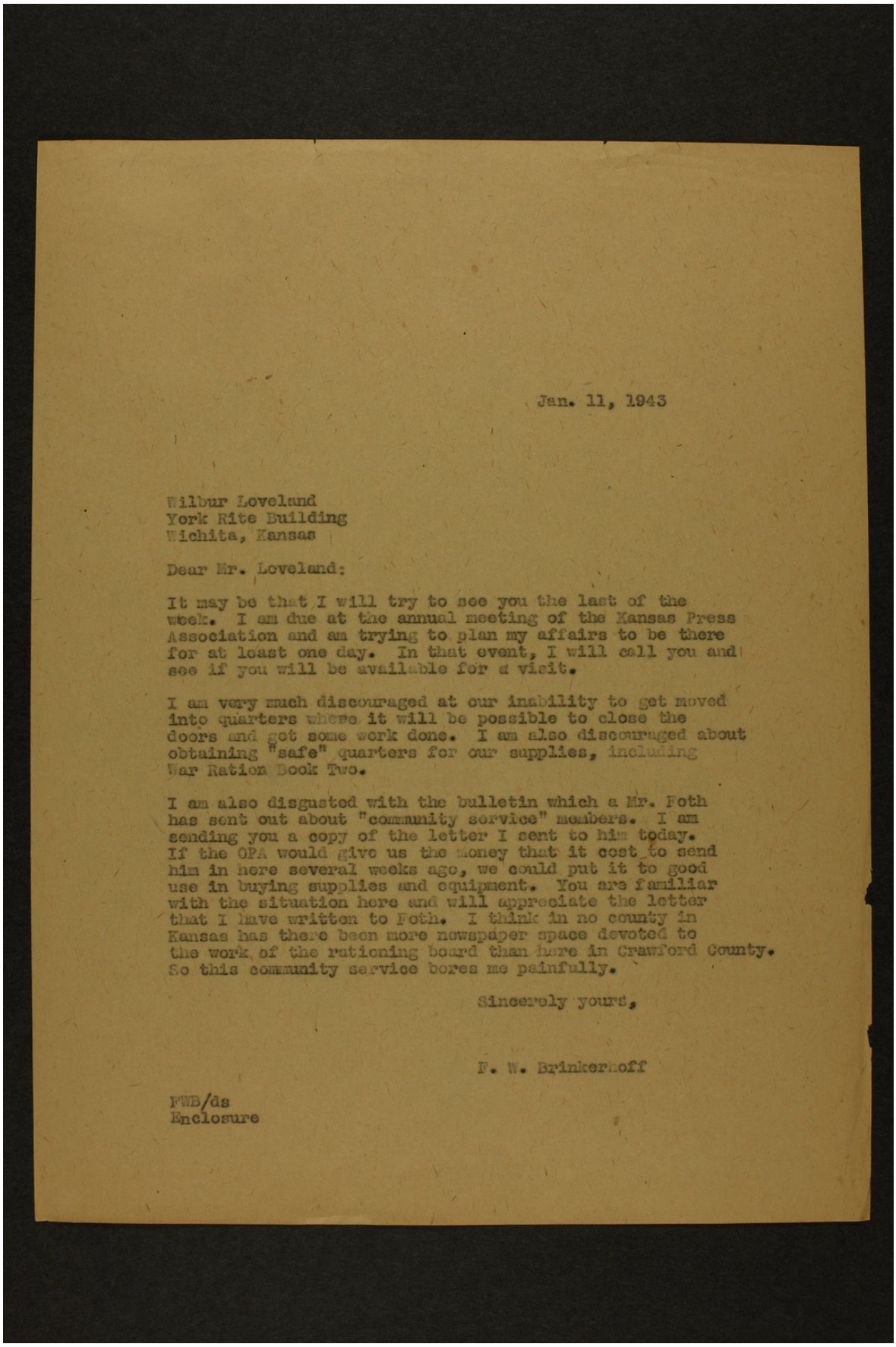
A friend has just sent me a copy of your article in the Pittsburg Headlight on my father, Judge Price.

I want you to know how deeply I appreciate the fine things written and said of Father.

It means a great deal to my sister and to me to know that even in these years of inactivity in business and state



affairs, he has not been
forgotten.
He retained his interest
in his friends and all
mid events until the
very last.
I always enjoyed reading
the news to him for he
expressed his views as clearly
as you ever heard him when
he was in public life.
Mr. Carson joins me
in sending good wishes
to you and your family.
Most sincerely yours.
Mrs. F. L. Carrie May Carson



Jan. 11, 1943

Wilbur Loveland
York Rite Building
Wichita, Kansas

Dear Mr. Loveland:

It may be that I will try to see you the last of the week. I am due at the annual meeting of the Kansas Press Association and am trying to plan my affairs to be there for at least one day. In that event, I will call you and see if you will be available for a visit.

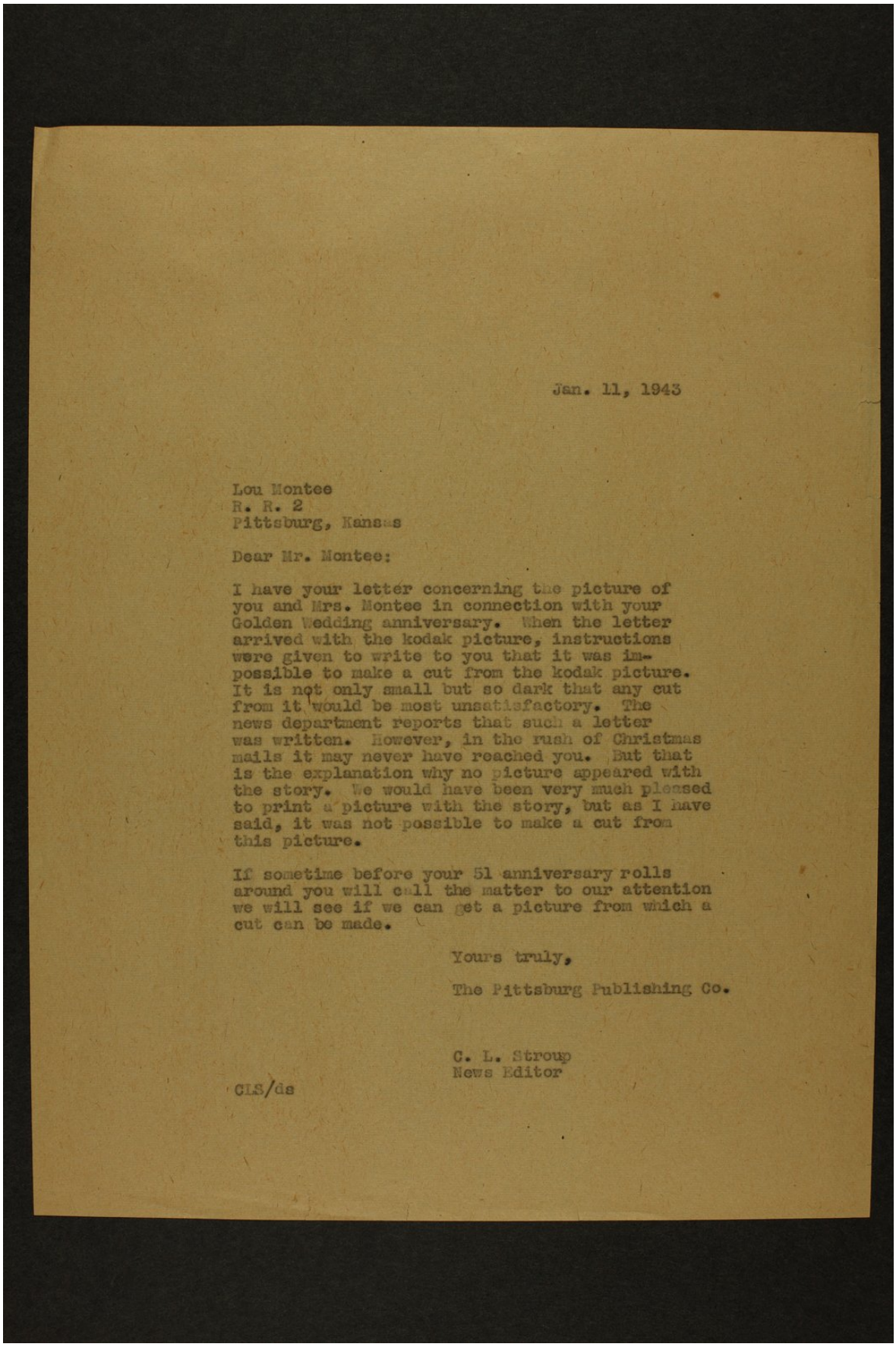
I am very much discouraged at our inability to get moved into quarters where it will be possible to close the doors and get some work done. I am also discouraged about obtaining "safe" quarters for our supplies, including War Ration Book Two.

I am also disgusted with the bulletin which a Mr. Foth has sent out about "community service" members. I am sending you a copy of the letter I sent to him today. If the OPA would give us the money that it cost to send him in here several weeks ago, we could put it to good use in buying supplies and equipment. You are familiar with the situation here and will appreciate the letter that I have written to Foth. I think in no county in Kansas has there been more newspaper space devoted to the work of the rationing board than here in Crawford County. So this community service bores me painfully.

Sincerely yours,

F. W. Brinkerhoff

FWB/ds
Enclosure



Jan. 11, 1943

Lou Montee
R. R. 2
Pittsburg, Kansas

Dear Mr. Montee:

I have your letter concerning the picture of you and Mrs. Montee in connection with your Golden Wedding anniversary. When the letter arrived with the kodak picture, instructions were given to write to you that it was impossible to make a cut from the kodak picture. It is not only small but so dark that any cut from it would be most unsatisfactory. The news department reports that such a letter was written. However, in the rush of Christmas mails it may never have reached you. But that is the explanation why no picture appeared with the story. We would have been very much pleased to print a picture with the story, but as I have said, it was not possible to make a cut from this picture.

If sometime before your 51 anniversary rolls around you will call the matter to our attention we will see if we can get a picture from which a cut can be made.

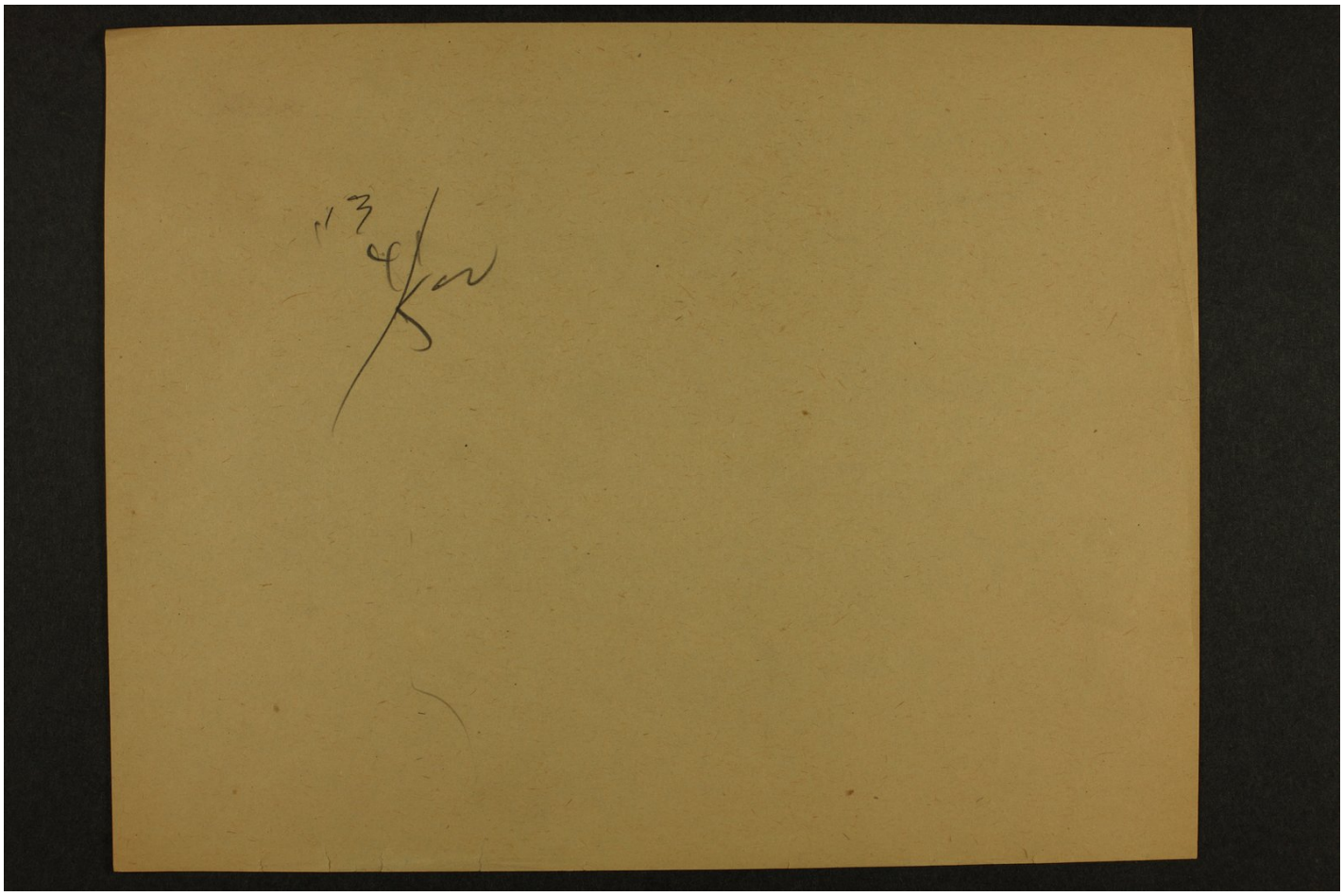
Yours truly,

The Pittsburg Publishing Co.

