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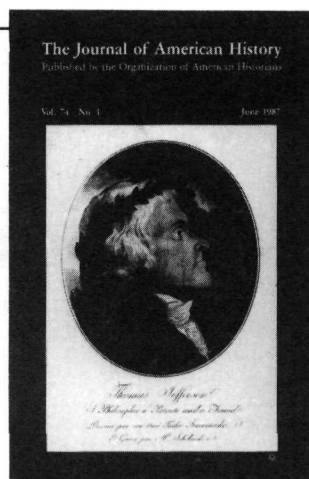
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EA8

A HISTORY ALL ITS OWN . . .



The Journal of American History

Since its inception in 1914, the *Journal of American History* has become an institution in the study and investigation of our country's heritage. It began as the *Mississippi Valley Historical Review*, and by 1938 had become so national in scope that it adopted the subtitle, *A Journal of American History*. The old *MVHR* officially became *The Journal of American History* in 1964 when the MVHA evolved into the Organization of American Historians.

Appearing quarterly, the *Journal* has had a distinguished career, publishing many prizewinning and widely-reprinted articles. Under the new editorship of David P. Thelen, it has responded to the growing diversity within the profession by publishing articles in new areas such as public history, women's history, corporate history, and popular culture. Reviews of microforms and films have been added as a complement to the large book review section, and a new cover format and color change have been instituted. The *Journal* now averages 300 pages per issue.

All members of the Organization of American Historians, both individual and institutional, receive a subscription to the *Journal* as part of their membership. Members also receive the *OAH Newsletter*, a quarterly thirty-six page tabloid that publishes historical essays and information about current developments in the profession, and the Annual Meeting *Program* which contains a listing of all academic sessions and workshops conducted at the annual convention. The OAH is the largest, professional society devoted exclusively to the study of the Americas, and is open to anyone interested in the history of the Western Hemisphere.

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AA/88

International Council on Archives, Committee on Professional Education and Training Meeting, April 1987, Grenada, Spain

FRANCIS X. BLOUIN, JR.

The Committee on Professional Education and Training of the International Council on Archives (ICA) met in Grenada, Spain, on 27–29 April 1987. The agenda focused on both procedural and substantive matters. Members attending the meeting were Francis X. Blouin, Jr., (U.S.A.), Bruno Delmas (France), Norma de Goes Montiero (Brazil), Carlo Paganini (Italy), J. Peter Sigmond (Netherlands), Stefka Slavova-Petkova (Bulgaria), Abdeljelil Temimi (Tunisia), Bodil Ulate-Segura (Sweden), and Michael Cook (Great Britain), chair. Corresponding members attending the meeting included Carol Couture (Canada), Marcelino Rodrigues Pereira and Julio de Sousa Ramos (Portugal), Mariela Alvarez Rodriguez (Columbia), and Carlos Alessio Rossato (Brazil). Charles Keschm  ti of the ICA also attended.

The committee spent some time on procedural matters, debating the relative merit of shifting the designation of the group from an ICA committee to an ICA section. Several issues relating to membership and publication were discussed. The committee received the newly produced Russian trans-

lation of the International Directory of Archival Education Programs by M. Le Moel. Many substantive issues were discussed, with two of particular significance. The committee plans to sponsor a workshop at the Paris Congress in 1988. Bruno Delmas of the Ecole des Chartes will organize the event, which will focus on issues relating to the formation of the archivist, with emphasis on models for formal education and training. The seminar will be held at the Archives Nationales in Paris. Also discussed were methods to address the critical question of international standards for archival education and training. The committee considered the extent to which it would be practical to define a standard curriculum which could be applied internationally. As a first step, the committee decided to define a list of functions of the archivist which would be applicable in most archival environments. A subcommittee consisting of Sigmond, Delmas, Couture, and Blouin was designated to prepare this document in advance of the Paris Congress.

Francis X. Blouin, Jr., director of the Michigan Historical Collections, Bentley Historical Library, University of Michigan, is serving his fourth year as a member of the Committee on Professional Education and Training of the International Council on Archives.

