

# WITHDRAWAL SHEET

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DOC NO	Doc Type	Document Description	No of Pages	Doc Date	Restrictions	
1	REPORT	RE ACCIDENT	2	ND	B6	102
2	LETTER	TO DEAVER RE PRIVATE DINNER WITH PRESIDENT AND MRS. REAGAN	2	1/22/1982	B6	103

*open by 1/22/1982*

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C. Closed in accordance with restrictions contained in donor's deed of gift.

THE WHITE HOUSE

WASHINGTON

January 22, 1982

Dear Drew:

I am forwarding radio and speech material the President has used in the past on drunk driving. Hope it is useful.

Sincerely,

MICHAEL K. DEEVER  
Assistant to the President  
Deputy Chief of Staff

The Honorable Andrew L. Lewis  
Secretary of Transportation  
Office of the Secretary  
Suite 10200  
Washington, D.C. 20590

TO: JOE HOLMES/BARBARA WHEELER - OEOB  
FROM: MOLLY TUTHILL - HOOVER INSTITUTION  
DATE: 1/13/82  
LENGTH OF TRANSMISSION: 4 PAGES

RONALD REAGAN NEWSPAPER COLUMN

FOR RELEASE: Tuesday, October 18, 1977

KING FEATURES SYNDICATE

SUBJECT: Drunk Driving

Alcohol was involved in nearly half of all the fatal auto accidents that occurred last year, according to the National Highway Safety Administration. Nationwide, there were 46,000 highway fatalities -- about equal to the population of Rock Island, Illinois or Longview, Texas.

Even more sobering than these statistics, however, is the fact that most drunk drivers don't stay sober for long. Nearly two-thirds of the alcohol-related highway deaths involve problem drinkers. As law enforcement agencies crack down harder on drunk driving, they find they are pulling in a larger number of offenders. Some 400,000 Americans are arrested for drunk driving every year, and an estimated 40 percent are repeat offenders. Most scientific evidence today points to the conclusion that alcoholism is a disease and, by its very nature, it almost insures a pattern of repeat drunk driving.

Is the solution to lock up the drunk driver and throw away the key? Or take away his driver's license? Many experts believe that such actions attack symptoms and not the underlying problem which is alcoholism. A study by the California Department of Motor Vehicles a few years ago showed that among those whose licenses had been revoked, 68 percent continued to drive.

A growing number of specialists in the study of alcoholism are arguing for "diversion" programs, a relatively new approach to combating drunk driving.

Much of the pioneering in the diversion programs has taken place in Southern California, with its auto-oriented society. There, 57 programs have begun over the last two years. Gaylord

RONALD REAGAN NEWSPAPER COLUMN

FOR RELEASE: Tuesday, October 19, 1977

KING FEATURES SYNDICATE

SUBJECT: Drunk Driving

Long, the Executive Director of one diversion program called High Gain in Santa Monica, says that it and other programs start from the belief that, "Something on the order of half those arrested twice for drunk driving are alcoholics or near-alcoholics, but can't admit it to themselves. Alcoholism can't be cured, but it can be stopped in its tracks, if we can get to the person in time."

The judge, before sentencing the offender, assigns him to a screening interview with diversion program counsellors. If he's accepted and signs up voluntarily, he attends 10 weekly in-depth lectures on all aspects of alcohol and alcoholism. These are followed by a lecture every other week for nearly a year. Each session is followed by a group "rap" session in which all members tell how alcohol has affected their lives and how their attitudes and behavior are changing as they understand their situation better. A basic rule of such diversion programs is that the "client" (as participants are called) stays sober -- that is, no drinking -- while in the program.

Diversion program results are encouraging so far. Of the nearly 8,000 offenders in or finished with the programs such as High Gain, only 15 percent have been rearrested. That compares with a 35 to 50 percent rearrest rate predicted for drunk drivers who would not get sent to diversion programs in a Los Angeles Police department study two years ago.

5--3--5

RONALD REAGAN NEWSPAPER COLUMN

FOR RELEASE: Tuesday, October 19, 1977

KING FEATURES SYNDICATE

SUBJECT: Drunk Driving

The taxpayers get a break, too. The clients themselves pay for the diversion programs. Staff members, in addition to their professional training, have an intimate understanding of alcohol and what it can do. Every one of them is a recovered alcoholic.

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RONALD REAGAN

(Reprint of a Radio Program entitled "Drunk Driving"  
Commentary by Ronald Reagan)

-PAGE 4 OF 4

A.6

Last year, 46,000 Americans were killed in highway accidents. That's about equal to the population of Rock Island, Illinois or Longview, Texas. And, according to studies by the National Highway Traffic Safety Administration, alcohol is involved in half of all the fatal crashes that occur.

