



Harry F. Guggenheim, Commander, USNR

Commander Guggenheim, diplomat, mining executive and leader in aeronautical development, was born at West End, N. J., on August 23, 1890, son of Daniel and Florence (Shloss) Guggenheim. His grandfather was Meyer Guggenheim, a native of Lengau, Switzerland, who emigrated as a youth with his father to the United States in 1849, settling in Philadelphia, PA., and founded a great mining industry in Colorado. His father was president or Chairman of the Board of the American Smelting & Refining Company for twenty years, and in 1926 founded the Daniel Guggenheim Fund for the Promotion of Aeronautics, of which Commander Guggenheim was president and trustee.

He received his primary education at the Columbia Grammar School in New York City, and was graduated in 1907. He then studied for a term at the Sheffield Scientific School of Yale University, and left to engage in practical mining and metallurgy at the American Smelting Refining Company's properties in Mexico. In 1910 he resumed his education in England at Pembroke College, Cambridge University, where he was a Cambridge tennis blue. He received a B.A. degree there in 1913, and an M.A. five years later. In 1931 the Georgia School of Technology accorded him an honorary degree of Doctor of Science.

In 1913 he became associated with the development of mining property allied with the Guggenheim interests. From 1913 to 1923 he was an official and director in several copper companies, and from 1916 to 1923 a member of the firm of Guggenheim Brothers. He was executive director of the Chile Copper Company from its early organization until it became the world's largest producer of low grade copper. At that period he took a leading part in the operation of Guggenheim

Brothers, South American interests. Until appointed American Ambassador to Cuba, he was a director of the Braden Copper Company, a director of the Kennecott Copper Corporation, and a director of the Utah Copper Company.

In World War I Guggenheim served as a naval aviator in the Foreign Service of the United States Aviation Forces in France, England and Italy. He was relieved from active duty on December 31, 1918, with the rank of lieutenant commander. When his father established the Daniel Guggenheim Fund for the Promotion of Aeronautics in January, 1926, with deeds of gift totaling \$3,000,000, Mr. Guggenheim became president and trustee. In the four years of its existence (terminating January, 1930), the Fund engaged in a wide variety of aeronautical activities, each designed to stimulate further development by others. The Fund authorized an equipment loan for the operation of the first air line exclusively operated for passengers in this country in 1927, thus initiating American air transport on a large scale; established six schools of aeronautical engineering in leading American universities; organized a safe aircraft competition to encourage aerodynamic safety improvements without loss of efficiency; installed in California the country's first adequate and complete aeronautical weather reporting service to serve as example for a permanent system; gave the first demonstration, in its Full Flight Laboratory, of the principle of fog-flying when then Lieutenant (later Lieutenant General) Doolittle took off, flew and landed while in a covered cockpit and guided only by instruments.

Appointed ambassador to Cuba in November, 1929, a post which he held until his resignation in April, 1935, Mr. Guggenheim went to that island at the beginning of one of the most critical periods in its history, when it was shaken by political bitterness and economic depression. In accordance with the official Root interpretation of the treaty between the two countries, Mr. Guggenheim was instructed to follow a policy of not interfering in the internal affairs of Cuba while offering at the same time his unofficial advice to the Cuban Government in the solution of its problems. In the strained political situation he acted as unofficial mediator between the Machado Government and the opposition for nearly two years until the attempted revolution of 1931, and resumed these negotiations immediately thereafter. Outbreaks of terrorism continued in Cuba, however, and although Mr. Guggenheim was able to protect the lives and property of American citizens on the island without involving the United States and violating the non-intervention policy, this policy was frequently misinterpreted because it had not always been observed by the United States in the past. Mr. Guggenheim reported to the Department of State in January, 1933, that: -

"The continuance of the policy does not commend itself as a thorough, progressive or final solution of the Cuban problem. It does not itself remedy existing conditions in Cuba, and because of its misinterpretation the Cubans do not feel wholly free to demonstrate their own capacity to do so."