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From the Archives

BILL BURCK, *Editor*

From the Archives presents facsimiles of archival materials from members' repositories that are entertaining, of particular historical significance, or relevant to current events. While the rest of the journal focuses on the advancement of archival theory and practice, this department's aim is simply to be enjoyed. The editor encourages you to submit clear photocopies of letters, photographs, documents, journal entries, maps, records, or any other material you would like to share with your fellow readers. Particularly desired are series of items that highlight an intriguing or newsworthy story.

Please give it a try. After all, it may be an opportunity to share your archives not only with your fellow readers, but with a much larger audience as well. The first installment of this section—the 1940 letter from twelve-year-old Fidel Castro to President Roosevelt—was picked up by *Newsweek*, which printed excerpts in its 16 November 1987 issue. Please address your submissions to Managing Editor, *The American Archivist*, 600 S. Federal, Suite 504, Chicago, IL 60605.

The editor apologizes for an error appearing in the introduction to the Castro letter. Fidel Castro was not a member of the New York Yankees' farm system; he had a tryout with the Giants franchise, at that time based in New York.

Of Fan Mail, Criminals, and Fords

In March of 1934 you could acquire a Ford V-8, four-door sedan for less than \$800. That is, if you wanted to buy one. You could, of course, steal one. And on 3 March 1934, John Dillinger did.

The Ford belonged to Sheriff Lillian Holley of Crown Point, Indiana, and Dillinger used it to escape after bluffing his way out of the county jail there with a whittled wooden gun. News reports claimed, however, that he had used a real .45 caliber revolver in the breakout. In a letter to his sister Dillinger labeled these reports “a lot of hooey,” and added that after he’d grabbed two machine guns he showed the guards his fake gun “and you should have seen *thire* [sic] faces. Ha! Ha! Ha! Pulling that off was worth ten years of my life. Ha! Ha!”

It was worth more than that. In his escape he committed his first federal offense. It seems that murder, jailbreak, and robbery (all of which he had done aplenty) were not federal offenses; nor were the heinous crimes of bluffing guards or stealing from sheriffs. But when Dillinger fled in Sheriff Holley’s Ford across the Indiana-Illinois state line, he violated the little-known National Motor Vehicle Theft Act. A federal warrant was promptly issued for his arrest, which unleashed the FBI on his trail.

They hounded Dillinger like no law officers had before, keeping Public Enemy No. 1 on the run. He surfaced briefly in St. Paul, Minnesota; Sioux Falls, South Dakota; Mason City, Iowa; St. Paul, again; Mooresville, Indiana; Warsaw, Indiana; Sault Ste. Marie, Michigan; and the Little Bohemia Lodge in northern Wisconsin. In some places he robbed banks; in others he barely escaped stakeouts. And in yet another he may have posted a letter. On 17 May 1934 the following letter, postmarked 16 May in Detroit, was received by the secretary’s office for Henry Ford:

Hello Old Pal:—

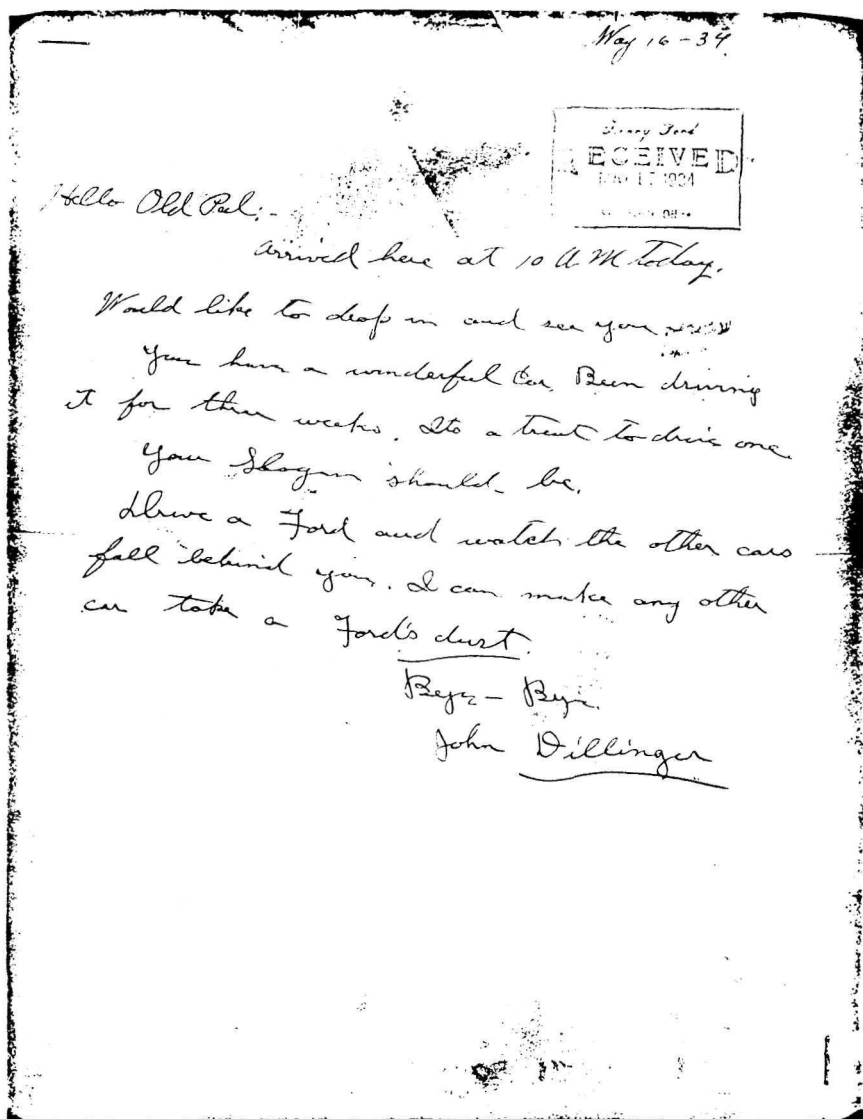
Arrived here at 10 A.M. today. Would like to drop in and see you.