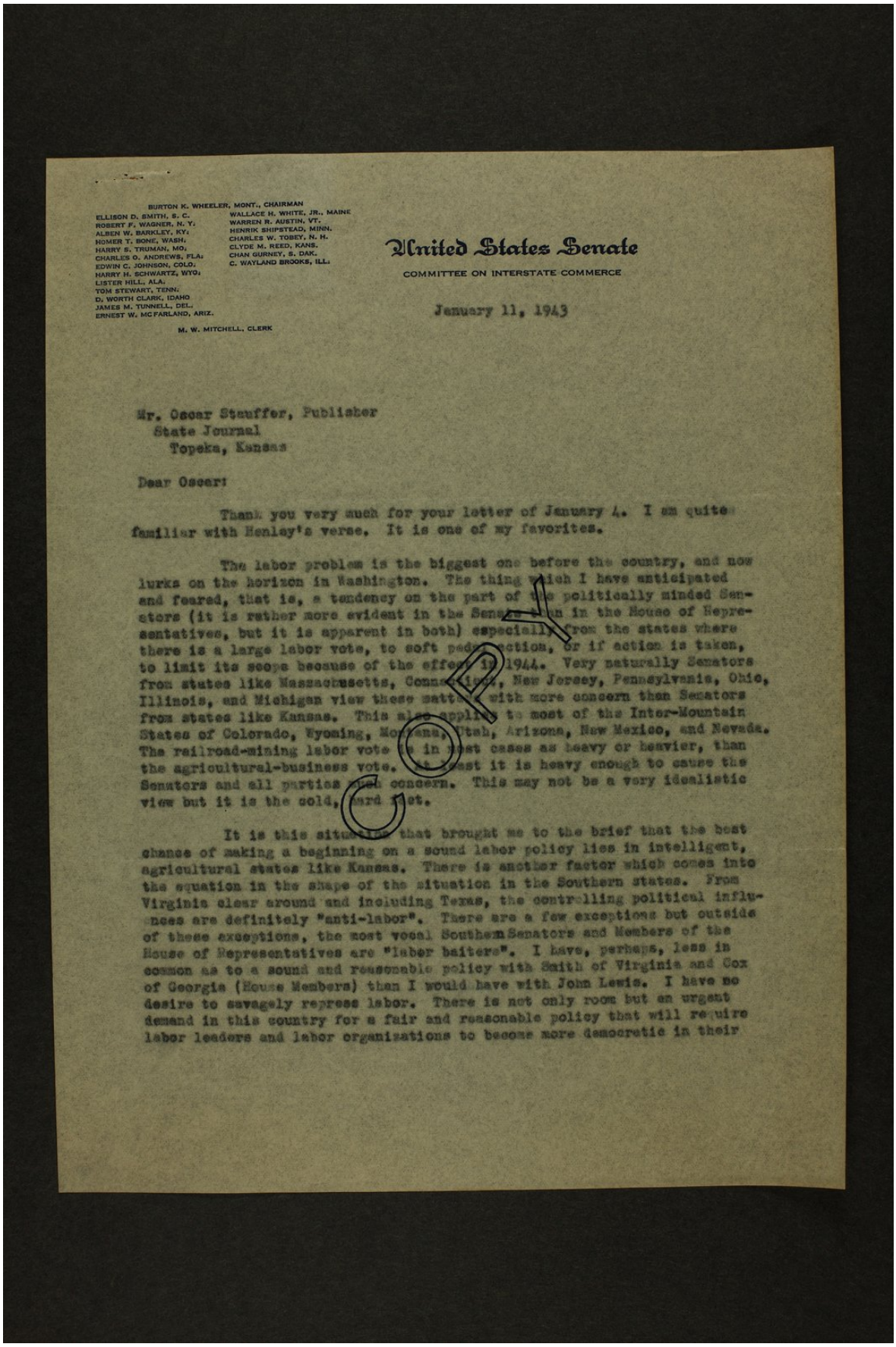
C. L. Stroup
News Editor

CLS/ds

Frederick W. Brinkerhoff correspondence



Frederick W. Brinkerhoff correspondence



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United States Senate
COMMITTEE ON INTERSTATE COMMERCE

January 11, 1943

Mr. Oscar Stauffer, Publisher
State Journal
Topeka, Kansas

Dear Oscar:

Thank you very much for your letter of January 4. I am quite familiar with Henley's verse. It is one of my favorites.

The labor problem is the biggest one before the country, and now lurks on the horizon in Washington. The thing which I have anticipated and feared, that is, a tendency on the part of the politically minded Senators (it is rather more evident in the Senate than in the House of Representatives, but it is apparent in both) especially from the states where there is a large labor vote, to soft pedal action, or if action is taken, to limit its scope because of the effect in 1944. Very naturally Senators from states like Massachusetts, Connecticut, New Jersey, Pennsylvania, Ohio, Illinois, and Michigan view these matters with more concern than Senators from states like Kansas. This also applies to most of the Inter-Mountain States of Colorado, Wyoming, Montana, Utah, Arizona, New Mexico, and Nevada. The railroad-mining labor vote is in most cases as heavy or heavier, than the agricultural-business vote. At least it is heavy enough to cause the Senators and all parties real concern. This may not be a very idealistic view but it is the cold, hard fact.

It is this situation that brought me to the brief that the best chance of making a beginning on a sound labor policy lies in intelligent, agricultural states like Kansas. There is another factor which comes into the equation in the shape of the situation in the Southern states. From Virginia clear around and including Texas, the controlling political influences are definitely "anti-labor". There are a few exceptions but outside of these exceptions, the most vocal Southern Senators and Members of the House of Representatives are "labor baiters". I have, perhaps, less in common as to a sound and reasonable policy with Smith of Virginia and Cox of Georgia (House Members) than I would have with John Lewis. I have no desire to savagely repress labor. There is not only room but an urgent demand in this country for a fair and reasonable policy that will require labor leaders and labor organizations to become more democratic in their

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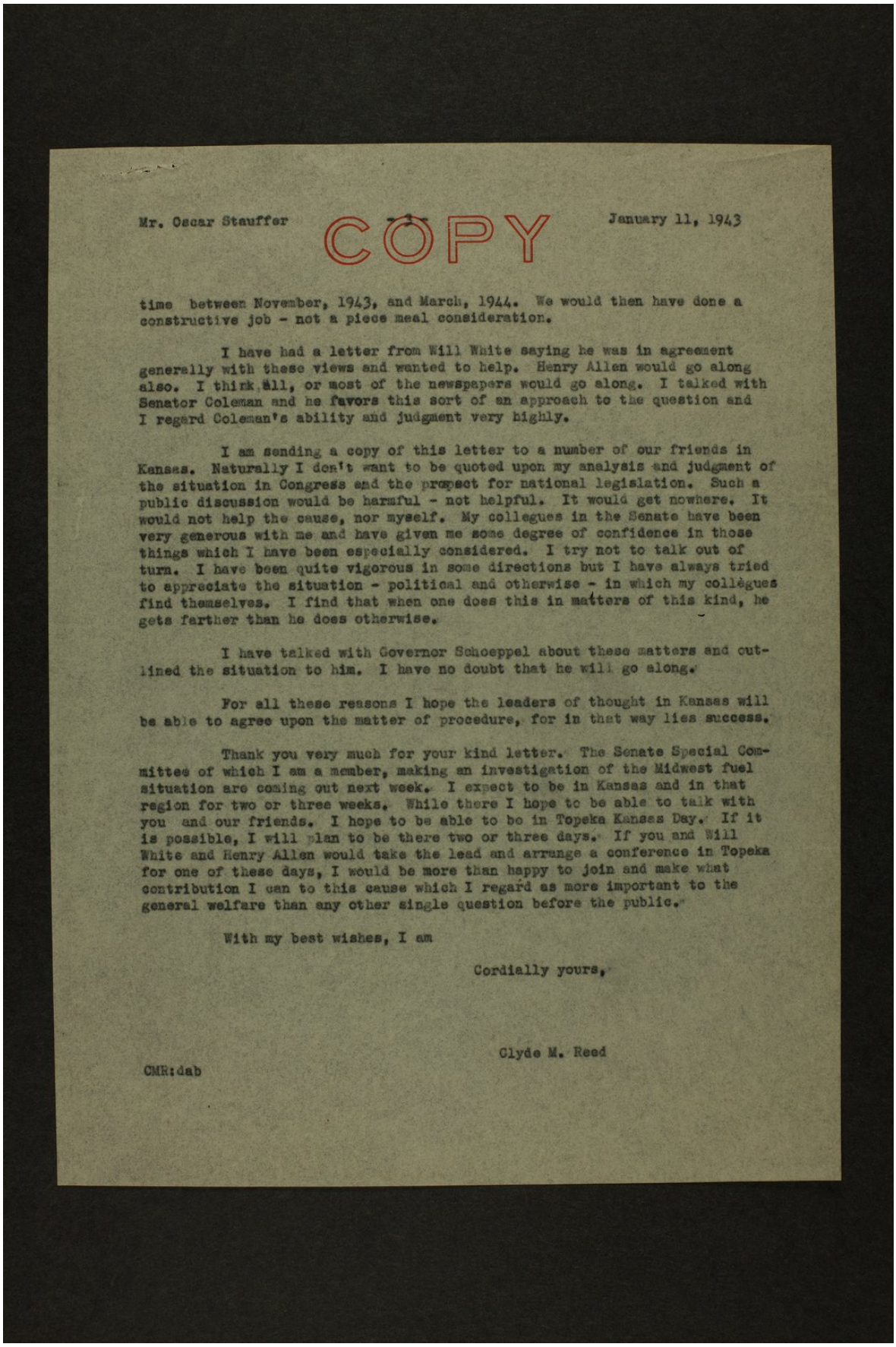
formation, membership elections, and their relations to the public than now exists. Labor organizations have come to maturity. I want to preserve the good features but I insist that they accept their responsibility as to the public welfare that comes with the great influence they now have. I do not want to destroy them. These are the main differences between the Southern "anti-labor" people on whom we might have to depend for legislation in the Congress, and myself.

It is a long time contact with and consideration of these elements that brought me to a judgment of the best method of procedure last year. That judgment is confirmed by the situation presently existing in the Congress.

Beyond any doubt the best place, all things considered, where a fair and reasonable labor policy and program can be worked out is in a state like Kansas. We can make the beginning. It is much easier to spread it over the United States and offer it for a model for national legislation than it is to accomplish the same purpose in Congress, where we have so many cross-currents of political and other considerations. I am going to reintroduce the labor bills which I offered in the last Congress and I am going to do my best to make a beginning here but for the reasons I have discussed above I am not sanguine of great results.

There are in Kansas all the factors necessary for the beginning of a sound labor policy. The Senate of the State is strongly for such a policy. A vast majority of the members of both Houses of the Legislature are for such a policy. The newspapers of the state are almost unanimously for it. I have talked with Governor-Elect Schoeppel about it and find him receptive - if not responsive.

I do not want to be a party to any ill-considered repressive legislation. I do not know of anybody in Kansas who can sit down and write a comprehensive, carefully considered, borad policy and the legislation required to implement such a policy. That statement includes myself and I have, perhaps, given more thought to the subject than anybody else. If I had nothing else to do and were entrusted with the duty of framing a policy and the necessary legislation, I would want at least three months of inquiry, study, and discussion. That is why I do not want to see any serious attempt made in an ordinary session of the Legislature. I have no doubt that some legislation could be enacted. Neither have I any doubt that such legislation would be limited and unsatisfactory from a broad point of view. That is why I am urging the selection of a Special Commission with a reasonable amount of money (I think $25,000 should be sufficient) to gather the material, make the study, to report its recommendations to the Governor, and to a Special Session of the Legislature called for this purpose alone. This could all be done and the legislation found to be desirable enacted any



Mr. Oscar Stauffer -3- January 11, 1943

COPY

time between November, 1943, and March, 1944. We would then have done a constructive job - not a piece meal consideration.

I have had a letter from Will White saying he was in agreement generally with these views and wanted to help. Henry Allen would go along also. I think all, or most of the newspapers would go along. I talked with Senator Coleman and he favors this sort of an approach to the question and I regard Coleman's ability and judgment very highly.

I am sending a copy of this letter to a number of our friends in Kansas. Naturally I don't want to be quoted upon my analysis and judgment of the situation in Congress and the prospect for national legislation. Such a public discussion would be harmful - not helpful. It would get nowhere. It would not help the cause, nor myself. My collegues in the Senate have been very generous with me and have given me some degree of confidence in those things which I have been especially considered. I try not to talk out of turn. I have been quite vigorous in some directions but I have always tried to appreciate the situation - political and otherwise - in which my collègues find themselves. I find that when one does this in matters of this kind, he gets farther than he does otherwise.

I have talked with Governor Schoeppel about these matters and outlined the situation to him. I have no doubt that he will go along.

For all these reasons I hope the leaders of thought in Kansas will be able to agree upon the matter of procedure, for in that way lies success.

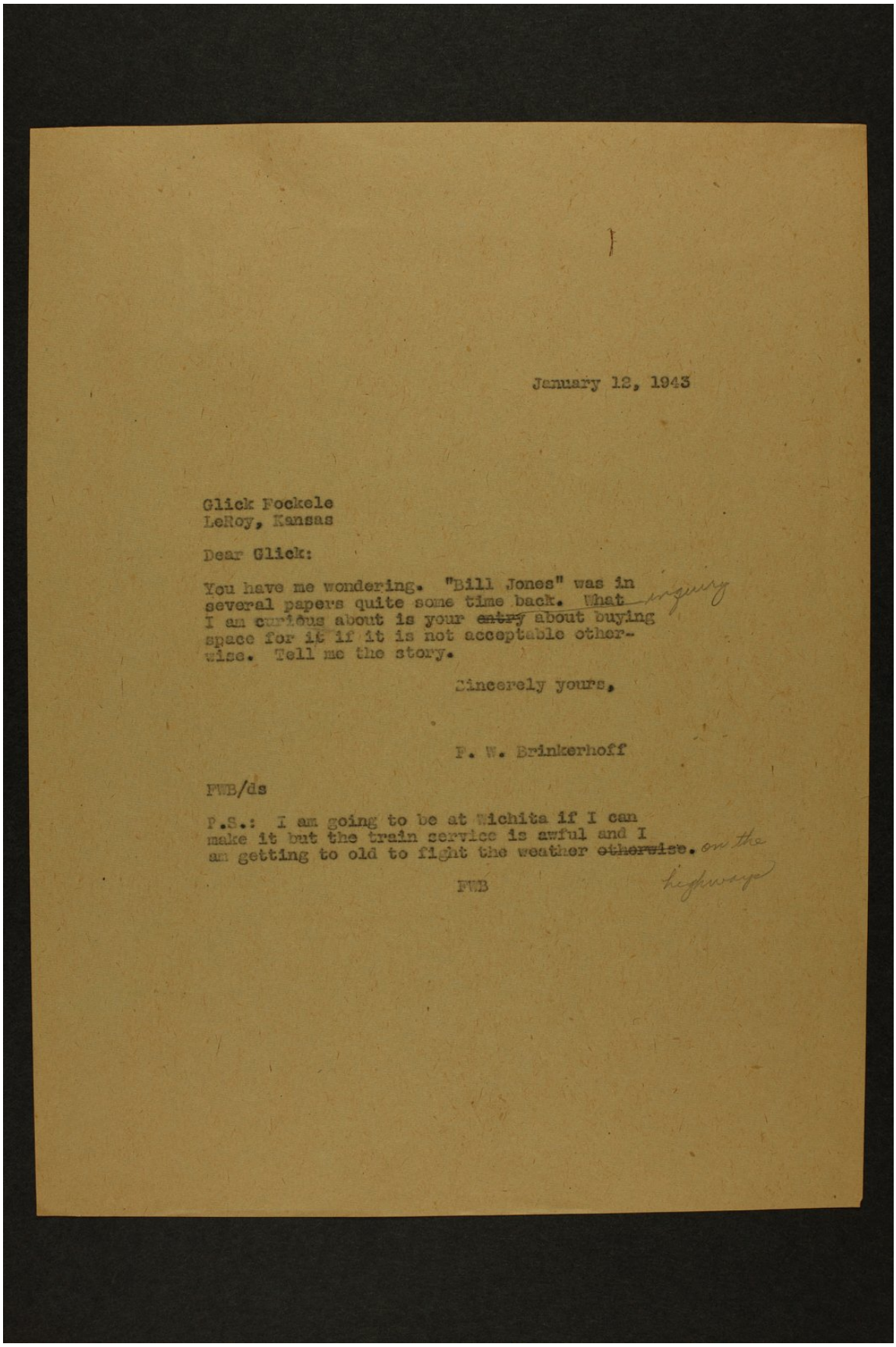
Thank you very much for your kind letter. The Senate Special Committee of which I am a member, making an investigation of the Midwest fuel situation are coming out next week. I expect to be in Kansas and in that region for two or three weeks. While there I hope to be able to talk with you and our friends. I hope to be able to be in Topeka Kansas Day. If it is possible, I will plan to be there two or three days. If you and Will White and Henry Allen would take the lead and arrange a conference in Topeka for one of these days, I would be more than happy to join and make what contribution I can to this cause which I regard as more important to the general welfare than any other single question before the public.