That's a sobering set of statistics, but the studies also show that the drunk drivers don't stay sober for long. Nearly two-thirds of the alcohol-related highway deaths involve problem drinkers. As law enforcement agencies crack down more on drunk drivers, they find they are pulling in a large number of repeat offenders. Approximately 400,000 Americans are arrested for drunk driving every year, and an estimated 40 percent are repeat offenders. Most scientific evidence today points to the conclusion that alcoholism is a disease and, by its very nature, it almost insures a pattern of repeat drunk driving.

What's to be done about it? Lock up the drunk driver and throw away the key? Or, take away his driver's license? Many experts believe these actions only attack the symptoms and don't really solve the problem. In fact, a study by the California Department of Motor Vehicles a few years ago showed that among those whose licenses had been revoked, 68 percent continued to drive.

A growing number of specialists in the study of alcoholism are arguing -- persuasively -- for adoption of a relatively new technique in combating drunk driving. It's called the diversion program.

Much of the pioneering in diversion programs has taken place in Southern California, with its auto-oriented society. There, 37 programs have begun over the last two years. How do they work? Take one called High Gain, in Santa Monica. Its Executive Director, Gaylord Long, says that it and the other diversion programs start from the belief that -- QUOTE -- "Something on the order of half those arrested twice for drunk driving are alcoholics or near-alcoholics, but can't admit it to themselves. Alcoholism can't be cured, but it can be stopped in its tracks, if we can get to the person in time." -- UNQUOTE.

The judge, before sentencing the offender, assigns him to a screening interview with High Gain. If he's accepted and signs up voluntarily, he attends 10 weekly in-depth lectures on all aspects of alcohol and alcoholism. These are followed by a lecture every other week for nearly a year. Each session is followed by a group "rap" session in which members tell how alcohol has affected their lives and how their attitudes and behavior are changing as they understand their situation better. A basic rule of such diversion programs is that the "client" (as participants are called) stays sober -- that is, no drinking -- while in the program.

Diversion program results are encouraging so far. Of the nearly 8,000 offenders in or finished with programs such as High Gain, only 13 percent have been rearrested. That compares with a 35 to 50 percent rearrest rate predicted for drunk drivers who would not be sent to diversion programs in a Los Angeles Police department study two years ago.

Oh yes, the taxpayers get a break, too. The clients themselves pay for the diversion programs. And, the staff members, in addition to their professional training, have an intimate understanding of alcohol and what it can do. Every one of them is a recovered alcoholic.

END TRANSMISSION TO JOE HOLMES

(# 142)

TO: JOE HOLMES/BARBARA WHEELER  
FROM: MOLLY TUTTILL - HOOVER INSTITUTION  
DATE: 1/13/82  
LENGTH OF TRANSMISSION #2: 8 pages

---Transmission #2---

OFFICE OF THE GOVERNOR  
Sacramento, California  
Contact: Paul Beck  
445-4571 12.13.67

RELEASE: Thursday, December 14  
9:30 a.m.

EXCERPTS FROM SPEECH BY GOVERNOR RONALD REAGAN  
Governor's Traffic Safety Conference  
Biltmore Hotel, Los Angeles  
December 14, 1967

Good Morning.

It is nice to see that so many people have beaten the freeway odds this morning.

Before this conference is over, I hope you will be able to tell the rest of us how to do it.

You know, I am so old I remember when the slogan "bring 'em back alive" referred to African big game hunts instead of today's traffic driving.

As a matter of fact, I even remember when you didn't have to pay extra for a stick shift and when separate seats in the front were standard equipment. I also remember when there was enough room in the back seat to stretch out your legs.

Those were the good old days when the speed limit was 45 miles an hour and it was hard to bend the steel in the fenders in a collision at that speed and the street was crowded if there were three cars in the same block. And you could always find a parking place on Main Street. And the nickel in your pocket was for coffee, not a parking meter.

Of course, those days are gone forever and that is one reason why we are here--to cope with new conditions and changing times, to make certain the car is a tool of convenience and not an instrument of destruction.

I want to thank all of you for responding to our invitation to attend and participate in this conference on traffic safety, to thank both you experts in the field and you who, though not experts, are concerned citizens.

It will take both of your groups to help us develop and put into effect a meaningful program of traffic safety.

The figures make it evident that we must develop such a program if we are to put an end to our terrible annual toll of traffic deaths and injuries.

You have seen the figures--nearly five thousand Californians killed last year and probably that many again this year. More than 200,000 were injured.

One Californian every two hours dies on the highways.

And the numbers of drivers and vehicles on those highways are increasing rapidly. In fact, unless we do something about it, 200,000 Californians will die in traffic between now and 1990.

How can we prevent this?

Ladies and gentlemen, I do not have the answer. No one man does. But in our society, the people collectively can find the answers and can put them into practice.

And that, again, is why you are here.