You have a wonderful car. Been driving it for three weeks. Its a treat to drive one.

Your slogan should be,

Drive a Ford and watch the other cars fall behind you. I can make any other car take a Ford’s dust.

Bye-Bye,
John Dillinger



From the collections of the Henry Ford Museum & Greenfield Village.

We can only imagine this letter's arrival in the mail room. The secretaries are wading their way through the day's mail. One grabs the morning's umpteenth letter. A quick slash of the letter opener, unfold it, quickly scan to see who it's for. Looks like fan mail for Henry Ford. But wait— That signature! A shiver of fear mingles with a sharp thrill. Could it be? "Oh, my God! Marge. Marge!"

Soon the whole mail department is huddled over the letter. A supervisor arrives. "Should we call the police?" "Do you think he's nearby?" Thoughts flash to children at school. "Good Lord, did I lock my door this morning?" The letter swiftly climbs the ladder of command. The whole service department is abuzz. Phone lines are humming, including that of department chief Harry Bennett, who is talking to the Michigan State Police. They soon arrive and take the letter into custody.

But this is bigger than the state police. The letter is rushed to the Washington office of the FBI, the most efficient investigative unit in the country. So efficient are they that their tests are completed, the results analyzed, and the following letter fired back to the Ford Motor Company on . . . well, it's dated 15 May 1934. That's right, one day before the Dillinger letter was postmarked, and two days before it was stamped "Received" at Ford. Now that's efficiency. . . or something.

JOHN EDGAR HOOVER
DIRECTOR

Division of Investigation

U. S. Department of Justice

Washington, D. C.

May 15, 1934

SPECIAL DELIVERY

Mr. Harry Bennett,
Chief, Service Department,
Ford Motor Company,
Detroit, Michigan.

Dear Mr. Bennett:

The letter addressed to Mr. Ford and signed by John Dillinger, which was forwarded by Mr. Donald Leonard of the Michigan State Police, has been carefully examined in the Laboratory of this Division.

The Laboratory Report on the paper and handwriting indicates that there is no watermark on the envelope, neither is there a watermark on the paper; that this is a type of paper which comes in a pad fastened at the top. Stationery of this kind is used in some railroad offices and other offices where a large number of small slips of papers are forwarded from one place to another. It might be a bank or clearing house. In this connection attention is invited to the use of similar type envelopes with the extortion letters in the Edsel Ford case. These have been compared and found to be not identical stationery to this envelope, but they are very similar. The fact that different sizes have been used is peculiar, indicating that there may have been conveniently available a large supply of envelopes of this kind in various sizes.