With my best wishes, I am

Cordially yours,

Clyde M. Reed

CMR:dab



January 12, 1943

Glick Fockele
LeRoy, Kansas

Dear Glick:

You have me wondering. "Bill Jones" was in several papers quite some time back. What inquiry I am curious about is your ~~entry~~ about buying space for it if it is not acceptable otherwise. Tell me the story.

Sincerely yours,

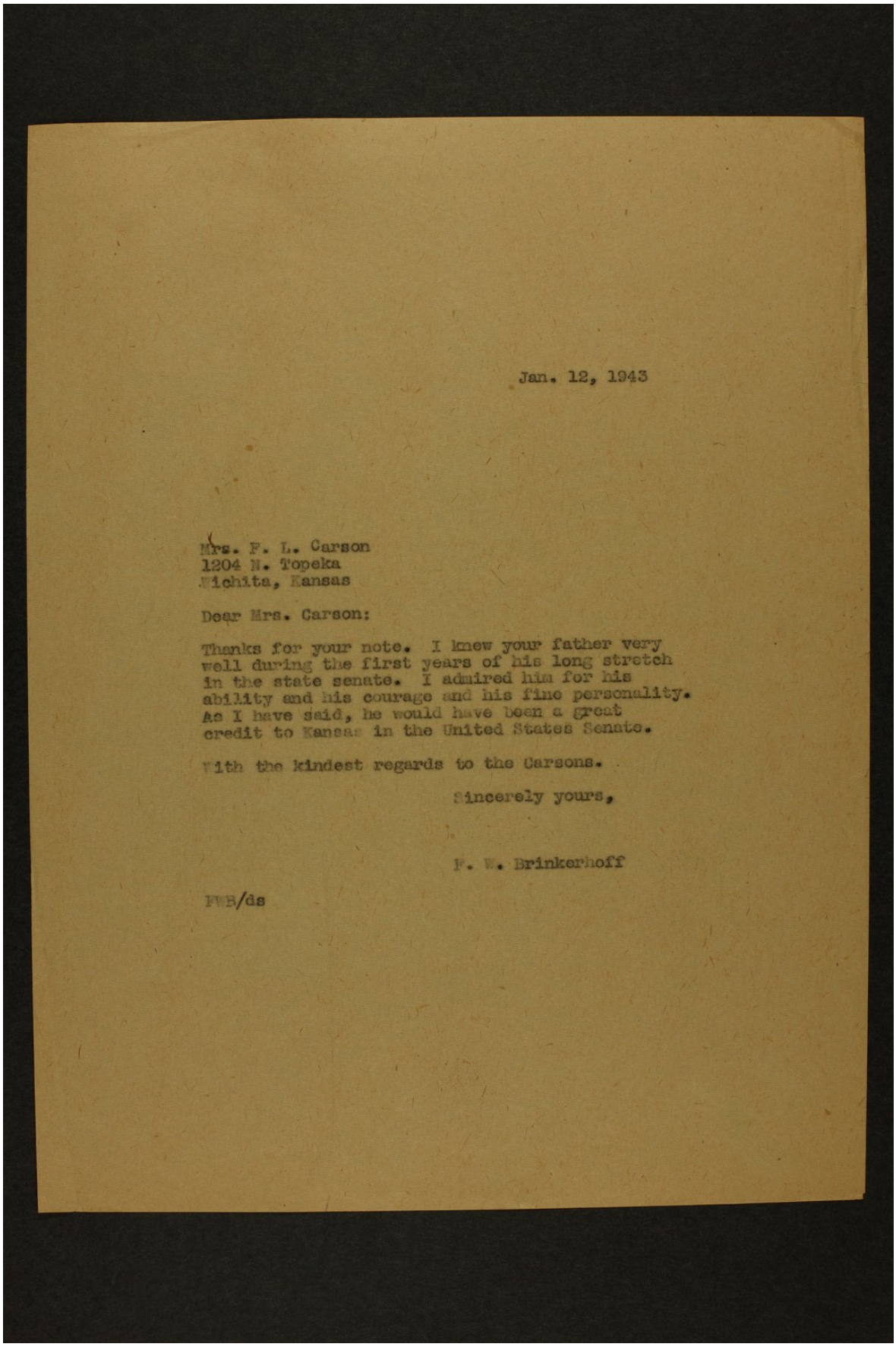
F. W. Brinkerhoff

FWB/ds

P.S.: I am going to be at Wichita if I can make it but the train service is awful and I am getting to old to fight the weather ~~otherwise~~. on the highways

FWB

Frederick W. Brinkerhoff correspondence



Jan. 12, 1943

Mrs. F. L. Carson
1204 N. Topeka
Wichita, Kansas

Dear Mrs. Carson:

Thanks for your note. I knew your father very well during the first years of his long stretch in the state senate. I admired him for his ability and his courage and his fine personality. As I have said, he would have been a great credit to Kansas in the United States Senate.

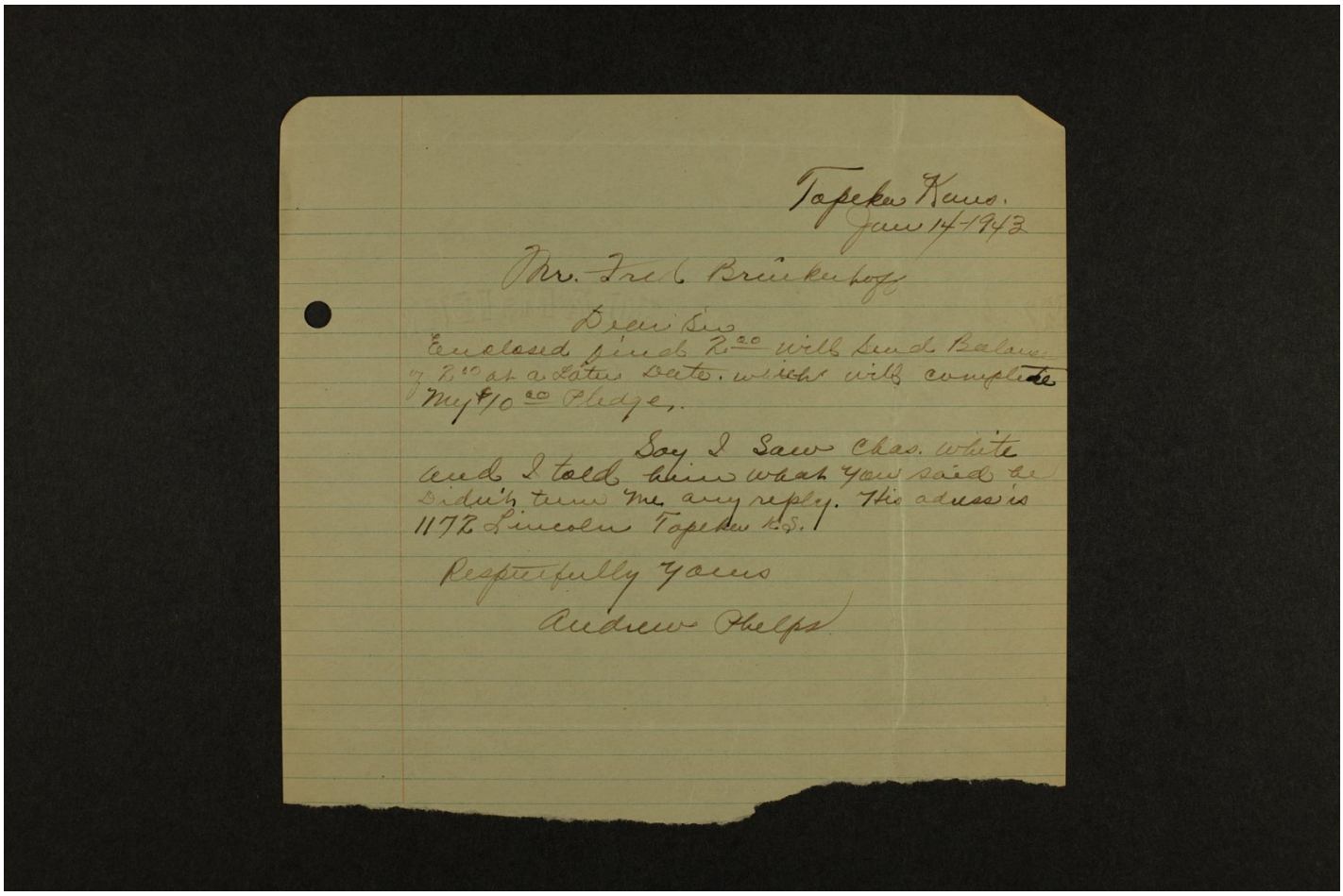
With the kindest regards to the Carsons.

Sincerely yours,

F. W. Brinkerhoff

FWB/ds

Frederick W. Brinkerhoff correspondence



Topeka Kans.
Jan 14 1913

Mr. Fred Brinkerhoff

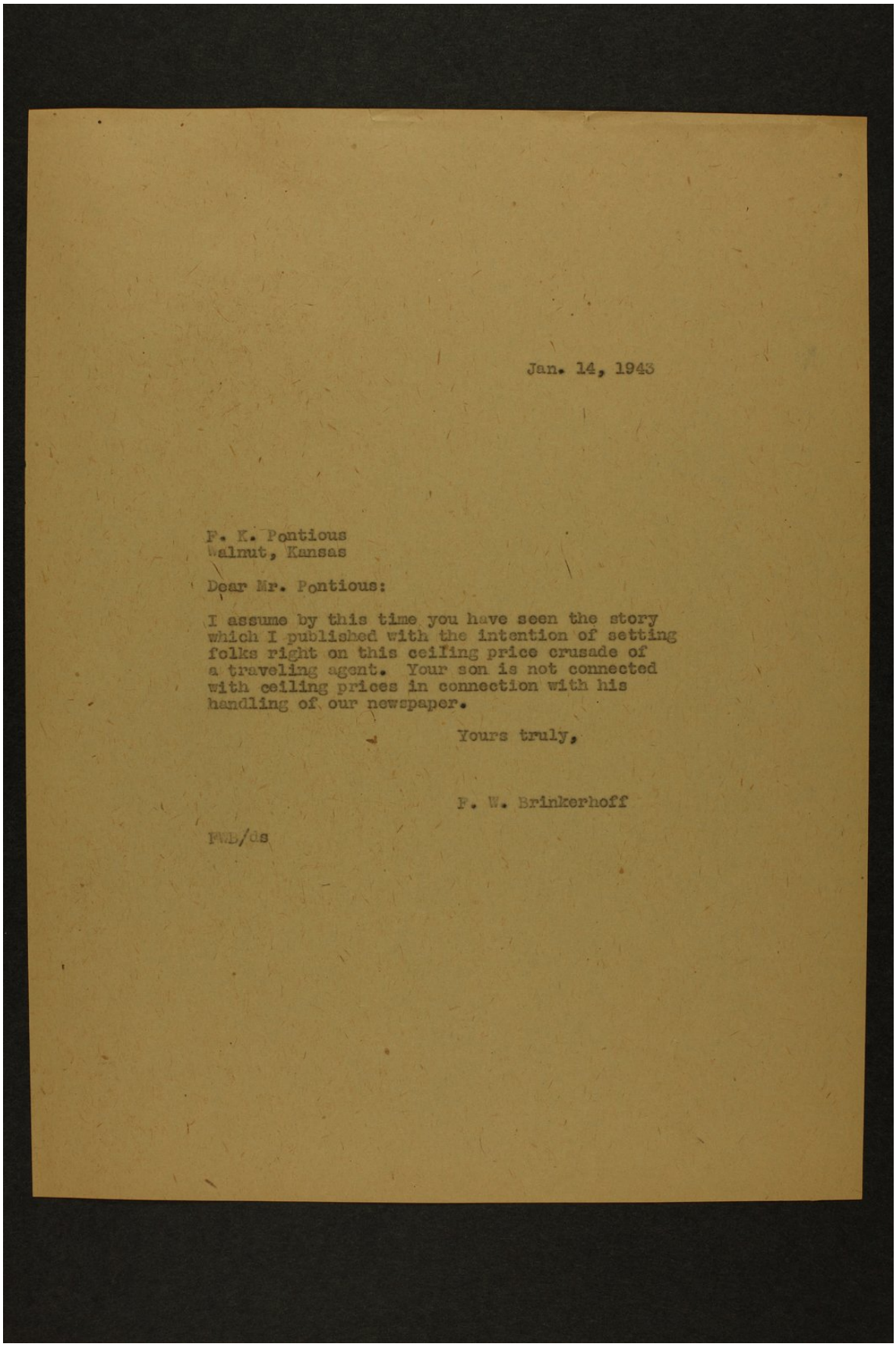
Dear Sir

Enclosed finds $2.00 with fund Balance of $1.00 at a Later Date. which will complete My $10.00 Pledge.

Say I Saw Chas. White and I told him what you said he Didn't turn me any reply. His adress is 1172 Lincoln Topeka Kans.