I am asking you to join with us to help prevent this kind of slaughter, to help us engage in an all-out program of preventive engineering, education and enforcement.



In California, state government has certain responsibilities in the area of highway safety, primarily:

- to build and maintain the state highway system, and
- to license the vehicles and the drivers who travel on those roads.

At the same time, and properly so, the state has also been given the responsibility and authority to make sure that only safe vehicles and safe drivers operate on our roads.

With your help, we mean to do just that.

Even in these times when travel by motor vehicle is so essential to our economic, cultural and social structure, operating a vehicle on public roads is a privilege conferred by the people upon those citizens who agree to maintain certain standards in the way they drive and in the vehicle they operate.

If the state fails to exercise this licensing procedure correctly and completely, it fails to protect its citizens.

One problem the state faces in this area is the drinking driver. Here we have learned that the problem drinker is the problem driver. A study last year in Oakland compared 150 drivers arrested for drunken driving with 150 ordinary drivers. The ordinary drivers among them had a total of only 65 prior arrests; the drunken drivers had 971, all resulting from the use of alcohol.

Alcohol is involved in approximately 35 percent of all fatal auto accidents. Last year between 1,500 and 2,000 Californians died in automobile accidents -- because of drunken drivers.

We must find a way to stop issuing drivers' licenses to chronic

alcoholics. We must find a way either to rehabilitate problem drinkers or remove them from our highways.

This year, my administration authored and the legislature passed AB 2538 -- the alcoholic demonstration counties law. This landmark legislation is designed to develop an effective and systematic reduction of drunk drivers on our streets and highways. By working with the courts, the law enforcement agencies, and with leaders in the behavioral and medical sciences, we intend to establish a pace-setting program which can prevent accidents and save lives.

This three-year program is now underway.

We intend, next year, to ask for a presumptive limits law for the driver who has been drinking.

This legislation would establish that blood-alcohol contents which exceed a certain level mean that the driver in question is presumed to be "under the influence of alcohol".

All presumptions would be rebuttable in court because due process must be protected. We are not engaged in any witch hunt-- but we are determined to protect our people from the drunk driver.

Finally, in the area of alcohol and traffic safety, we should amend the California coroner law to require postmortem blood-alcohol tests on all drivers and adult pedestrians killed in traffic accidents. Information from these tests is essential to better research. The tests are current practice in most California counties; they should be required in all counties.

PLEASE GUARD AGAINST PREMATURE  
RELEASE

Excerpts of Remarks by Governor Ronald Reagan  
California Highway Patrol Graduation  
Sacramento  
November 2, 1972

Page 5 of 8

You are joining a select group of the most dedicated and best trained law enforcement officers in America. I make that statement not alone from observation, but from the unique personal relationship that is mine by virtue of this job.

In your training, I know that you have been imbued with the traditions and history of the California Highway Patrol. I am confident you appreciate the great responsibility you will be assuming when you report to your duty assignments.

You have done more than just choose a career. With your badge, you become part of society's shield. You are joining the ranks of those who devote their lives to protecting their fellow citizens against lawlessness and yes, against their own folly.

Recently, I had the privilege of appointing the first career officer ever to be named Commissioner of the California Highway Patrol. Walt Pudinski has only been on the job a few months, but he has already demonstrated the qualities of leadership we have come to expect from the officers and men of the CHP.

It is Walt's belief, and one that I share, that protecting the public is best accomplished through what he calls preventive law enforcement.

That is why he is stressing his campaign of on-the-road traffic patrol. The whole idea of traffic law enforcement is to prevent accidents and in this regard I believe California has become a model for the nation.

Although we have more cars and more drivers on the roads, our traffic fatality rate last year declined again---thanks in great measure to the fine work of the

out your jobs and the protection that society owes those who defend it against the lawless. Unfortunately, there are those who seem more concerned with the criminals than the victims. There is a strange distortion of values.

They would eliminate crime by legalizing things that are now against the law.

We have an example of this on the November ballot, the initiative that would legalize marijuana. I do not have to tell you of the tragedy, the great threat that drug abuse has become in our society.

Drug abuse is responsible for a great part of the crime in our society today. But one of the greatest crimes of all is that of the pusher--the callous and ruthless criminals who seek to profit from human misery and tragedy.

I am confident the people of California will have the good sense to deliver an emphatic "no" on this effort to legitimize something that has caused so much tragedy for our young people.

We know that for you to do your job effectively, you need the support not only of the public in general, but of those of us in Sacramento. And it has been a priority goal of our administration to give you the legal tools you need.

Just three years ago, after many years of trying to get such a law, we managed to secure passage of the so-called "presumptive limits" law--- to combat drunk driving.

CHP

Between 1969, the year it went on the books, and 1971, the number of fatal accidents involving a drinking driver in areas of your jurisdiction declined by 32 percent. During that same period, your fellow officers increased their number of arrests for drunk driving by 41 percent.