The handwriting has been compared with the signature of John Dillinger, George Nelson, Albert Reilly, the Karpis Group, and with the handwriting on various anonymous letters purporting to be signed by Dillinger or written by members of his gang to Governor White at Columbus, Ohio, to the Editor of the Daily News, to Walter Winchell, to the Chief of Police at Port Huron, Michigan, and other addressees. The handwriting was also compared with that on the road charts recovered in connection with the Dillinger case and found not to be identical.

Mr. Harry Bennett.

- 2 -

May 15, 1934.

Ten latent fingerprints were developed on the letter. These prints which were developed from the letter were searched against the single fingerprints of John Dillinger, Homer Van Meter, Otto McAbee, Opal Milligan, Mrs. C. P. Harmon, Thomas Banks, Joseph A. Burns, Sidney Rosen, Joseph Fox, "Frisco Dutch" Steinhardt, George Nelson, John Hamilton, Orville S. Wimpey, Albert W. Reilly, Longbrake Merritt, Jack Pfeiffer, William Weaver, Lawrence Streng, Clarence P. Kimmel, Mrs. T. J. Randall and Tom Carroll, but no identification was effected.

The original letter and envelope which were submitted are being retained in the Laboratory for subsequent examination and if an identification is made at a subsequent date, you will be immediately advised. Should you desire this original evidence, it will be forwarded immediately upon request.

Trusting that the Division of Investigation may be of service to you in the future, I am, with expressions of my best regards and high esteem

Sincerely yours,

J. Edgar Hoover
Director.

*Frank -
his request has been made
letter is now on its way
here - HHB.*

The handwritten note on page two says, "Frank— This request has been made Letter is now on its way here— HHB." From the collections of the Henry Ford Museum & Greenfield Village.

Although the above letter from J. Edgar Hoover does not make a definitive judgment about the Dillinger letter's authenticity, its tone is rather negative. Of course, the fingerprints on the letter could have been from any number of Ford employees. As for the handwriting, we can compare Dillinger's signature on the wanted notice below with that on his letter.

One should keep in mind, of course, that the wanted notice signature was produced under the watchful eye of lawmen (and for a purpose that gave Dillinger every reason to disguise his handwriting), whereas the letter appears hastily scrawled. Despite this, several similar traits appear in the two signatures: the gap at the top of the o in John; the n in John; the formation of the capital D; and the n in Dillinger. Nevertheless, we should

**IDENTIFICATION
ORDER NO. 1217**
March 12, 1934.

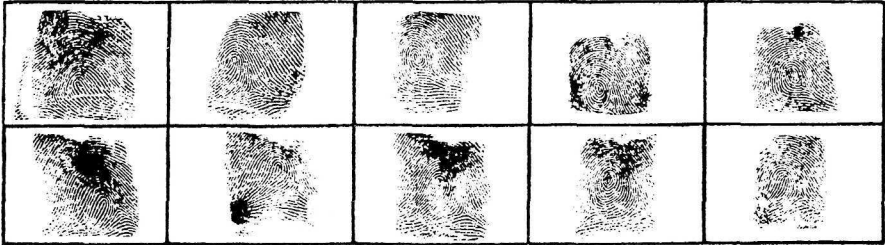
**DIVISION OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
WASHINGTON, D. C.**

Fingerprint Classification
12 9 R 0
14 U 00 9

WANTED

**JOHN DILLINGER, with alias,
FRANK SULLIVAN**

NATIONAL MOTOR VEHICLE THEFT ACT



DESCRIPTION

Age, 31 years
height, 5 feet 7-1/8 inches
weight, 153 pounds
Build, medium
Hair, medium chestnut
Eyes, grey
Complexion, medium
Occupation, machinist
Marks and scars, 1/2 inch scar
back left hand; scar middle
upper lip; brown mole between
eyebrows
Mustache

Photograph taken January 25, 1934



CRIMINAL RECORD

As John Dillinger, #14395, received State Reformatory, Pendleton, Indiana, September 16, 1924; crime, assault and battery with intent to rob and conspiracy to commit a felony; sentences, 2 to 14 years and 10 to 20 years respectively;
As John Dillinger, #13225, received State Prison, Michigan City, Indiana, July 16, 1924; transferred from Indiana State Reformatory; paroled under Reformatory jurisdiction, May 10, 1933; parole revoked by Governor - considered as delinquent parolee;
As John Dillinger, #10587, arrested Police Department, Dayton, Ohio, September 22, 1933; charge, fugitive; turned over to Allen County, Ohio, authorities;
As John Dillinger, received County Jail, Lima, Ohio, September 28, 1933; charge, bank robbery; escaped October 12, 1933;
As Frank Sullivan, arrested Police Department, Tucson, Arizona, January 25, 1934; charge, fugitive; turned over to Lake County, Indiana, authorities;
As John Dillinger, #14487, arrested Sheriff's Office, Crown Point, Indiana, January 30, 1934; charge, murder - bank robbery; escaped March 3, 1934.