Respectfully Yours

Andrew Phelps



Jan. 14, 1943

F. K. Pontious
Walnut, Kansas

Dear Mr. Pontious:

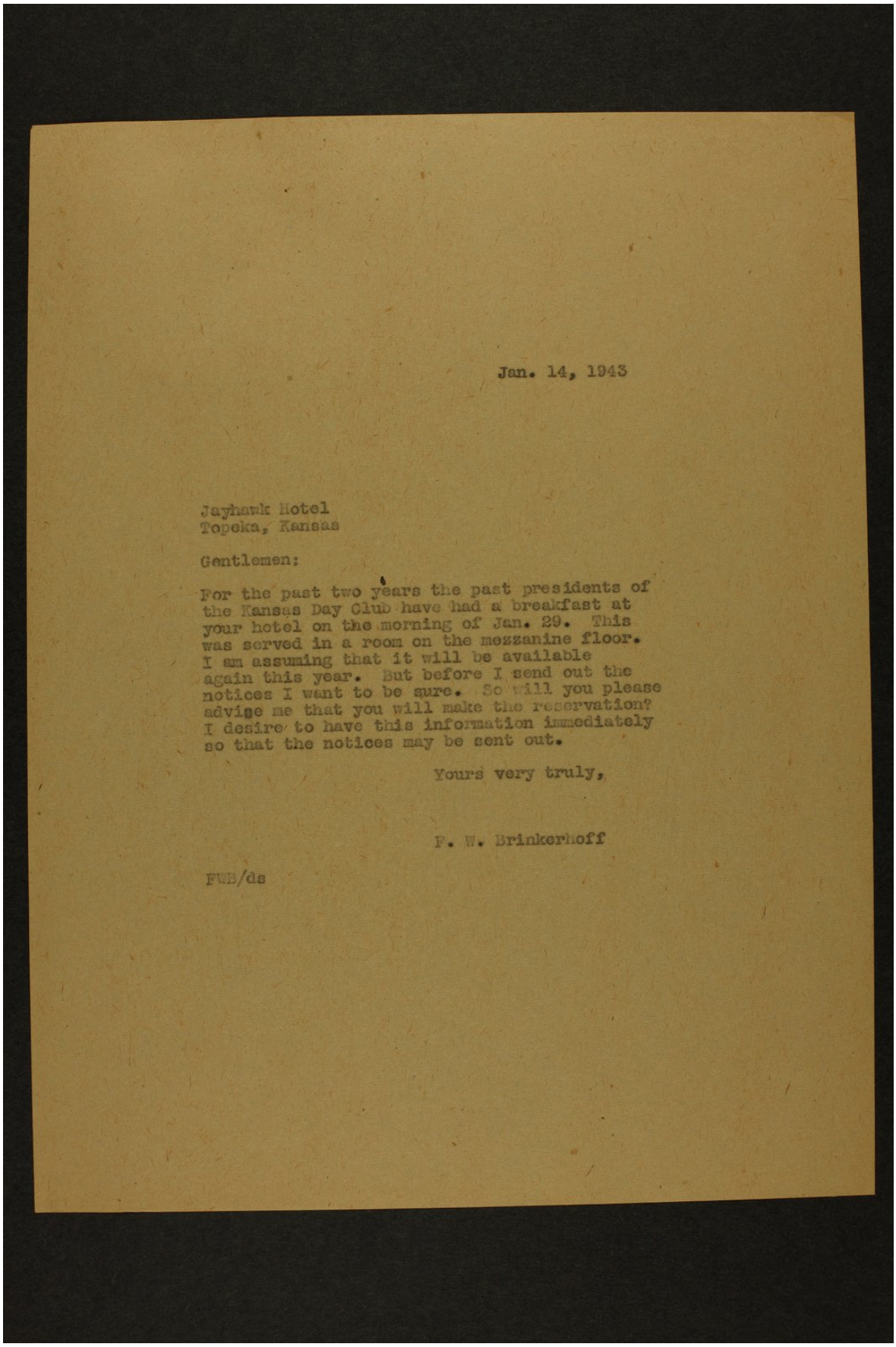
I assume by this time you have seen the story which I published with the intention of setting folks right on this ceiling price crusade of a traveling agent. Your son is not connected with ceiling prices in connection with his handling of our newspaper.

Yours truly,

F. W. Brinkerhoff

FWB/ds

Frederick W. Brinkerhoff correspondence



Jan. 14, 1943

Jayhawk Hotel
Topeka, Kansas

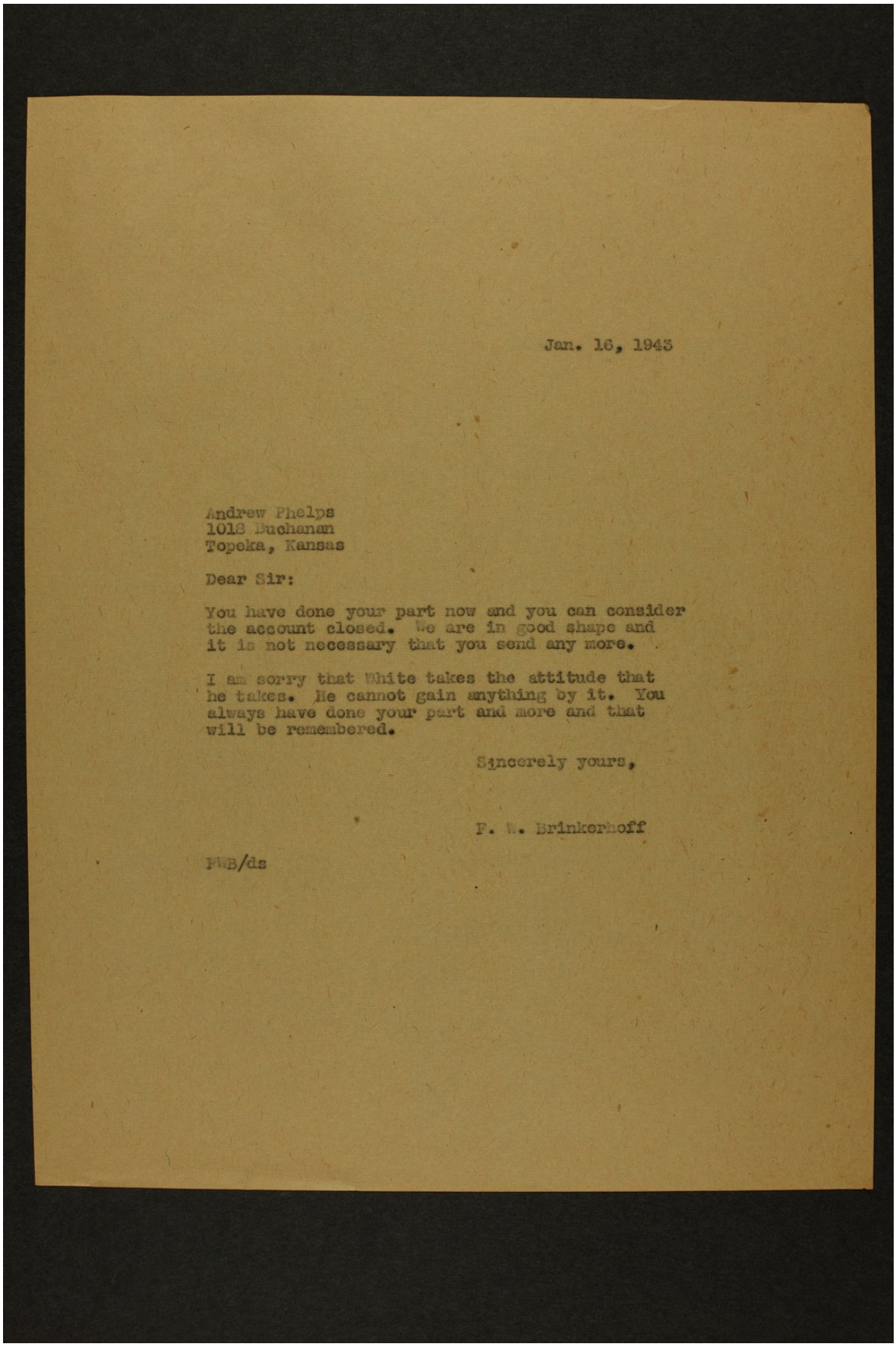
Gentlemen:

For the past two years the past presidents of the Kansas Day Club have had a breakfast at your hotel on the morning of Jan. 29. This was served in a room on the mezzanine floor. I am assuming that it will be available again this year. But before I send out the notices I want to be sure. So will you please advise me that you will make the reservation? I desire to have this information immediately so that the notices may be sent out.

Yours very truly,

F. W. Brinkerhoff

FWB/ds



Jan. 16, 1943

Andrew Phelps
1018 Buchanan
Topeka, Kansas

Dear Sir:

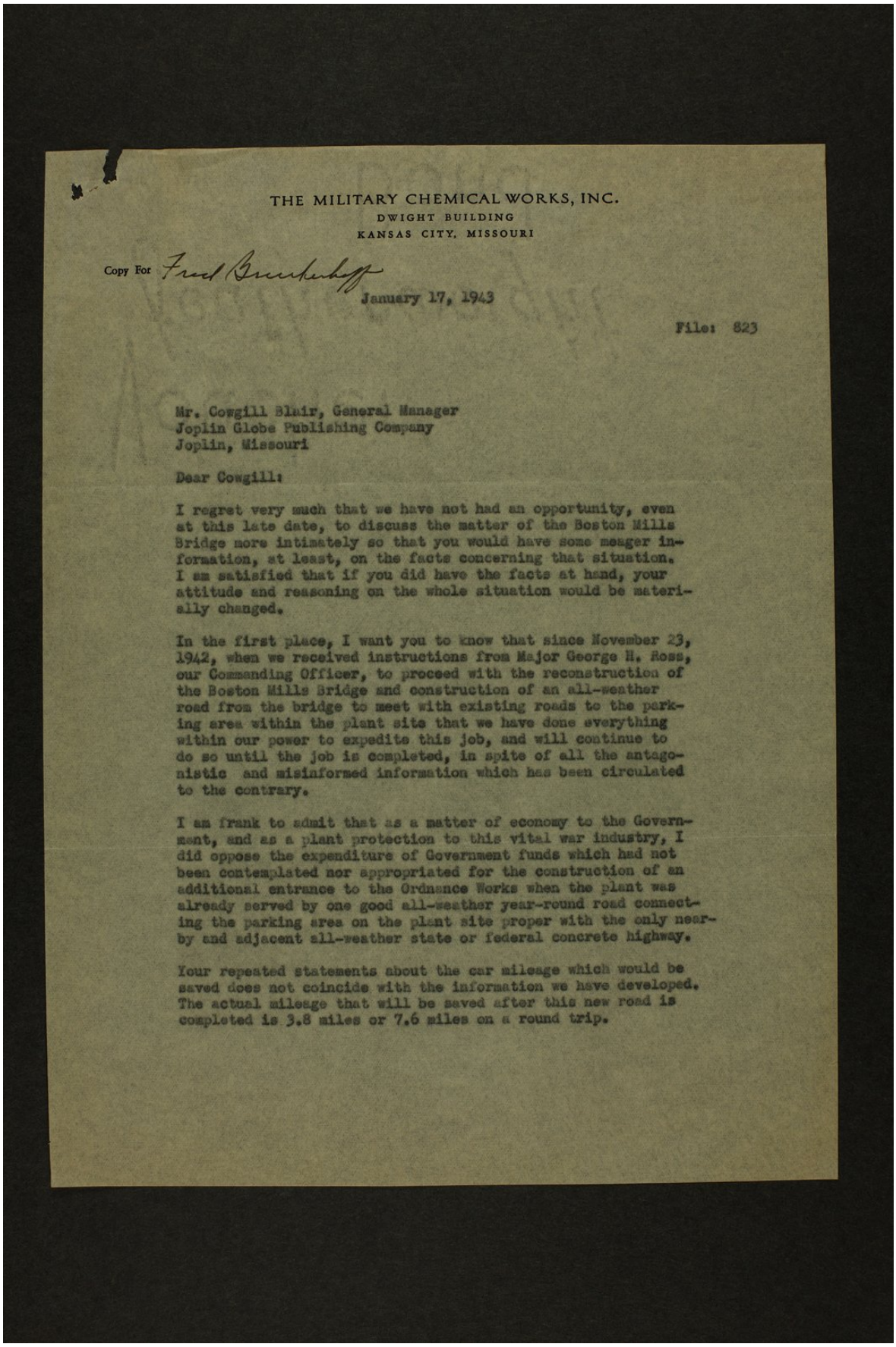
You have done your part now and you can consider the account closed. We are in good shape and it is not necessary that you send any more.

I am sorry that White takes the attitude that he takes. He cannot gain anything by it. You always have done your part and more and that will be remembered.

Sincerely yours,

F. W. Brinkerhoff

FWB/ds



THE MILITARY CHEMICAL WORKS, INC.
DWIGHT BUILDING
KANSAS CITY, MISSOURI

Copy For Fred Brinkerhoff

January 17, 1943

File: 823

Mr. Cowgill Blair, General Manager
Joplin Globe Publishing Company
Joplin, Missouri

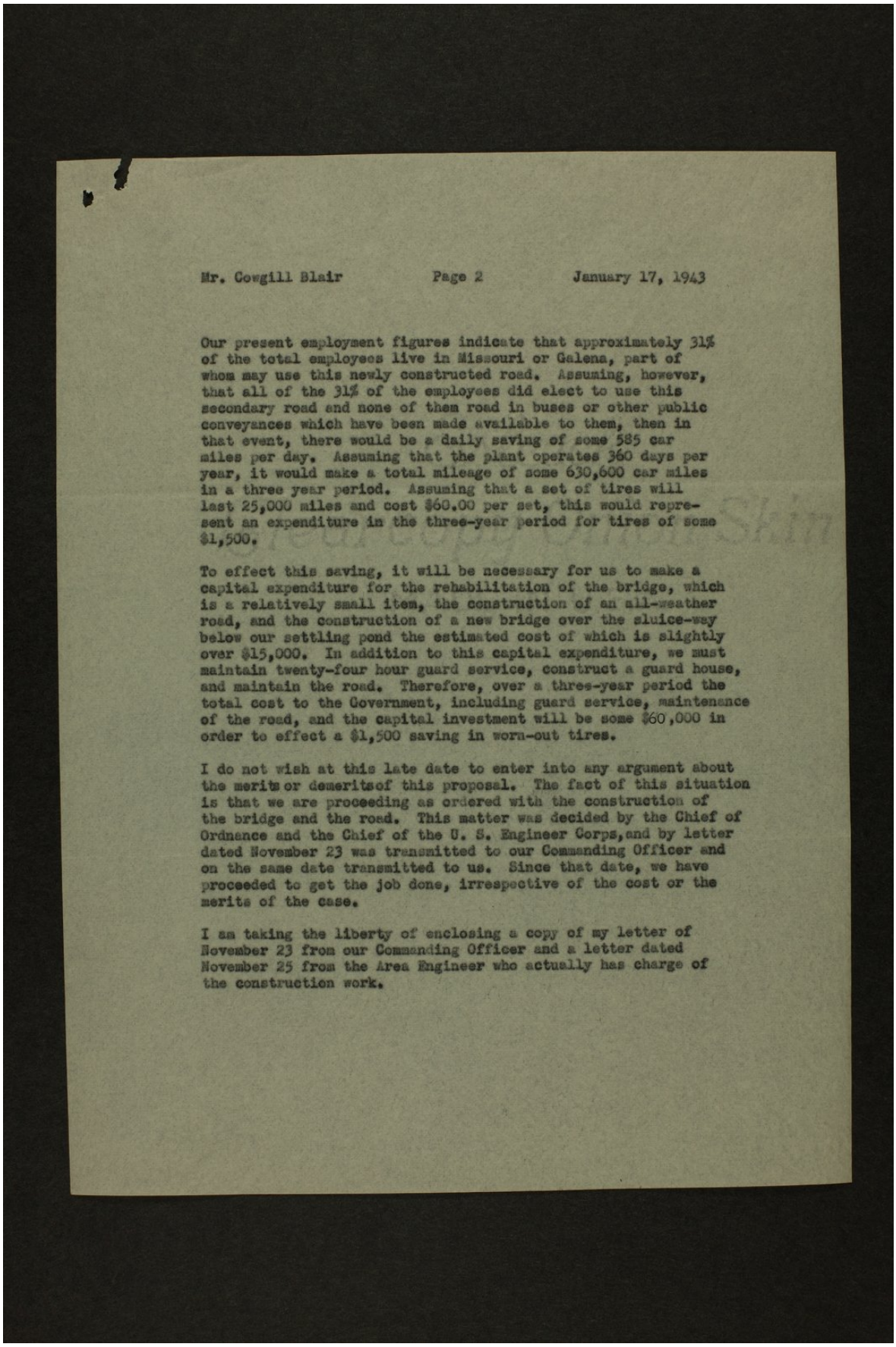
Dear Cowgill:

I regret very much that we have not had an opportunity, even at this late date, to discuss the matter of the Boston Mills Bridge more intimately so that you would have some meager information, at least, on the facts concerning that situation. I am satisfied that if you did have the facts at hand, your attitude and reasoning on the whole situation would be materially changed.