We rely on statistics of this kind to measure our effectiveness in many ways, but numbers cannot begin to tell the human tragedy, the senseless waste of life, that this increased traffic enforcement has helped prevent.

Saving even one life would make the effort worth while. Saving many lives makes it an accomplishment in which we can all take pride--- particularly those of you who have the task of carrying out our traffic safety programs.

It is a curious irony of our time that during an era in which crime has become one of our major national concerns, there are those who not only lack appreciation or even, it often seems, a minimum of sympathy for the fight our law enforcement officers are waging against crime.

Let me assure you this is not the attitude of the great majority of our people or the viewpoint of most of us in Sacramento. We are determined to do all that we can to give you the legal tools to carry

I believe the experience of the past eight years has demonstrated that there is a cause and effect relationship in the crime rate. When we passed a tougher law on drunk driving, the number of arrests went up, and the number of traffic deaths caused by drunk driving went down.

When California toughened the penalties for rowdiness on campus and provided specific legal tools, the campus violence subsided.

When we strengthened laws against armed robbery a few years ago, the rate of increase in this crime flattened out.

If any of you wonder whether the technical advances you have heard about are worth it, let me assure you that technology does play a critical part in the fight against crime. If we hope to keep crime under control in the computer age, we must constantly be searching for new and more sophisticated ways of stopping the criminals in our midst.

When sky-jacking became a national problem, electronic detection devices provided a way to greatly minimize the ability of sky pirates to operate.

If every sky-jacker knew that he would face swift and certain punishment within weeks after he was caught, the problem would go away.

The same deterrence is readily apparent in other scientific safeguards against crime. Automatic locking components on steering wheels have slowed down the number of automobile thefts.

Home alarm systems and electronic warning devices have had an impact on the burglary rate.

Other things which fall into the category of simple common sense have helped, too, things like the Secret Witness programs sponsored by our news media, the marking of personal possessions with identifying serial numbers.

We are all concerned about crime and its consequences. But concern is not enough. We must translate concern into effective action.

Crime is not an abstract problem, to be debated as some sort of

THE WHITE HOUSE

WASHINGTON

January 22, 1982

Dear Mr. Manasa:

Thank you for your recent message concerning the Washington Education Project. I appreciate the time you have taken to write.

The scope and purpose which you have set for the Project are impressive. Our most basic resource of progress and development is the vision and ability of the American people. I wish you good fortune in your attempts to harness the talents of America's youth in solving the problem of illiteracy in our nation.

Sincerely,

MICHAEL K. DEEVER  
Assistant to the President  
Deputy Chief of Staff

Mr. Norman Manasa  
Director  
The Washington Education  
Project  
221 Third Street, S.E.  
Washington, D.C. 20003

*Original by  
Curtis Davis*

The Washington Education  
Project  
224 Third Street, S.E.  
Washington, D.C. 20003  
January 16, 1982

(202) 547-3011

*David  
Anderson  
Nancy  
Harris*

Dear Mr. Deaver,

As you prepare for the President's Address to the Congress on the 26th, I thought you might have an interest in the Washington Education Project. Briefly:

a) This project provides poor people with literacy, the one thing they must have if they are to create wealth in a technological society.

b) In this project, college students register in 3 credit courses where, as a necessary part of their training in the humanities, they tutor the illiterate poor in reading, writing, and mathematics.

c) Academic credit guarantees the reliability of the undergraduates in these tutoring sessions; it also brings in university faculty to monitor the work of the students.

d) These are elective courses, making all undergraduates eligible to participate, regardless of their major field of study.

e) Despite heavy subsidies, undergraduates, while in college, create little wealth. Through the Washington Education Project, however, they can create massive new wealth and get a better education for themselves in the bargain. They would also provide a sensible and compassionate service to the nation which is desperately needed.



f) This project brings long-term funding (i.e. the tuition of the undergraduates) with it. Since the college students do the tutoring in community facilities that already exist (schools, jails, etc.), there are no capital expenditures, making this a very inexpensive project to operate.

g) This project has already worked in Florida (1969 - 1973) with over 1,000 undergraduates.

h) New projects could be set up very quickly since Federal legislation already exists under which pilot projects could be established.

I am very grateful for whatever consideration you can give to this project.

Sincerely,



Norman Manasa  
Director

Mr. Michael K. Deaver  
Deputy Chief of Staff  
The White House  
Washington, D.C. 20500

Mr. Deaver,

I understand Mr. Boyer is reviewing this material and I have sent a copy on to Mr. Baker. I hope it is of some help.  
Thank you again.

THE WHITE HOUSE

WASHINGTON

January 22, 1982

Dear Mrs. Pfeiffer:

Thank you for your recent message, I appreciate your support for the Administration and your concern for its continued success. You can be sure that your comments will be brought to the attention of the appropriate Administration officials.