The United States Marshal, Chicago, Illinois, holds warrant of arrest charging John Dillinger with feloniously and knowingly transporting Ford V-8 four door sedan, motor number 256447, property of Lillian Holley, Sheriff, Lake County, Indiana, from Crown Point, Indiana to Chicago, Illinois, on or about March 3, 1934.
Law enforcement agencies kindly transmit any additional information or criminal record to the nearest office of the Division of Investigation, U. S. Department of Justice.
If apprehended, please notify the Director, Division of Investigation, U. S. Department of Justice, Washington, D. C., or the Special Agent in Charge of the Office of the Division of Investigation listed on the back hereof which is nearest your city (over)
Issued by: J. EDGAR HOOVER, DIRECTOR.

From the collections of the Henry Ford Museum & Greenfield Village

remember that the FBI had more handwriting samples to work with, and they found those “not to be identical” with the handwriting in the letter.

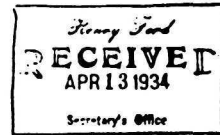
This didn’t stop them from getting their man.

At 10:30 p.m. on Sunday, 22 July 1934, John Dillinger walked out of the Biograph theater in Chicago, having just watched Clark Gable star in “Manhattan Melodrama.” On his left was his girlfriend, Polly Hamilton. On his right was Anna Sage, the madam of a brothel in Gary, Indiana. Sage had cut a deal with the FBI the day before and was wearing a red dress so agents could spot her. As the trio passed a doorway, a man standing in it lit a cigar. This was Melvin Purvis, Special Agent in charge of the Chicago FBI office, and he had just given the signal for other agents to move in. Suddenly confronted by five lawmen, Dillinger pulled a pistol from his trouser pocket and darted in a crouch toward an alley. The agents drew their guns; passersby scattered; shots rang out; there were screams. Dillinger tumbled to the pavement, struck by three bullets. He was pronounced dead twenty minutes later at the Alexian Brothers Hospital.

John Dillinger wasn't the only man on the Most Wanted list who may have written to Henry Ford in 1934. That April, Clyde Barrow and his moll, Bonnie Parker, were near the end of a two-year crime spree of bank robbery, petty theft, and murder. They liked to travel long distances at night, and therefore preferred a car that got good gas mileage, could maintain high speeds without breaking down, and was anonymous—requirements that made the Ford V-8 sedan their car of choice. It was also rumored that Barrow thought Ford bodies were better at stopping bullets.

The following letter arrived at Ford on 13 April 1934.

(W) Tulsa Okla
10th April
Mr. Henry Ford
Detroit Mich.



Dear Sir:—

While I still have got
breath in my lungs I
will tell you what a dandy
car you make. I have drove
Fords exclusively when I could
get away with one. For sustained
speed and freedom from
trouble the Ford has got over
other car skinned, and even if
my business hasent been
strickly legal it don't hurt eny
thing to tell you what a fine
car you got in the V8—

Yours truly

Clyde Champion Barrow

Tulsa Okla
10th April

Mr. Henry Ford
Detroit Mich.

Dear Sir:—

While I still have got breath in my lungs I will tell you what a dandy car you make. I have drove Fords exclusively when I could get away with one. For sustained speed and freedom from trouble the Ford has got ever other car skinned and even if my business hasn't been strickly legal it don't hurt anything to tell you what a fine car you got in the V8—

Your truly
Clyde Champion Barrow

Whereas the Dillinger letter made quite a stir when it arrived in the secretary's office one month later, Barrow's letter seems to have slipped seamlessly into the public relations machinery. "Ack" is scrawled at the top, indicating that it was acknowledged. The following letter is proof that it indeed was.



