

*Truman Doc*

April 3, 1945 m.

Hon. James M. Mead, Chairman  
Special Committee Investigating  
The National Defense Program  
Washington, D. C.

Dear Sir:

In PM for Thursday, March 29, 1945, on Page 6, there  
is an article from which I quote as follows:

"UNBOMBED FACTORIES?  
GEN. ARNOLD WON'T TALK

"Asks: 'What Reasons would there be for Miss-  
ing Them?'

By Charles A. Michie  
PM's Bureau

"WASHINGTON, Mar. 29 - Gen. H. H. (Hap) Arnold, chief of  
the U. S. Army Air Forces, isn't talkative about the  
unbombed German war factories of the Ruhr.

"John Mecklin, PM and Chicago Sun reporter, cabled this  
week that the great worksheds of the Wagon-fabrik-Uerdinger  
and the Uerdingen plants of the Krupp and I. G. Farben  
Industrie empires were virtually undamaged by Allied explo-  
sives. They were producing railroad rails, steel plate, gun  
carriages and other vital war materials.

"Asked at a press conference if he had any comment on fail-  
ure to bomb these particular plants, Arnold said briefly that  
there were lots of war factories in the Reich which hadn't been  
hit by Allied bombs.

"What reason would there be for missing them?" he asked.

WON'T TALK

"Well, it is reported by Mecklin that six Britishers are  
members of the board of directors of the plants," the ques-  
tioner persisted.

"I could say something about that, but I won't," laughed  
Arnold.

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"DEPEND ON EXPERTS

"He made it clear that the Air Forces don't pick the targets.  
They depend on experts, who have worked in Japan and know the  
industrial setup, for that. Maps of Tokyo, Nagoya, Osaka, and



Kobe showed that the designated areas have been almost saturated with heavy bombs from the bellies of the big ships.

"Arnold made the startling announcement that Germany has almost as many planes in the Luftwaffe today as she had two and three years ago. But they are impotent. By denying the Germans gas, oil and training facilities, our aircraft have made the German airforce a negligible factor. If they use gas for training new pilots, they haven't got enough for their fighters. If they use it for combat, they can't train new men. Either way they are a useless military arm today, he said."

This is the same General Arnold who tried for four years to make a workable plane out of the P-38 after it had been declared a failure. During this time, many of our boys were killed and maimed by having the cross-strut of the P-38 either cut them in two or slice off their arms or legs. Meanwhile, the General jokes about taking orders from the cartels as to who is to be bombed and whose boys are to be killed.

Would it be possible to find out why General Doolittle was forced to fly a P-38 over Cherbourg on D-Day? Were the Japs trying to have him cut in two for his raid on Tokio? The General Motors, who produced the engine for the P-38, does not dare antagonize Hitler, according to one of their own men (See letter by E. W. Webb of January 12, 1935, on Page 26 in the book entitled "Cartels") because they were producing more than half the automobiles in Germany at the time war was declared, and you will recall that Life Magazine published an article in which they stated that the only reparations the United States would ask from Germany would be to reimburse the General Motors and others for any damage done to their plants located in Germany. This same man stated that the Standard Oil of New Jersey also had very large interests in Germany and for that reason they dared not antagonize the Germans. The DuPonts knew back about 1935 that the Germans were getting ready for a war.

Respectfully,

(Signed) JOSEPH W. KENNEDY  
717 Bessemer Building  
Pittsburgh 22, Pa.

Copies to-

Hon. H. M. Kilgore  
Senate Military Affairs Committee  
House Military Affairs Committee