In the first place, I want you to know that since November 23, 1942, when we received instructions from Major George H. Ross, our Commanding Officer, to proceed with the reconstruction of the Boston Mills Bridge and construction of an all-weather road from the bridge to meet with existing roads to the parking area within the plant site that we have done everything within our power to expedite this job, and will continue to do so until the job is completed, in spite of all the antagonistic and misinformed information which has been circulated to the contrary.

I am frank to admit that as a matter of economy to the Government, and as a plant protection to this vital war industry, I did oppose the expenditure of Government funds which had not been contemplated nor appropriated for the construction of an additional entrance to the Ordnance Works when the plant was already served by one good all-weather year-round road connecting the parking area on the plant site proper with the only nearby and adjacent all-weather state or federal concrete highway.

Your repeated statements about the car mileage which would be saved does not coincide with the information we have developed. The actual mileage that will be saved after this new road is completed is 3.8 miles or 7.6 miles on a round trip.

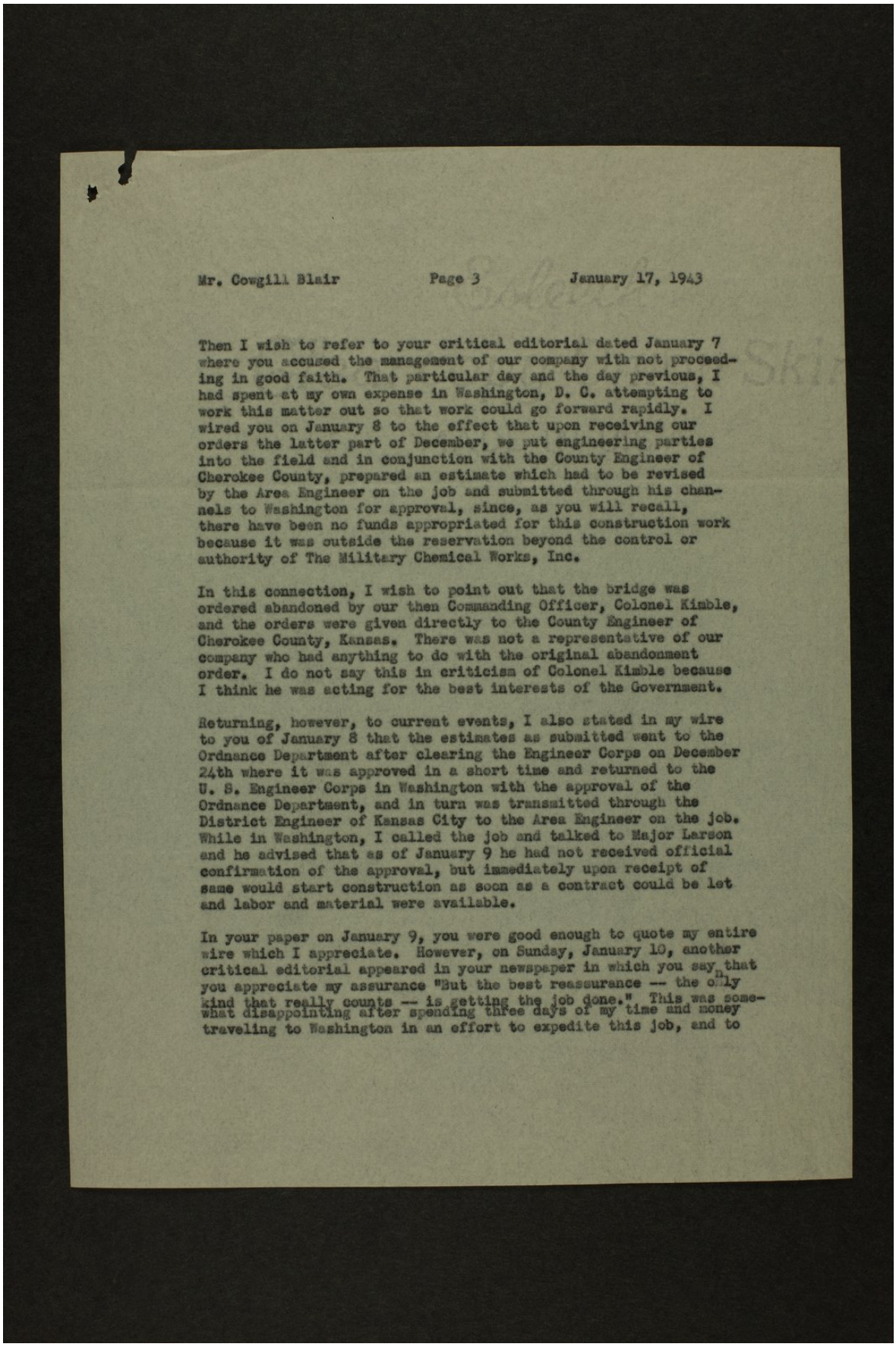


Our present employment figures indicate that approximately 31% of the total employees live in Missouri or Galena, part of whom may use this newly constructed road. Assuming, however, that all of the 31% of the employees did elect to use this secondary road and none of them road in buses or other public conveyances which have been made available to them, then in that event, there would be a daily saving of some 585 car miles per day. Assuming that the plant operates 360 days per year, it would make a total mileage of some 630,600 car miles in a three year period. Assuming that a set of tires will last 25,000 miles and cost $60.00 per set, this would represent an expenditure in the three-year period for tires of some $1,500.

To effect this saving, it will be necessary for us to make a capital expenditure for the rehabilitation of the bridge, which is a relatively small item, the construction of an all-weather road, and the construction of a new bridge over the sluice-way below our settling pond the estimated cost of which is slightly over $15,000. In addition to this capital expenditure, we must maintain twenty-four hour guard service, construct a guard house, and maintain the road. Therefore, over a thres-year period the total cost to the Government, including guard service, maintenance of the road, and the capital investment will be some $60,000 in order to effect a $1,500 saving in worn-out tires.

I do not wish at this late date to enter into any argument about the merits or demeritsof this proposal. The fact of this situation is that we are proceeding as ordered with the construction of the bridge and the road. This matter was decided by the Chief of Ordnance and the Chief of the U. S. Engineer Corps,and by letter dated November 23 was transmitted to our Commanding Officer and on the same date transmitted to us. Since that date, we have proceeded to get the job done, irrespective of the cost or the merits of the case.

I am taking the liberty of enclosing a copy of my letter of November 23 from our Commanding Officer and a letter dated November 25 from the Area Engineer who actually has charge of the construction work.

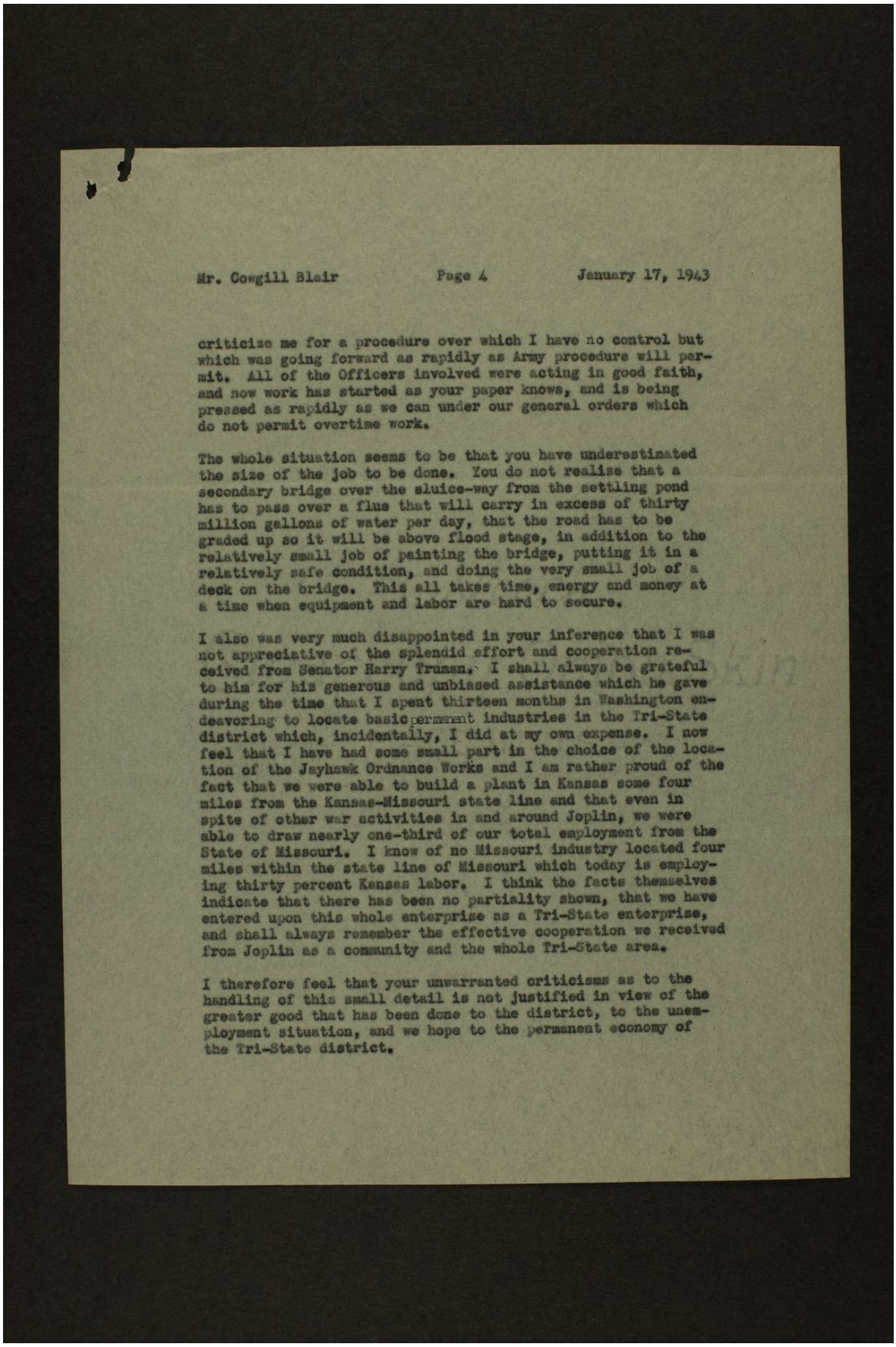


Then I wish to refer to your critical editorial dated January 7 where you accused the management of our company with not proceeding in good faith. That particular day and the day previous, I had spent at my own expense in Washington, D. C. attempting to work this matter out so that work could go forward rapidly. I wired you on January 8 to the effect that upon receiving our orders the latter part of December, we put engineering parties into the field and in conjunction with the County Engineer of Cherokee County, prepared an estimate which had to be revised by the Area Engineer on the job and submitted through his channels to Washington for approval, since, as you will recall, there have been no funds appropriated for this construction work because it was outside the reservation beyond the control or authority of The Military Chemical Works, Inc.

In this connection, I wish to point out that the bridge was ordered abandoned by our then Commanding Officer, Colonel Kimble, and the orders were given directly to the County Engineer of Cherokee County, Kansas. There was not a representative of our company who had anything to do with the original abandonment order. I do not say this in criticism of Colonel Kimble because I think he was acting for the best interests of the Government.

Returning, however, to current events, I also stated in my wire to you of January 8 that the estimates as submitted went to the Ordnance Department after clearing the Engineer Corps on December 24th where it was approved in a short time and returned to the U. S. Engineer Corps in Washington with the approval of the Ordnance Department, and in turn was transmitted through the District Engineer of Kansas City to the Area Engineer on the job. While in Washington, I called the job and talked to Major Larson and he advised that as of January 9 he had not received official confirmation of the approval, but immediately upon receipt of same would start construction as soon as a contract could be let and labor and material were available.