April
16
1934

Mr Clyde C Berrow
Tulsa
Oklahoma

Dear Sir:

On behalf of Mr Ford, we wish
to acknowledge your letter of April 10
and thank you for your comments regard-
ing the Ford car.

Very truly yours

H R WADDELL

Secretary's Office

HRW-MG

From the collections of the Henry Ford Museum & Greenfield Village.

It is probably safe to assume that this letter never reached Clyde Barrow. After all, the address is certainly vague, and it is doubtful that Clyde made a habit of stopping at the Tulsa, Oklahoma, post office to pick up his mail. This didn't dampen his patronage of Fords, however.

On 29 April 1934, Ruth Warren took her tannish-grey, V-8, Fordor Deluxe out for a fast Sunday drive. She returned in the early afternoon, pulled the car into the driveway of her Topeka, Kansas, home, and left the keys in the ignition. This was a mistake. A little later neighbors saw a couple in a Plymouth coupe circle the block several times. On the last pass the woman was driving, and she slowed down at the Warren home. A man leaped off the running board, jumped into Ruth's Ford, and sped off after the Plymouth.

Bonnie and Clyde would log over 7,500 miles on this, their last Ford. Twenty-five days later, the following article appeared on the front-page of the *New York Times*.

Barrow and Woman are Slain by Police in Louisiana Trap

SHREVEPORT, La., May 23 — Clyde Barrow, notorious Texas "bad man" and murderer, and his cigar-smoking, quick-shooting woman accomplice, Bonnie Parker, were ambushed and shot to death today in an encounter with Texas Rangers and Sheriff's deputies.

The 24-year-old desperado, who was accused of twelve murders in the last two years, and his companion whizzed along a little-traveled, paved road near Gibsland, about fifty miles east of here, at eighty-five miles an hour in a high-speed gray automobile, rushing into a carefully-laid death trap.

Before they could use any of the weapons in the small arsenal they had with them, the Rangers and others in the posse riddled them and their car with a deadly hail of bullets.

The onrushing machine, with the dead man at the wheel, careened crazily for an instant and then catapulted into an embankment. While the wheels of the wrecked machine still whirled, the officers, taking no chances with the gunman who had tricked them so often, poured another volley of bullets into the machine. . . .

Bonnie and Clyde were dead, but their death car lived on. Ruth Warren's husband, Jesse, was contacted by Duke Mills, a Kansas entrepreneur who offered to pay weekly rent and a commission if Jesse would let him exhibit the car at the Chicago World's Fair. That was fine with Jesse, except he didn't have the car. It was still in the possession of Sheriff Henderson Jordan in Arcadia, Louisiana.

Mills and a lawyer went down to Arcadia, but came back empty-handed. Sheriff Jordan had hidden the car and refused to give it up. Next, Warren gave his power of attorney to Wint Smith, the head of the Kansas State Police, but even he could not pry the car away from the stubborn sheriff.

At that point, Jesse Warren gave up. But not Ruth. She traveled to Arcadia, determined to retrieve what was rightfully theirs. The following court transcript describes her efforts.

I arrived in Arcadia Tuesday about 11:30 and proceeded to the courthouse. The first thing I did was to go and ask for Sheriff Jordan, or Jordon, or whatever his name is. . . . I told him I was Mrs. Warren and that I owned the car and asked him if I could have it and he said no and he said that Mr. Wimberly and Mr. Barnette were his attorneys and that anything that they did in connection with the return of the car would be all right with him. And I started out of the office. . . and I went to Mr. Wimberly's office and tried to reason and talk with him about possession of the car. All I could get from him was I had to pay fifteen thousand (\$15,000.00) dollars for my car. . . . I told him that I couldn't do that, I worked for a living, and that if they could come down within a working-man's pocket that I would be glad to talk to them. So I left the place, but before I left he said he would have to confer with Mr. Barnette. So I left there and went over to the hotel for lunch then & I then went back again in the afternoon and it was the same story and the same argument. I didn't get anywhere. They would not give me any satisfaction. After that I had to leave and I never went back to the office after that. I hired Mr. Goff as my attorney to represent me. [Source: Carroll Y. Rich, "Clyde Barrow's Last Ford," *Journal of Popular Culture*, 7, no. 4 (1983): 637.]