With best wishes,

Sincerely,

MICHAEL K. DEEVER  
Assistant to the President  
Deputy Chief of Staff

Mrs. Ruth Pfeiffer  
450 Hudson Avenue  
Albany, NY 12203

*Deaver  
Address*

January 12, 1982

Mr. Michael Deaver  
Assistant to the President  
The White House  
Washington, D.C.

Dear Mr. Deaver,

This is the first time I have written to you but in searching desperately for someone whom I feel will have some contact and influence on the president, your name seems to be on the top. Perhaps not. I would appreciate you relaying this plea to the proper channels if not.

I supported President Reagan for many of his stands and although it is understandable that our promises are not always kept and compromises are often the only expedient, there have been increasing problems in regard to his stands and changes thereof.

The most current distress is our backing off the promise to Taiwan. The selling of the fighter planes which they requested evidently is in jeopardy. The most distressing aspect of this matter is the dictatorial attitude of Red China in regard to our policies in that area. Someone has been giving Red China the red carpet treatment and now they tell us what to do. What response do we give them.

Another disappointment was the complete lack of faith our president displayed in the pro-life forces which backed his candidacy by nominating a definitely (pro-choice?) Sandra O'Connor. The Senate displayed a comparable lack of conviction by their unanimous approval of her.

Secretary Watt seems blind to the precious need to save our forests, soil and natural resources to save all people from the long range disaster of their depletion.

I am trying hard to retain faith and know that we have a basically good man in the white House but this faith is slipping and I must express these things to whomever I can.

sincerely

*Mrs. Ruth Pfeiffer*  
Mrs. Ruth Pfeiffer  
450 Hudson Ave  
Albany, N.Y. 12203

THE WHITE HOUSE

WASHINGTON

January 22, 1982

Dear Mr. Selth:

Thank you for your recent message. I appreciate the interest which prompted you to write.

As you may know, President Reagan does not believe that the proposed Equal Rights Amendment to the Federal Constitution is the proper way to eliminate discrimination on the basis of sex and he is concerned that it may create serious problems with respect to interpretation and assumption of legislative powers by the courts. Thus, neither the President nor the members of his Administration support ratification of this Amendment.

I appreciate the time you have taken to share your views on this issue with me. You can be sure that your comments will be given serious consideration from the appropriate members of the Administration.

With best wishes,

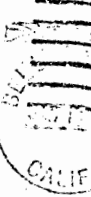
Sincerely,

MICHAEL K. DEAVER  
Assistant to the President  
Deputy Chief of Staff

Mr. James Selth  
Apartment 26B  
555 East Eighth Street  
Azusa, CA 91702

January 10, 1982

Mr. Michael Deaver  
Aide to the President  
The White House  
Washington, D.C.



*David Anderson*

Dear Mr. Deaver:

I am writing you to express my surprise and disapproval of the announced plans by the Justice Dept. to file an amicus curiae brief to overturn the decision of the Idaho Federal Court judge to allow state's recisions of the ERA.

0500

Those of us who agree with President Reagan's opposition to the ERA do not feel it is in his best interests to have the Justice Department take this position.

Please continue to keep up the good work in all respects. Your work for the President is very much appreciated.

Sincerely,

*James Selth*

James Selth  
555 E. Eighth St., Apt. #26B  
Azusa, CA 91702


DISPOSITION CODES:

- A - Answered
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THE WHITE HOUSE

WASHINGTON

22 January 1982

Dear Mr. Bannon:

Thank you for your recent letter. I appreciate the time you have taken to write concerning international commerce.

I have taken the liberty of enclosing materials concerning President Reagan's foreign policy. I believe that you will find the President's Address to the World Affairs Council of Philadelphia, which discusses the problems of global development and trade, to be of interest.

You can be sure that your comments concerning the balance of trade between the United States and Japan will be brought to the attention of the appropriate officials.

With best wishes,

Sincerely,

MICHAEL K. DEEVER  
Assistant to the President  
Deputy Chief of Staff

Mr. William J. Bannon  
Post Office Box 362  
Rockville Centre  
Long Island, NY 11570

Jan 11 1982  
P.O. Box 36  
ROCKVILLE CENTRE  
LONG ISLAND N.Y.  
11570

Michael Kearns  
Asst to the President  
White House, Washington D.C.  
Dear Mr. Kearns,

I think it is high time for Japan to pick up their share of the Defense burden. With a trade balance in their favor of 18 billion dollars and only spending one percent of G.D.P. on defense is an outrage. President Reagan is not a confrontation type person. He is not hostile and his personal rapport with people is excellent. He needs a very tough confrontation man to handle Japan and Mansfield is not the man.

In the beginning of the 1970's the Japanese auto industry was producing between 2 1/2 + 3 million cars a year and its total employment including sub contractors was 450,000 people.