In your paper on January 9, you were good enough to quote my entire wire which I appreciate. However, on Sunday, January 10, another critical editorial appeared in your newspaper in which you say that you appreciate my assurance "But the best reassurance -- the only kind that really counts -- is getting the job done." This was somewhat disappointing after spending three days of my time and money traveling to Washington in an effort to expedite this job, and to



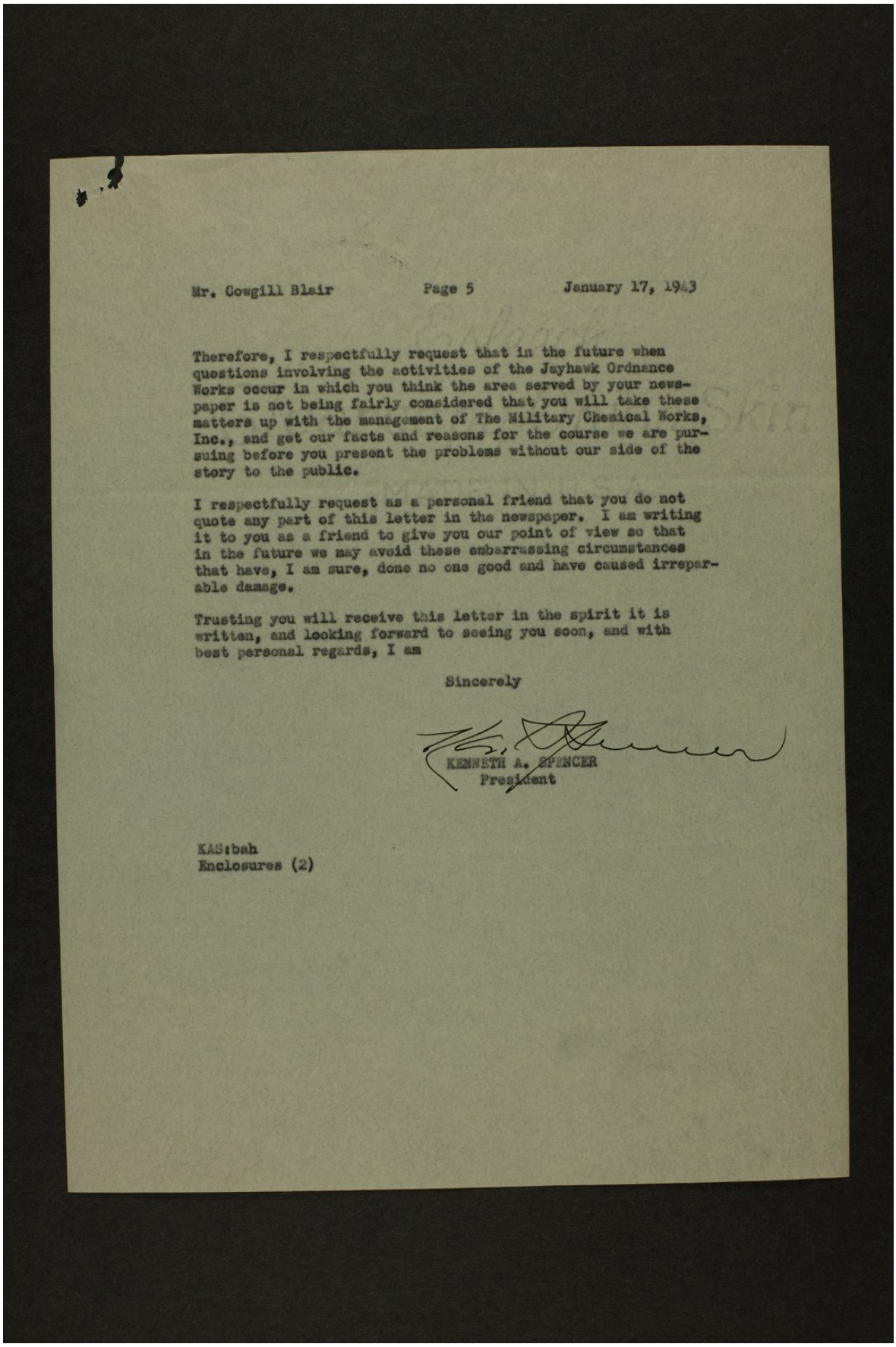
criticize me for a procedure over which I have no control but which was going forward as rapidly as Army procedure will permit. All of the Officers involved were acting in good faith, and now work has started as your paper knows, and is being pressed as rapidly as we can under our general orders which do not permit overtime work.

The whole situation seems to be that you have underestimated the size of the job to be done. You do not realize that a secondary bridge over the sluice-way from the settling pond has to pass over a flue that will carry in excess of thirty million gallons of water per day, that the road has to be graded up so it will be above flood stage, in addition to the relatively small job of painting the bridge, putting it in a relatively safe condition, and doing the very small job of a deck on the bridge. This all takes time, energy and money at a time when equipment and labor are hard to secure.

I also was very much disappointed in your inference that I was not appreciative of the splendid effort and cooperation received from Senator Harry Truman. I shall always be grateful to him for his generous and unbiased assistance which he gave during the time that I spent thirteen months in Washington endeavoring to locate basic permanent industries in the Tri-State district which, incidentally, I did at my own expense. I now feel that I have had some small part in the choice of the location of the Jayhawk Ordnance Works and I am rather proud of the fact that we were able to build a plant in Kansas some four miles from the Kansas-Missouri state line and that even in spite of other war activities in and around Joplin, we were able to draw nearly one-third of our total employment from the State of Missouri. I know of no Missouri industry located four miles within the state line of Missouri which today is employing thirty percent Kansas labor. I think the facts themselves indicate that there has been no partiality shown, that we have entered upon this whole enterprise as a Tri-State enterprise, and shall always remember the effective cooperation we received from Joplin as a community and the whole Tri-State area.

I therefore feel that your unwarranted criticisms as to the handling of this small detail is not justified in view of the greater good that has been done to the district, to the unemployment situation, and we hope to the permanent economy of the Tri-State district.

Frederick W. Brinkerhoff correspondence



Mr. Cowgill Blair Page 5 January 17, 1943

Therefore, I respectfully request that in the future when questions involving the activities of the Jayhawk Ordnance Works occur in which you think the area served by your newspaper is not being fairly considered that you will take these matters up with the management of The Military Chemical Works, Inc., and get our facts and reasons for the course we are pursuing before you present the problems without our side of the story to the public.

I respectfully request as a personal friend that you do not quote any part of this letter in the newspaper. I am writing it to you as a friend to give you our point of view so that in the future we may avoid these embarrassing circumstances that have, I am sure, done no one good and have caused irreparable damage.

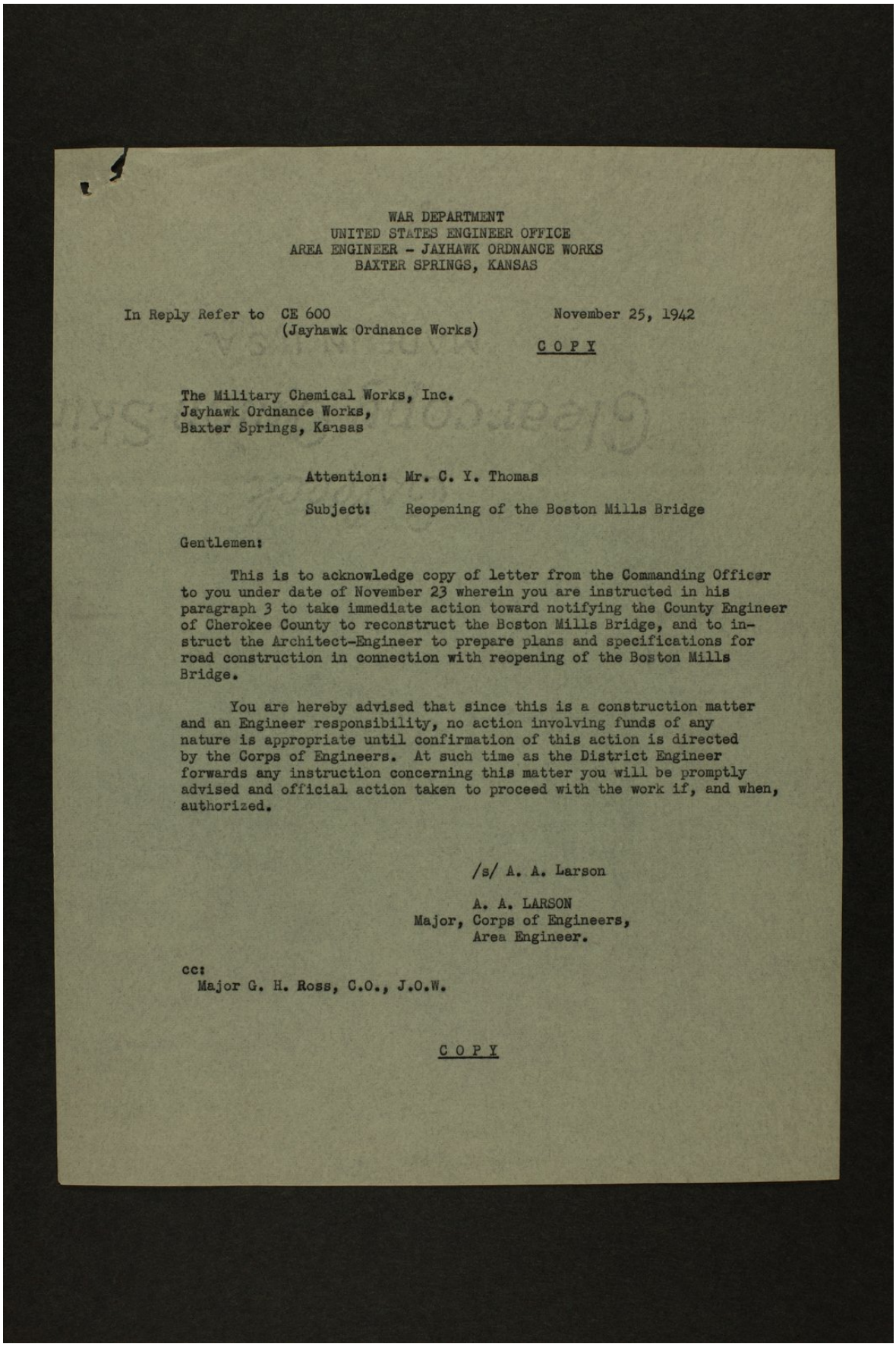
Trusting you will receive this letter in the spirit it is written, and looking forward to seeing you soon, and with best personal regards, I am

Sincerely

KENNETH A. SPENCER
President

KAS:bah
Enclosures (2)

Frederick W. Brinkerhoff correspondence



WAR DEPARTMENT
UNITED STATES ENGINEER OFFICE
AREA ENGINEER - JAYHAWK ORDNANCE WORKS
BAXTER SPRINGS, KANSAS

In Reply Refer to CE 600
(Jayhawk Ordnance Works)

November 25, 1942

COPY

The Military Chemical Works, Inc.
Jayhawk Ordnance Works,
Baxter Springs, Kansas

Attention: Mr. C. Y. Thomas

Subject: Reopening of the Boston Mills Bridge

Gentlemen:

This is to acknowledge copy of letter from the Commanding Officer to you under date of November 23 wherein you are instructed in his paragraph 3 to take immediate action toward notifying the County Engineer of Cherokee County to reconstruct the Boston Mills Bridge, and to instruct the Architect-Engineer to prepare plans and specifications for road construction in connection with reopening of the Boston Mills Bridge.

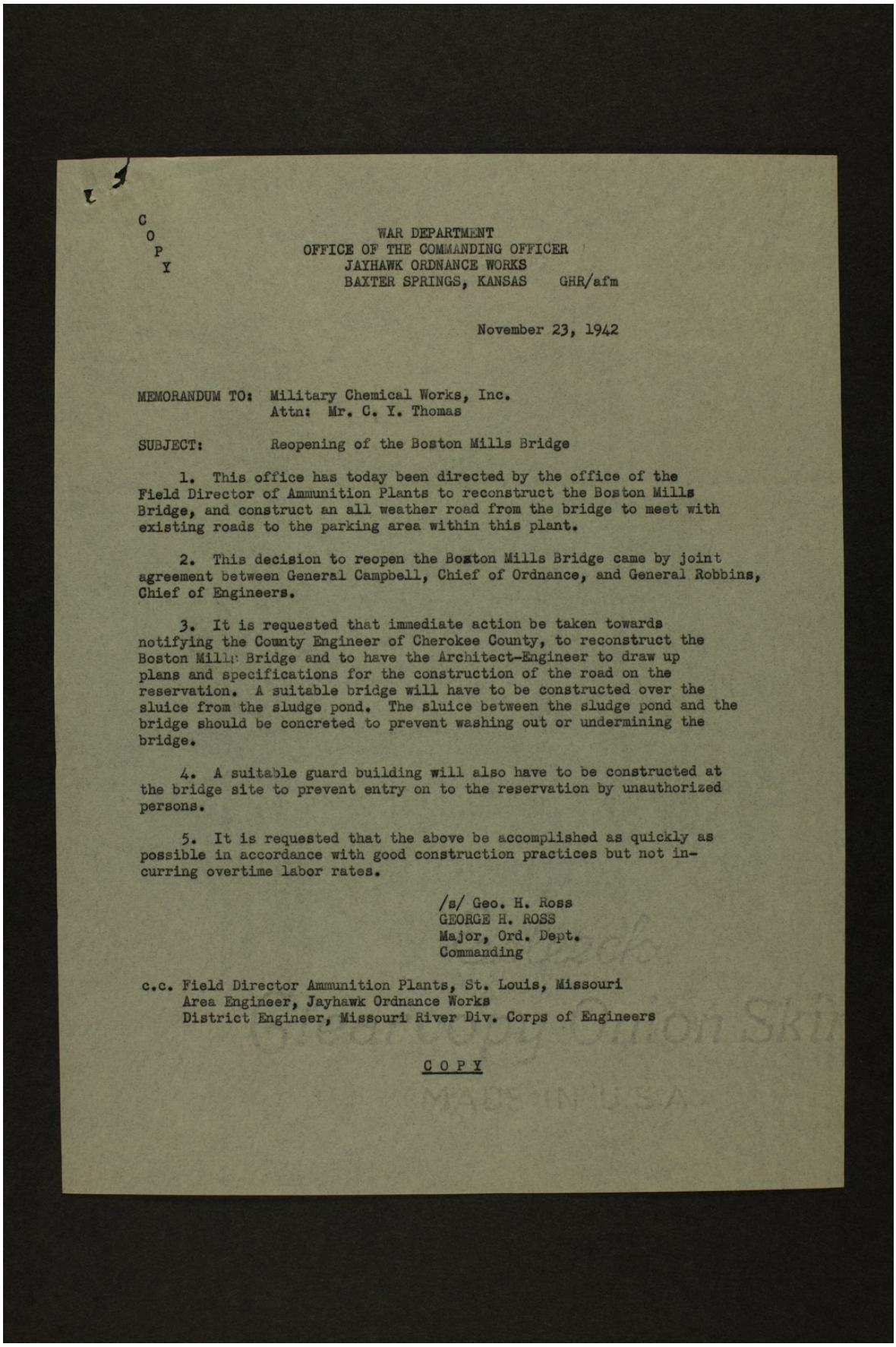
You are hereby advised that since this is a construction matter and an Engineer responsibility, no action involving funds of any nature is appropriate until confirmation of this action is directed by the Corps of Engineers. At such time as the District Engineer forwards any instruction concerning this matter you will be promptly advised and official action taken to proceed with the work if, and when, authorized.

/s/ A. A. Larson

A. A. LARSON
Major, Corps of Engineers,
Area Engineer.

cc:
Major G. H. Ross, C.O., J.O.W.

COPY



C
O
P
Y

WAR DEPARTMENT
OFFICE OF THE COMMANDING OFFICER
JAYHAWK ORDNANCE WORKS
BAXTER SPRINGS, KANSAS GHR/afm

November 23, 1942

MEMORANDUM TO: Military Chemical Works, Inc.
Attn: Mr. C. Y. Thomas

SUBJECT: Reopening of the Boston Mills Bridge

1. This office has today been directed by the office of the Field Director of Ammunition Plants to reconstruct the Boston Mills Bridge, and construct an all weather road from the bridge to meet with existing roads to the parking area within this plant.

2. This decision to reopen the Boston Mills Bridge came by joint agreement between General Campbell, Chief of Ordnance, and General Robbins, Chief of Engineers.