Wimberly and Barnette had made a mistake. By asking \$15,000 for the car, they had established its worth; and disputes over property worth more than \$3,000 can be tried in federal court. Goff was thus able to take the complaint out of Arcadia and file suit at the federal court in Shreveport, where the judge ordered Sheriff Jordan to give the car back to Ruth Warren. Jordan resisted, telling federal marshals that he didn't think the car he had was the one they were looking for. Only when Jordan was hauled before the judge and threatened with contempt of court, did he finally relinquish the Ford to Ruth.

She promptly leased it to an exhibitor at the Topeka Fairgrounds. When he missed his rent payments, however, she repossessed it and rented it for \$200 a month to a carny by

the name of Charles Stanley. Billing himself as "The Crime Doctor," Stanley hit the carnival circuit with the sponsorship of the National Anti-Crime Association.

When the Warrens were divorced in 1940, the settlement gave Ruth custody of "one certain Ford V-8 Sedan automobile now in the possession of Charles Stanley and known as 'Barrow-Parker Exhibition Car.'" Five months later she sold it for \$3,500 to Stanley, who then housed it in a permanent exhibition at a Cincinnati amusement park. Interest in the car had waned, however, and several fake death cars were also making the rounds. Therefore, when Stanley had the chance to sell the car for \$14,500 in 1952, he leapt at it.

The buyer was Ted Toddy, who wanted the car to promote a documentary film about Depression-era gangsters that he had just completed. He hauled the car around the country from theater to theater until this gravy train dried up, whereupon he stored the car in a warehouse and went into semiretirement.

In 1967 the feature film "Bonnie and Clyde" was released, sparking a new fascination with the outlaw pair. Ted Toddy took his death car out of mothballs, spruced it up, and cashed in once again. By 1973 the car had earned him nearly two million dollars—five hundred times more than Bonnie and Clyde netted in all their robberies combined.

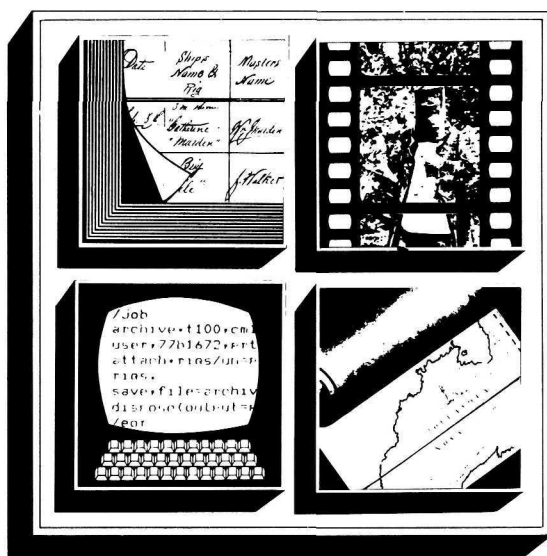
Meanwhile, Pontiac had capitalized on the blizzard of Bonnie and Clyde publicity by depicting the couple in a series of television commercials. Ford countered by digging the Barrow letter out of the archives and featuring it in their own commercials. This sparked the interest of handwriting expert David N. Lewis, who requested a copy of the letter for analysis. In a letter to Ford archives director Henry E. Edmunds on 9 April 1973, he stated his skepticism about the letter's authenticity.

The 'criminal personality', if there is such a thing, is denoted by uneven baseline in the writing, muddy or ink-filled letters, lots of little hooks on word endings or beginnings, irregular sizes of the letters (this is noted in the sample), and more angular form to the letters. Having one or even two of these traits is not sufficient to brand the writer a "criminal type"; we rather expect to see all of them to some degree.

Since I did not find a preponderance of these indications in this sample, I conclude it is unlikely this is the handwriting of a repeated killer and bank robber. [*Courtesy of the collections of the Henry Ford Museum & Greenfield Village.*]

Once again, we find an expert doubting the authenticity of a fugitive's letter to Henry Ford. If you, however, prefer to believe that hardened outlaws wrote to a captain of industry to laud his product's usefulness in their criminal enterprises, please do so. You won't be alone.