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He, therefore, recommended that the United States should voluntarily offer to negotiate a new political treaty and a new commercial treaty with Cuba. Both these recommendations were finally accepted and put into effect in 1934 under the Roosevelt administration.

In 1935 the Cuban Government, under the presidency of Carlos Mendieta, conferred upon Mr. Guggenheim the "Order Nacional de Merito 'Carlos Manuel de Cespedes,' en el grado de Gran Cruz" to "recognize and reward outstanding merit in the diplomatic order and eminent services offered to Cuba or to humanity."

Mr. Guggenheim has represented the United States on a number of international commissions. At the Invitation of the Preparatory Commission for the Disarmament Conference of the League of Nations, Mr. Guggenheim was one of a committee of experts which met at Brussels in February, 1927 to examine the economic consequences of any limitation of air armament which would include civil aeronautics. He was appointed in May, 1927 a delegate from the United States on the Inter-American Commission of Commercial Aviation at the Third Pan-American Commercial Conference held in Washington D. C. In December, 1928 he was selected by President Coolidge as a delegate on the part of the United States to the International Conference on Civil Aeronautics at Washington.

Mr. Guggenheim was appointed by President Hoover as a member of the National Advisory Committee for Aeronautics on which he served from 1929-1938. From 1936 to June, 1942, he was President of the Citizens Committee on the Control of Crime in New York. Established to supplement the campaign against industrial rackets waged by Special Prosecutor Thomas E. Dewey, the Citizens Committee kept systematic check upon the work of the police, the prosecutors and the criminal courts of New York City, made analytical studies of the efficiency of these public agencies and of crime conditions in the metropolis, maintained cumulative records of these conditions and of official activities in connection with them, and as occasion required recommended action for improvement. Governor Lehman intervened in the Borough of Brooklyn in 1938 as a result of one such recommendation. Mr. Guggenheim was re-enrolled in the United States Navy on May 11, 1942, as lieutenant commander, and was assigned to duty with the Naval Aviation Forces. He was on duty at the U. S. Naval Air Station, Floyd Bennett Field, Brooklyn, New York, until May 7, 1943, when he was ordered to duty as Prospective Commanding Officer of Mercer Field, Trenton, New Jersey. He assumed duties as Commanding Officer of that activity when it was commissioned July 27, 1943. He was promoted to the rank of commander on July 12, 1943.

Commander Guggenheim is the author of two books: *The Seven Skies* (G. P. Putnam's Sons, 1930) a study of development in aviation and aeronautical science; and *The United States and Cuba* (MacMillan 1934) an historical study of the relationship between the two countries.

He was a member of the American Society of International Law, the American Institute of Mining and Metallurgical Engineers, the Yale Club of New York City, the Metropolitan Club of Washington, and was affiliated with Cambridge as a vice-president of the Pembroke College Society. He was also one of the directors of the Welfare Council of New York City; chairman of the Advisory Committee of the Daniel Guggenheim School of Aeronautics at New York University; director of the National Aeronautic Association; honorary member of the Institute of the Aeronautical Sciences; president and director of The Harry Frank Guggenheim Foundation; president and director of The Daniel and Florence Guggenheim Foundation; and was national chairman of the Aviation Division of the Republican National Committee in 1940.

Married 1st, Helen Rosenberg of New York, N. Y., November 9, 1910 - 2 daughters, Joan Florence and Nancy; married 2nd, Caroline Morton of New York, N. Y., February 3, 1923 - 1 daughter, Diane; married 3rd, Alicia Patterson Brooks of Port Washington, Long Island, July 1, 1939. He and his wife were publishers of *Newsday*, a Nassau County (New York) daily. The oldest of his three daughters, Joan, was a captain in the Women's Army Corps. She was stationed in New Guinea. Her husband, Charles Murray was a seaman first class, USNR, serving aboard a carrier in the Pacific. Nancy, was the wife of Lieut. George T. Draper, Jr., USAAF. Diane, also was the wife of an Army lieutenant, John Langstaff, AUS, and served with MacArthur in the Philippines.

Commander Guggenheim has devoted most of his life to the development of aviation.