3. It is requested that immediate action be taken towards notifying the County Engineer of Cherokee County, to reconstruct the Boston Mills Bridge and to have the Architect-Engineer to draw up plans and specifications for the construction of the road on the reservation. A suitable bridge will have to be constructed over the sluice from the sludge pond. The sluice between the sludge pond and the bridge should be concreted to prevent washing out or undermining the bridge.

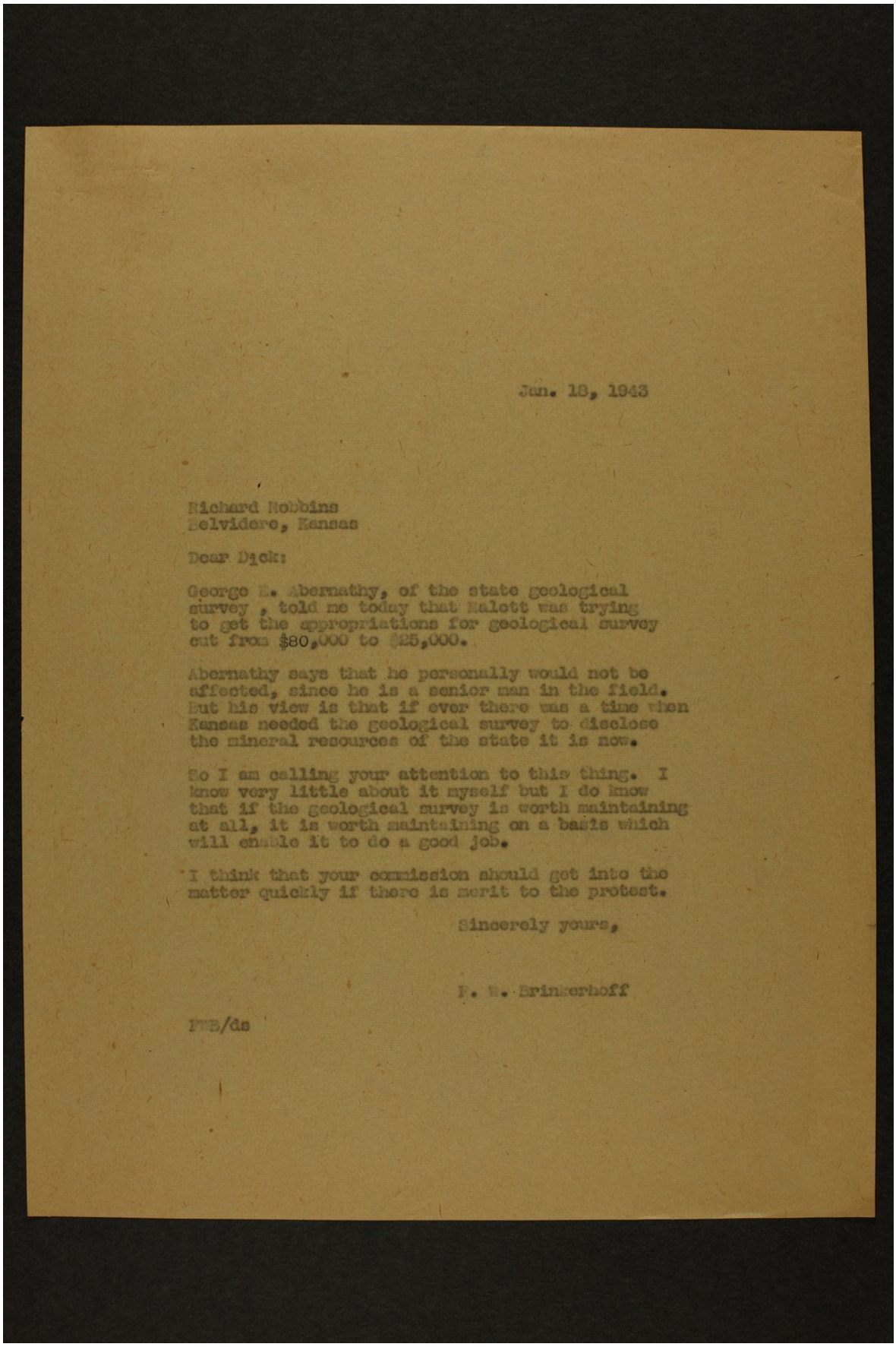
4. A suitable guard building will also have to be constructed at the bridge site to prevent entry on to the reservation by unauthorized persons.

5. It is requested that the above be accomplished as quickly as possible in accordance with good construction practices but not incurring overtime labor rates.

/s/ Geo. H. Ross
GEORGE H. ROSS
Major, Ord. Dept.
Commanding

c.c. Field Director Ammunition Plants, St. Louis, Missouri
Area Engineer, Jayhawk Ordnance Works
District Engineer, Missouri River Div. Corps of Engineers

COPY



Jan. 18, 1943

Richard Robbins
Belvidere, Kansas

Dear Dick:

George E. Abernathy, of the state geological survey , told me today that Malott was trying to get the appropriations for geological survey cut from $80,000 to $25,000.

Abernathy says that he personally would not be affected, since he is a senior man in the field. But his view is that if ever there was a time when Kansas needed the geological survey to disclose the mineral resources of the state it is now.

So I am calling your attention to this thing. I know very little about it myself but I do know that if the geological survey is worth maintaining at all, it is worth maintaining on a basis which will enable it to do a good job.

I think that your commission should get into the matter quickly if there is merit to the protest.

Sincerely yours,

F. W. Brinkerhoff

FWB/ds

Frederick W. Brinkerhoff correspondence

TOPEKA'S NEWEST HOTEL
GARAGE & THEATRE IN CONNECTION

300 ROOMS WITH BATH OR TOILET
20 SAMPLE ROOMS



Hotel Jayhawk

OPERATED BY
MOSBY HOTEL COMPANY
MRS. JACK MOSBY, PRESIDENT & GENERAL MANAGER



COME REST WITH US

Topeka, Kansas Jan. 18, 1943

Mr. F. W. Brinkerhoff,
The Pittsburg Publishing Co.,
Pittsburg, Kansas

Dear Mr. Brinkerhoff:

Replying to your letter of the 14 inst., we will be very glad to reserve a room on the second floor for a breakfast for the Past Presidents of the Kansas Day Club on January 29.

Assuring you we appreciate this opportunity of again serving you,

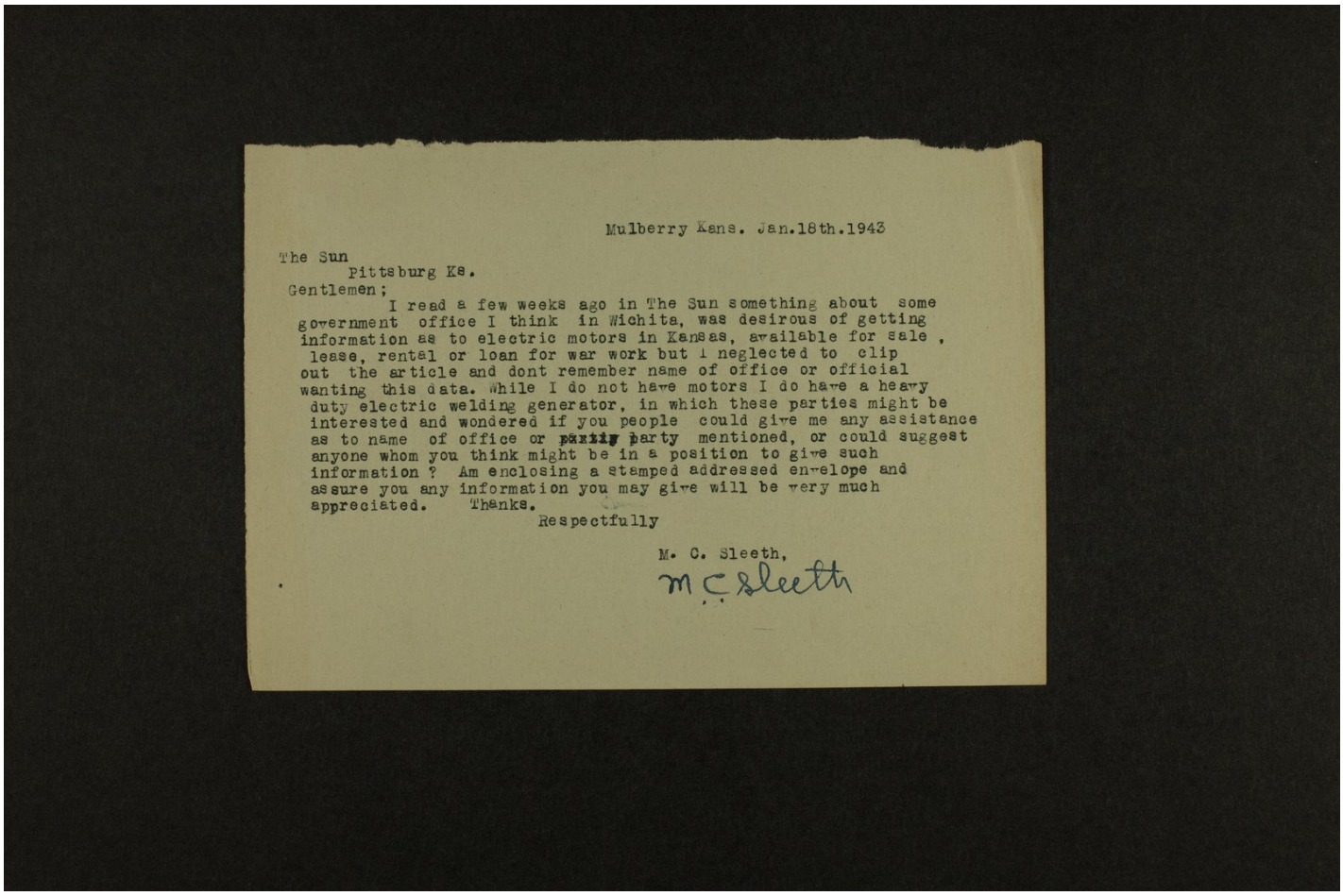
Yours very truly,

HOTEL JAYHAWK,

Nellie M. Mosby

~~Asst.~~ Mgr.

Frederick W. Brinkerhoff correspondence



Mulberry Kans. Jan.18th.1943

The Sun
Pittsburg Ks.

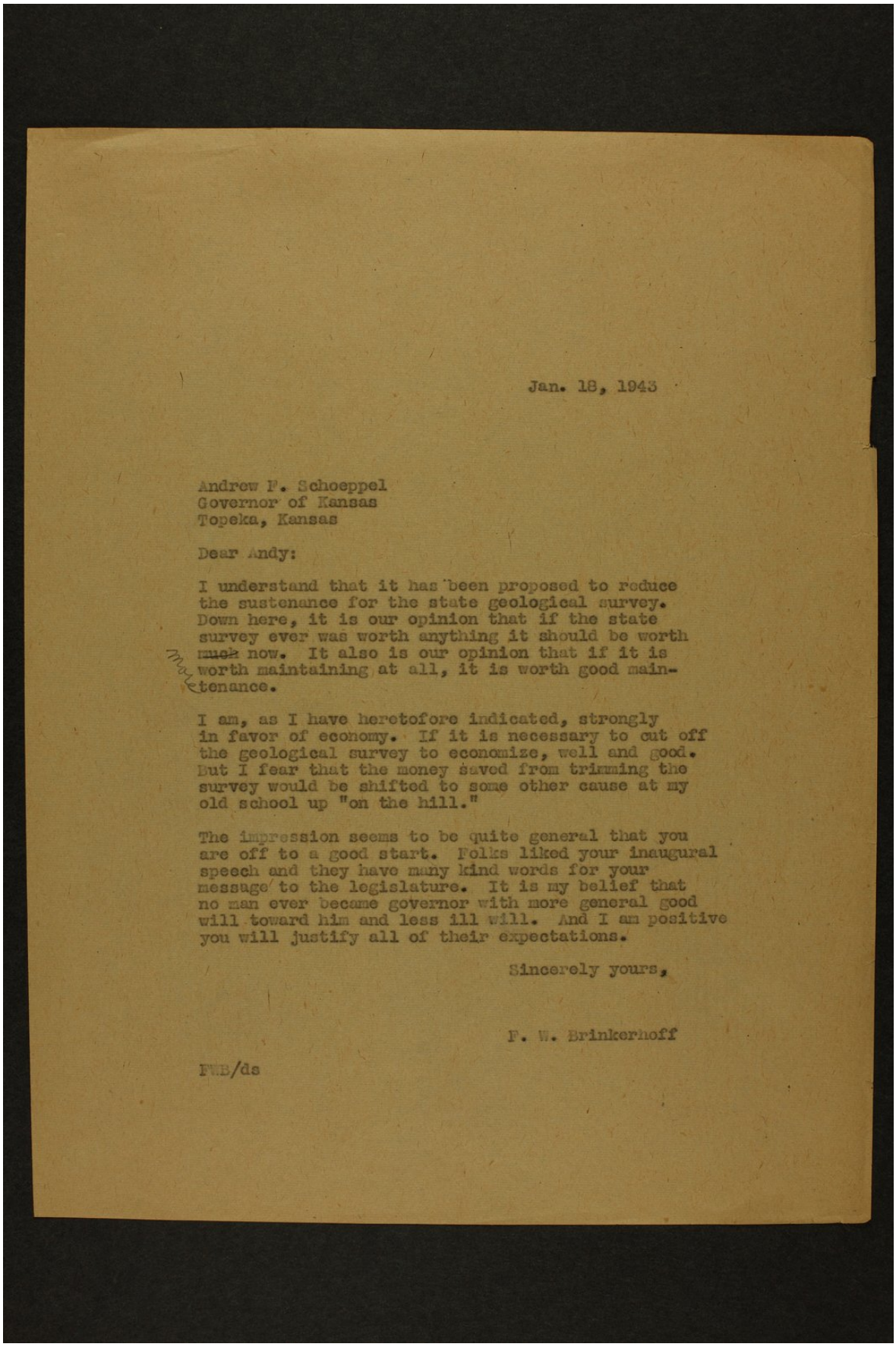
Gentlemen;

I read a few weeks ago in The Sun something about some government office I think in Wichita, was desirous of getting information as to electric motors in Kansas, available for sale, lease, rental or loan for war work but I neglected to clip out the article and dont remember name of office or official wanting this data. While I do not have motors I do have a heavy duty electric welding generator, in which these parties might be interested and wondered if you people could give me any assistance as to name of office or ~~party~~ party mentioned, or could suggest anyone whom you think might be in a position to give such information ? Am enclosing a stamped addressed envelope and assure you any information you may give will be very much appreciated. Thanks.