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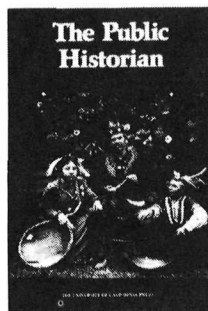
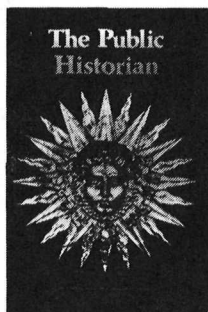
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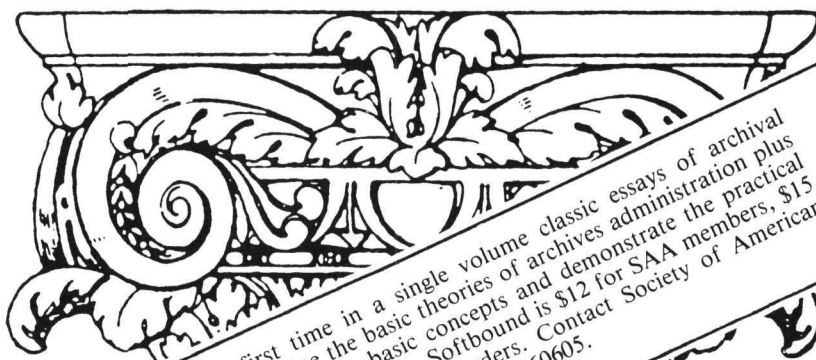
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until you've read about one of the Society of American Archivist's newest publications, *Administration of Photographic Collections*, by Mary Lynn Ritzenthaler, Gerald J. Munoff, and Margery S. Long. This manual is an outgrowth of SAA's workshop series of the same name, and was prepared with support from the National Endowment for the Humanities. It addresses all aspects of managing photographic collections from an archival perspective, stressing the development of systems to organize, access, and preserve entire collections. Specific topics covered include: appraisal and collecting policies, identification of photographic processes, arrangement and description, preservation, storage and handling, legal issues, and copyright and related copy services. The manual, part of SAA's Basic Manual Series, is illustrated with nearly 100 color and black-and-white photographs, plus many drawings and sample forms. It contains a complete index, and appendices that provide information on supplies, funding sources, and further readings.

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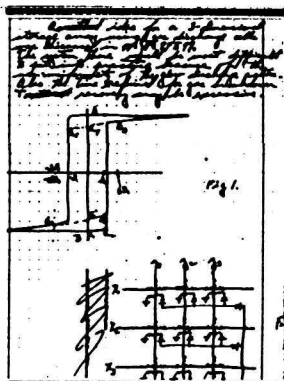


Edited by Maygene F. Daniels and Timothy Walch

National Archives and Records Service
U.S. General Services Administration
Washington, D.C.
1984



Publications from SAA



Appraising the Records of Modern Science and Technology: A Guide, by Joan K. Haas, Helen Willa Samuels, and Barbara Trippel Simmons, encourages archivists to collect more actively in the scientific and technological areas. In order to assist archivists in appraising these records, the authors have structured the *Guide* around descriptions of the scientific and technological activities of scientists and engineers. Each activity, and the records documenting it, is described, followed by discussions of appraisal considerations and examples. In addition, the *Guide* offers recommendations on collecting, arrangement and description, and developing retention guidelines for records in this field. The manual also includes: extended sections on grant and contract records, data, journal articles and technical reports, and patents; a list of scientific and technological discipline history center; a list of selected readings; and an index. The *Guide* is available for \$7 to SAA members, and \$9 to others.



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Archives & Manuscripts: Law, by Gary M. Peterson and Trudy Huskamp Peterson, focuses on basic legal issues in archives. In presenting the legal questions that confront archivists, the authors describe major types of laws governing archives and discuss reasonable means of analyzing and resolving legal issues. The first five chapters focus on the legal aspect of common archival functions: the accession, donation, and receipt of materials; the concepts and administration of access policy; and the legal implications of reference service. The last three chapters deal with special topics including a discussion of copyright law, a review of the legal standards for admissibility of documents in evidence, a discussion of the problems of replevin, advice on working with a lawyer, and a description of the process of litigation. A glossary of selected legal terms and a bibliographical essay is also included. (1985) \$9 members, \$13 others.

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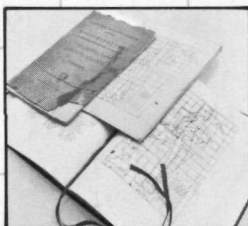
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