By 1980 industry production quadrupled to between 10 million and 11 million cars but the total work force remained the same. The increase in productivity was possible because of industrial robots.

At the present time there are currently about 14,000 robots in industrial Japan compared with 400 in the United States.

By 1990 one firm the Matsushita Electric Co will be using 100,000 robots. General Motors which has the largest robot program in the country will have only 14,000. The bell tolls for the American motor car industry. Let us stop the jape from giving us the "Waltz me around again" wheels routine.

Sincerely,

Wm J Bannow

No reply desired or expected. I like to sound off from time to time and I am not a collector of white house stationery.



THE WHITE HOUSE

WASHINGTON

January 22, 1982

Dear Ernie:

Thank you for your nice letter. I certainly appreciate the supportive statements and am also pleased that you are enjoying your appointment to the Board for International Food and Agricultural Development.

My love to the family and our best wishes for the New Year.

Sincerely,

MICHAEL K. DEEVER  
Assistant to the President  
Deputy Chief of Staff

Mr. Ernie Marshall  
Walt Montgomery Associates  
Fairway Office Center, Suite 221B  
4210 Johnson Drive  
Fairway, KS 66205



personal and ~~confidential~~

memo . . .

from Ernie Marshall

EXHIBIT  
EXHIBITIVE MARKING  
1955, Sec. 1.710  
CAB

7/22/05

January 15, 1982

Dear Mike,

I'm sorry for everyone but you...The contemplated move really has to be difficult. But sometimes offer nothing but the tough decision. Financial considerations hung 100% over me when I took your tour of the personnel folks last spring--I was still looking for my first big merger...so I really do understand. Fortunately, it came in August, the kids went back to college and the future looks good. But I've had to be here to make it happen... (though in six months I could have flexibility.) So on your subject, I wish you the best...whatever!

On my subjects: Thank you for making my appointment to BIFAD possible. I'm indebted... again. And thank you very much for making happen the President's video intro to the farm export TV film. I am honored that my ideas are even considered.

Re the long enclosed, I haven't written our man in a long time: so I laid the "Ag Day Farmer/ White House Dinner for 68" suggestion on him. Hope you don't mind. The more I think about it, the event as envisioned could have world wide pick up and become a hallmark event of the Administration. Tremendous promotion potential through the Ag Day agri-business volunteers, though short on budget. Best Regards, Ernie



WALT MONTGOMERY ASSOCIATES

Fairway Office Center, Suite 221B  
4210 Johnson Drive, Fairway, KS 66205  
913-236-8880

Mr. Michael K. Deaver

ENC.  
\* I'm proud to know you, because you're doing what you must do. For yourself and for your family.

**Montgomery Associates**

ERNEST T. MARSHALL, Vice President

ACQUISITIONS & MERGERS  
CONSULTANTS

Fairway Office Center, Suite 221B  
4210 Johnson Drive  
Fairway, KS 66205  
913-236-8880

January 15, 1982

Dear Mr. President,

I'm still laughing at the line in your last note, "The office keeps me pretty busy". Like I've said before about the selling of your letters -- 'They won't get my half-drawer-full -- save hard times -- and without cutting you in for a 50% share. But the above will always be "priceless".

Thank you! I am deeply honored by the appointment to the State Department Board for International Food and Agricultural Development. In that ongoing program to coordinate the efforts of the ag universities toward the lesser developed countries, I believe my communications background in agri-marketing will prove helpful to the scientific storehouse there. Just as the American consumer really doesn't appreciate the American farmer, I'm sure our nation -- as farmer to the world -- is not appreciated the way it should be. I'll be looking for opportunities to suggest some of the Ag Day kind of thinking to that operation.

Thank you number two!! I was elated to hear you had videotaped the intro to the farm export TV documentary that will run during the week of Agriculture Day. I wish you could have heard Elanco's Bob Book (my candidate, you'll recall, for your Agriculture Secretary) the first moment he saw the tape. He said it was one of your most inspired messages, any subject and that "the special breed" reference really came through. There'll be an avalanche of thank yous for your thank you to the American farmer come March when the Program runs in prime time.

President Dutch, with your essential support for Ag Day going back to the first year we (correction, you) made it a national event\*. Ag day '82 presents an opportunity unlike any before. I hope that Mike has had a chance to mention the idea for a White House Ag Day dinner for 68. Representing the 68 people that one farmer feeds.