Respectfully

M. C. Sleeth,

M C Sleeth



Jan. 18, 1943

Andrew F. Schoeppel
Governor of Kansas
Topeka, Kansas

Dear Andy:

I understand that it has been proposed to reduce the sustenance for the state geological survey. Down here, it is our opinion that if the state survey ever was worth anything it should be worth much now. It also is our opinion that if it is worth maintaining at all, it is worth good maintenance.

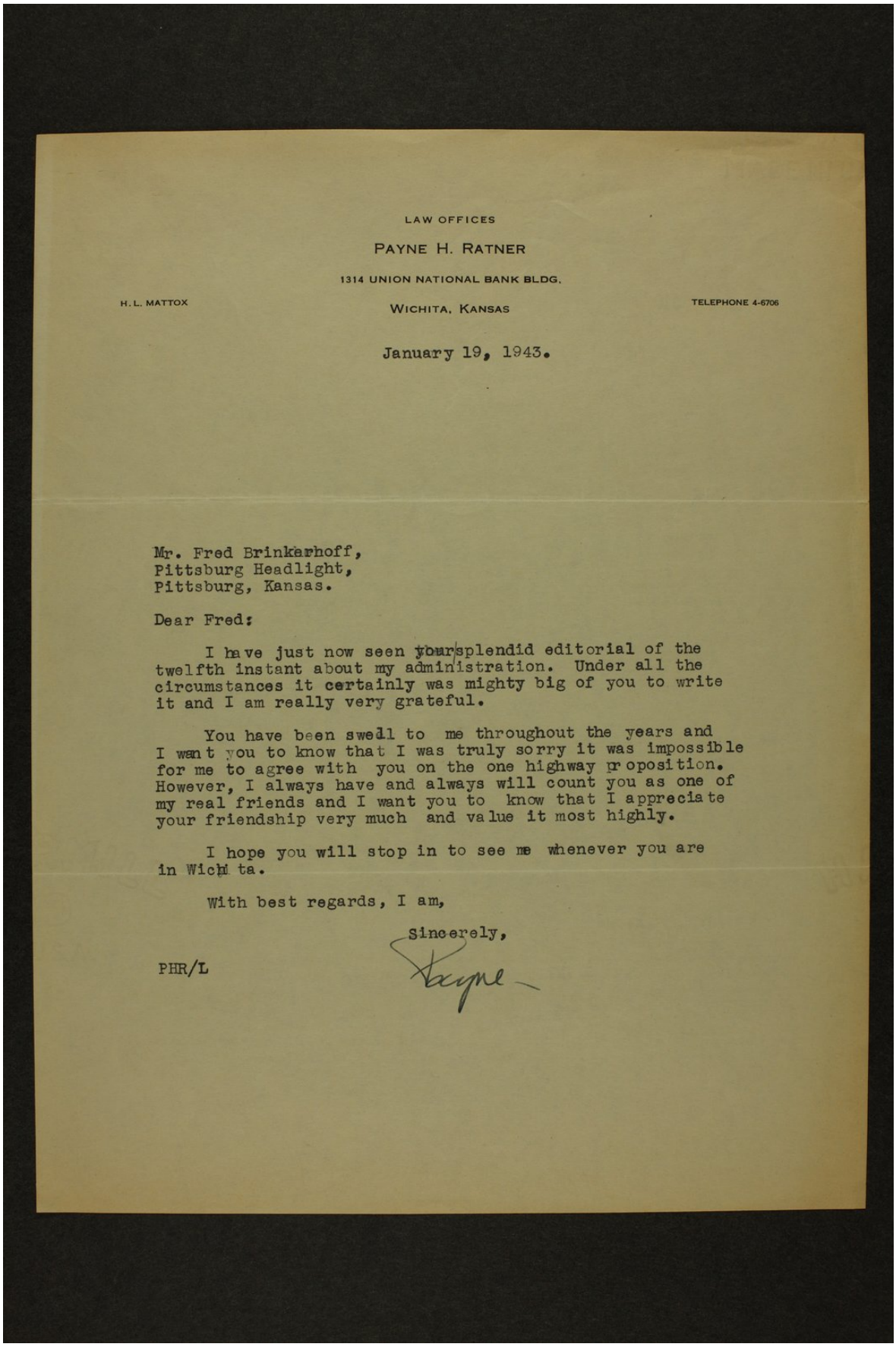
I am, as I have heretofore indicated, strongly in favor of economy. If it is necessary to cut off the geological survey to economize, well and good. But I fear that the money saved from trimming the survey would be shifted to some other cause at my old school up "on the hill."

The impression seems to be quite general that you are off to a good start. Folks liked your inaugural speech and they have many kind words for your message to the legislature. It is my belief that no man ever became governor with more general good will toward him and less ill will. And I am positive you will justify all of their expectations.

Sincerely yours,

F. W. Brinkerhoff

FWB/ds



LAW OFFICES

PAYNE H. RATNER

1314 UNION NATIONAL BANK BLDG.

H. L. MATTOX

WICHITA, KANSAS

TELEPHONE 4-6706

January 19, 1943.

Mr. Fred Brinkerhoff,
Pittsburg Headlight,
Pittsburg, Kansas.

Dear Fred:

I have just now seen your splendid editorial of the twelfth instant about my administration. Under all the circumstances it certainly was mighty big of you to write it and I am really very grateful.

You have been swell to me throughout the years and I want you to know that I was truly sorry it was impossible for me to agree with you on the one highway proposition. However, I always have and always will count you as one of my real friends and I want you to know that I appreciate your friendship very much and value it most highly.

I hope you will stop in to see me whenever you are in Wichita.

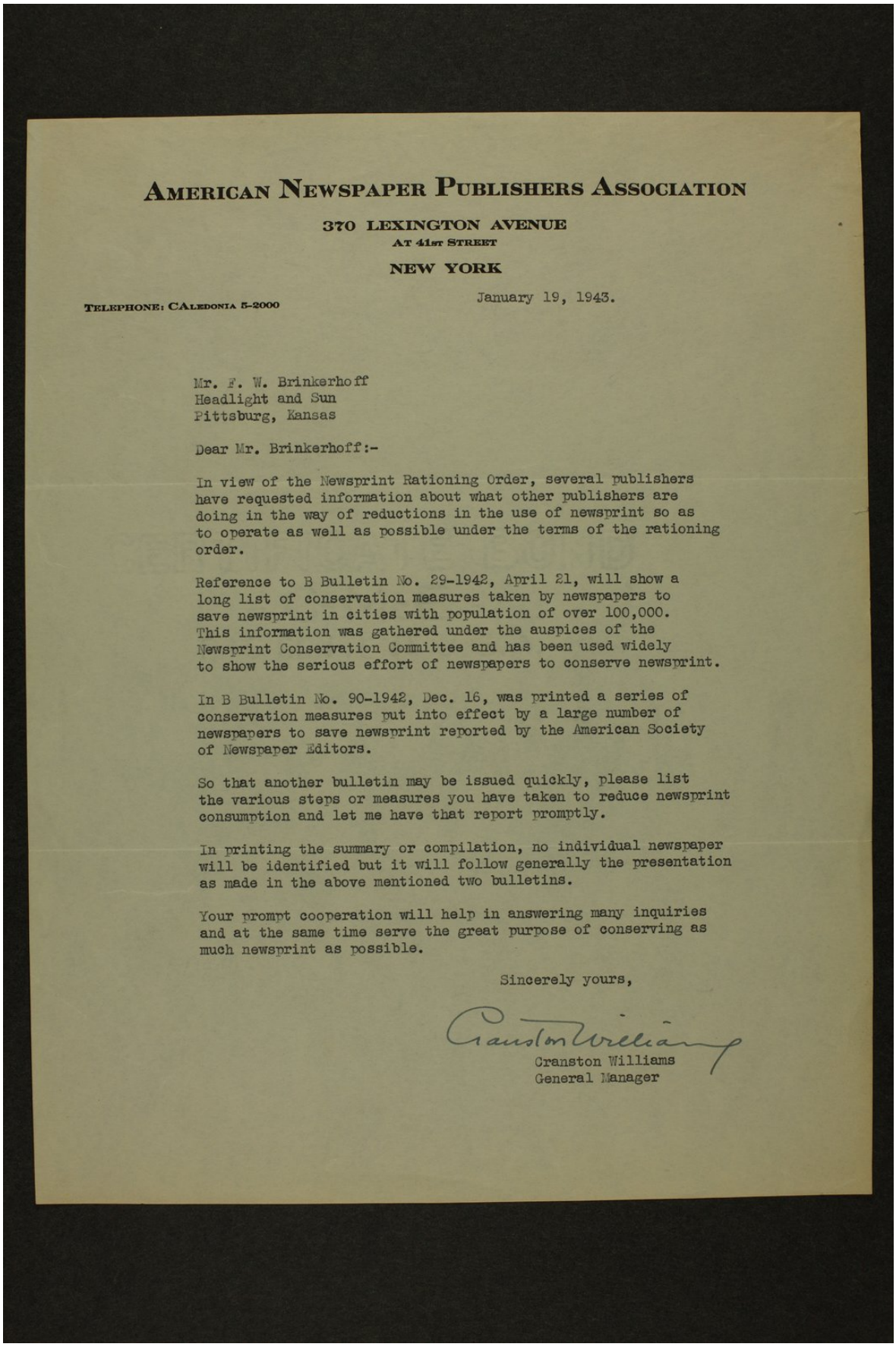
With best regards, I am,

Sincerely,

Payne

PHR/L

Frederick W. Brinkerhoff correspondence



AMERICAN NEWSPAPER PUBLISHERS ASSOCIATION

370 LEXINGTON AVENUE
AT 41ST STREET
NEW YORK

TELEPHONE: CALEDONIA 5-2000

January 19, 1943.

Mr. F. W. Brinkerhoff
Headlight and Sun
Pittsburg, Kansas

Dear Mr. Brinkerhoff:-

In view of the Newsprint Rationing Order, several publishers have requested information about what other publishers are doing in the way of reductions in the use of newsprint so as to operate as well as possible under the terms of the rationing order.

Reference to B Bulletin No. 29-1942, April 21, will show a long list of conservation measures taken by newspapers to save newsprint in cities with population of over 100,000. This information was gathered under the auspices of the Newsprint Conservation Committee and has been used widely to show the serious effort of newspapers to conserve newsprint.

In B Bulletin No. 90-1942, Dec. 16, was printed a series of conservation measures put into effect by a large number of newspapers to save newsprint reported by the American Society of Newspaper Editors.

So that another bulletin may be issued quickly, please list the various steps or measures you have taken to reduce newsprint consumption and let me have that report promptly.

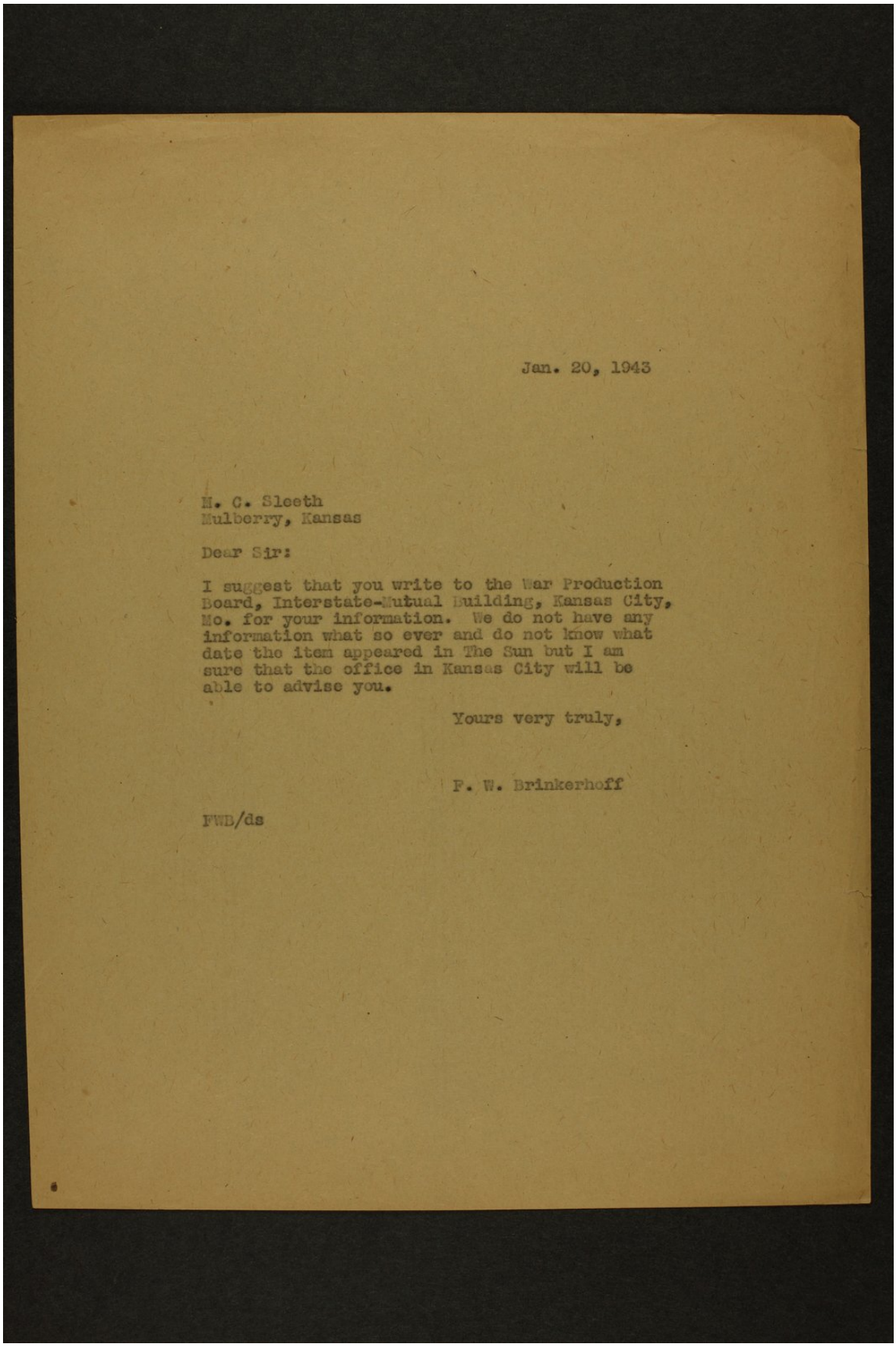
In printing the summary or compilation, no individual newspaper will be identified but it will follow generally the presentation as made in the above mentioned two bulletins.

Your prompt cooperation will help in answering many inquiries and at the same time serve the great purpose of conserving as much newsprint as possible.

Sincerely yours,

Cranston Williams

Cranston Williams
General Manager



Jan. 20, 1943

M. C. Sleeth
Mulberry, Kansas

Dear Sir:

I suggest that you write to the War Production Board, Interstate-Mutual Building, Kansas City, Mo. for your information. We do not have any information what so ever and do not know what date the item appeared in The Sun but I am sure that the office in Kansas City will be able to advise you.

Yours very truly,

P. W. Brinkerhoff

FWB/ds