Visualize it: One long table, at the head, one farmer and his wife. Beside them, the President of the United States and his wife. Then pan down the sides ... demographically chosen fathers, mothers, Grandpaws and Grandmas, teenagers, young children, black, white, hispanic and among them, the statistically chosen 20 foreigners, in native costume. News cameras won't need much copy to convey the dramatic story of the importance of the American farmer. And, it shouldn't be difficult to arrange. Why not use the occasion to select the people from the families of White House staff and the Washington embassies? Choose those who might not otherwise be invited to a White House dinner. (Including, of course, the idea begetter .. and wife, Mary Cele) or any of our six children). And my committee;

\*I said then and the Duke agreed later, "That was the best copy anyone has ever written on telling the farmers' story to the consumer".

President Reagan: 1-15-82

Rex Allen and Bob Book. Have you ever heard Rex recite the poem about "What Makes a Farmer?" Imagine the interest there will be in seeing America, as Americans truly are in age, sex, color, seated at one table with their counterparts from other countries. Honestly sir, I doubt that any President in the history of the country has done anything more significant to salute the farmer than what the proposed "Farmer and 68" White House dinner can accomplish.

It would also be the fitting occasion to re-present that singletree award that hangs at your ranch house. With an updated engraving perhaps for the "Work Horse" President ... "for pulling more than your share of the load on Agriculture Day". (Somewhat like we did in Wichita, spring of '80 ... who knows, the folks might even like to hear the 1977 tape of the John Wayne commercial using your good words.)

I'll stay in touch with Mike Deaver on this. Hopefully, groundwork could be started before February 25, when I'll be in Washington for my first BIFAD meeting. And yes, any chance "to say hello" would be super.

Thank you number three!!! ... for any consideration that can be given to the Ag Day Dinner idea. Meantime, as the November 4, wire said, "God Bless you, God love you and God help you". No one could be doing a better job than you are.

Warmest Regards,



Ernest T. Marshall  
Chairman

President Ronald Reagan  
The White House  
Washington, D.C.

PS: If you like the idea or not, a note in the margin will save Rex from asking Nancy for help to get your attention. (This time, he has to go further than the few miles it used to be. Say, why don't you sell him your old house?)

PS2 And know that this letter didn't even bring up the "Patriot's Day" idea for April ... saluting Vietnam Veterans chosen by each Governor, at the White House, with fly-overs and more fireworks than your inauguration. That, too, from '81 requests which weren't practical a year ago.

ETM:cp

✓ cc: Mike Deaver

The NAMA Ag Day White House Liaison Committee: Rex Allen & Bob Book

THE WHITE HOUSE

WASHINGTON

January 22, 1982

Dear Georgia:

You were so kind to write at such a difficult time -- we are all shaken by the news of Harn's passing.

Carolyn joins me in adding our prayers to the many being offered for you and your family during these sad days.

With our deepest sympathy.

Sincerely,

MICHAEL K. DEAVER  
Assistant to the President  
Deputy Chief of Staff

Mrs. Georgia Hoose  
Post Office Box 2817  
Newport Beach, CA 92663

**DATE:** 1/22/82

**TO:** Shirely Moore

Attached is a draft  
of suggested note from  
Mr. Deaver to Mrs. Hoose.

A note for the President  
has been done and will be  
sent -- with copy of  
incoming -- to Kathy.

A handwritten signature in cursive script that reads "Patricia".

**FROM:** Patricia Gleason  
Office of Correspondence  
Room 94  
Extension 2849

Dear Georgia:

You were so kind to write at such a difficult time --  
we are all shaken by the news of Harn's passing.

Carolyn joins me in adding our prayers to the  
many being offered for you and your family during  
these sad days.

With our deepest sympathy,

S/MD

Mrs. Georgia Hoose  
Post Office Box 2817  
Newport Beach, California 92663

Mrs. HARNED PETTUS HOOSE  
POST OFFICE BOX 2817  
NEWPORT BEACH, CALIFORNIA 92663  
(714) 646-0291  
January 13, 1982

Mr. Michael K. Deaver  
Deputy Chief of Staff and  
Assistant to the President  
The White House  
Washington, D. C. 20500

Dear Mike:

I thought you would want to know that Harn was recently injured, November 8, in an automobile accident in China while on tour with Chinese government officials with the purpose of possibly bringing American interests into China to build hospitals which China desperately needs.

The injuries he suffered in this accident were so serious that he died December 4 as the result of those injuries.

I thought you would want to know about it and that you would want to know the facts surrounding the accident, the treatment that he received, etc. Enclosed is a fact sheet of the accident which I thought would be a matter of personal interest to you, and perhaps Morgan Mason would also like to know about it. I understand that he is working in some capacity at the White House. Would you please inform him for me?

You might even feel like telling the President about this. This shock and grief to our family (myself and six children) is almost unbelievable. The State Department is doing and has done everything they can to get the medical records from the two hospitals where Harn was treated and Secretary of State Haig has even signed some of the telexes personally. He couldn't have been kinder or more thoughtful. Assistant Secretary of State Holdridge, also a personal friend of Harn's is helping in every way he can to get all of Harn's personal effects brought back here from South Korea without further cost to me.



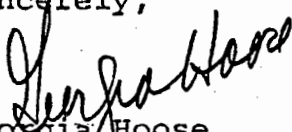
Page 2  
Mr. Michael K. Deaver

January 13, 1982

I have had an out-pouring of letters and love from many people in this country which has been very gratifying, together with people from Hong Kong and South Korea.

I felt Pete Hannaford would also like to know so I am sending him a copy of this letter and the fact sheet.

Sincerely,



Georgia Hoose

GH:hr  
Enclosure

THE FACTS OF THE ACCIDENT ARE AS FOLLOWS:

November 8, 1981

Harn was a guest of the Chinese government touring the Province of Kwangshi, where he was born, ironically talking with them about their need for hospitals and he was riding in the back seat of the Russian made Volga with the Secretary General of the Communist Party for that province, with the interpreter and chauffeur in front. The Chinese official was having a severe discipline problem with the drive and rebuked him many, many times for driving too fast. This report was given to me via a two hour telephone conversation with Harn 12 days after the accident when he returned to Hong Kong from China.

It was dark, very cold and snowing, the road icy, and the young driver (trying to "show off" because he had an American in the car) became angry at being rebuked and continued to drive 70 miles per hour on the icy road in spite of remonstrations from Harn as well as the Chinese official. Suddenly, they hit a "pot hole", the car flew 15 feet into the air, hit a pine tree, rolled about 15 times down a steep hill. All were knocked unconscious, the car was a "sandwich" and Harn had thrown his head in the lap of the official sitting next to him or would have been killed instantly. As it was, he had a serious dislocated shoulder...the worst dislocation possible, so the doctor told him.

His shoulder was up under his chin...the pain and anguish so great he continued passing out during the unimaginable time it took some Chinese farmers and a jeep load of military officials to get there, taken them to a hospital in a four-wheel drive vehicle (hospital 25 miles away). Then, they did their best for him, of course, but as you know, their medical standards are not up to ours. They had to give him a shot to put him out to re-set the arm (which took two hours).

They let him go in 12 days, which according to western doctors I have talked with here was far too soon. He was on heavy medication, both western and Chinese when he came out and had a fever every evening. The doctors told him if he rested a few days in Hong Kong he could proceed onto Korea for one last meeting he had. This he did, then after a few days proceeded to Korea, still under heavy medication of several different types, and in the middle of a meeting with four Koreans, he simply, with the snap of a finger, just died from a heart attack.

We know it was from the stress and weakened condition

January 13, 1982

of the accident because he had never had high blood pressure, never had previous indication of any heart problem, and was a very strong man. If you could know all of the details you would not believe he could have survived as long as he did. The Chinese doctor attending him said that since he was such a big man, 6'3", weighing 220 pounds, and the car going 70 MPR, at that force, it was 1800 force psi of his body. It's a wonder he didn't die instantly, or before they got him to the hospital from shock and pain..also it was freezing cold.

The other officials, when Harn left the hospital, had still not regained consciousness.

Since Harn suffered the most pain, the shock to his body was tremendous...and I am convinced he was still in shock when they released him 12 days later.

The medication was all that was keeping him going.

GEORGE F. WILL

22 January, 1982

Dear Mike,

The guests on 28th January, 8 p.m., will be:

The Wills  
The Reagans  
The Deavers  
Senator and Mrs. Danforth  
Representative and Mrs. Clarence Brown  
Mayor William Schaefer of Baltimore  
Mrs. Nancy Reynolds  
Mrs. Brooke Astor  
Mr. and Mrs. John Thompson  
(He is Georgetown's basketball coach,  
justly famous for bringing fine black  
athletes through a demanding university.)  
Mr. and Mrs. Hugh Sidey  
Mr. and Mrs. Kenneth Auchincloss of New York  
(He is magazine editor of Newsweek.)  
Mr. and Mrs. James Michener  
(He is the author of Hawaii, Centennial,  
Chesapeake and almost everything else.)  
Dr. and Mrs. Henry Betts  
(At the suggestion of Mrs. Brandon. He  
is an expert in rehabilitation, and a  
leader of the campaign for tougher  
policies against drunk driving.)  
Dr. A. Bartlett Giamatti  
(He is President of Yale, but no one is  
perfect. He did give a surpassingly  
dumb speech about the dangers of the  
Moral Majority, but Bill Buckley and I

know him to be better than that. He is interesting, sensible (he really wants to be president of the American League) and meeting the President will be part of his education.)

Please telephone us if any further information is required. The secretary has telephone numbers of the guests.

I look forward to the date,

*gfw / 29*

The Honorable Michael Deaver  
Deputy Chief of Staff  
The White House  
1600 Pennsylvania Avenue  
Washington, D.C.

Signed by the secretary in  
Mr. Will's absence. ✓