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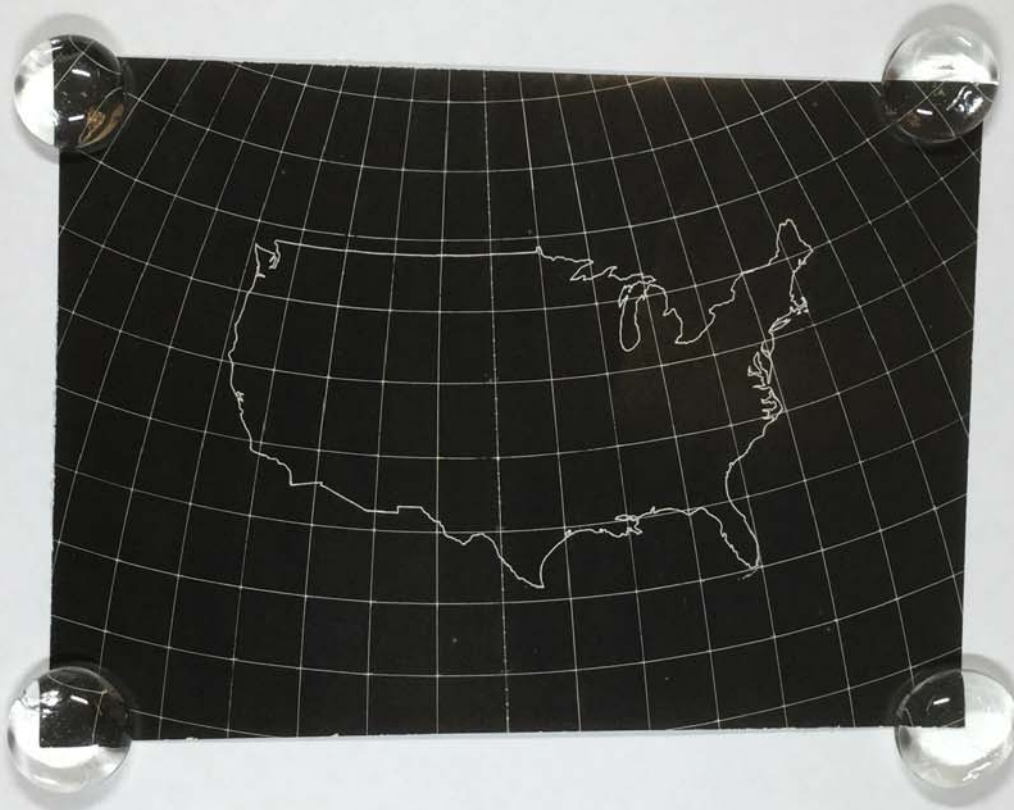
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As ways to Base Files

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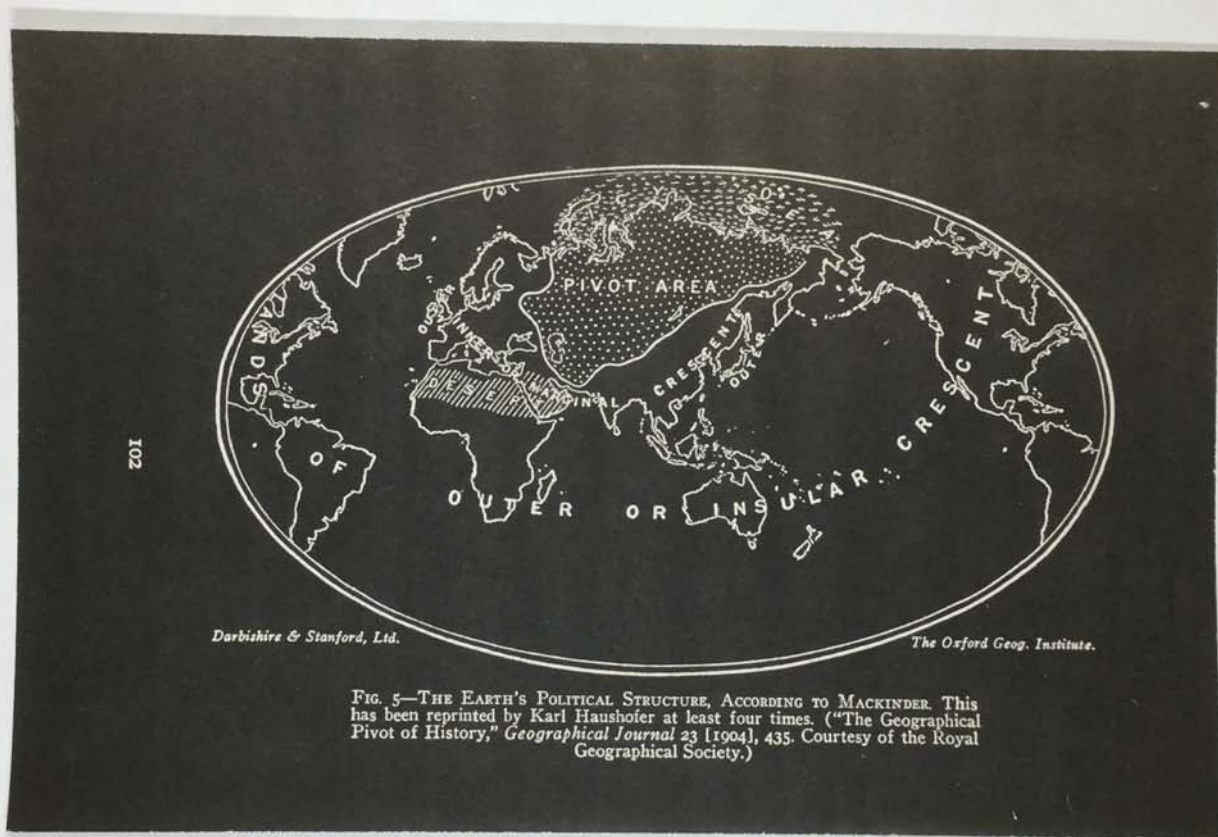
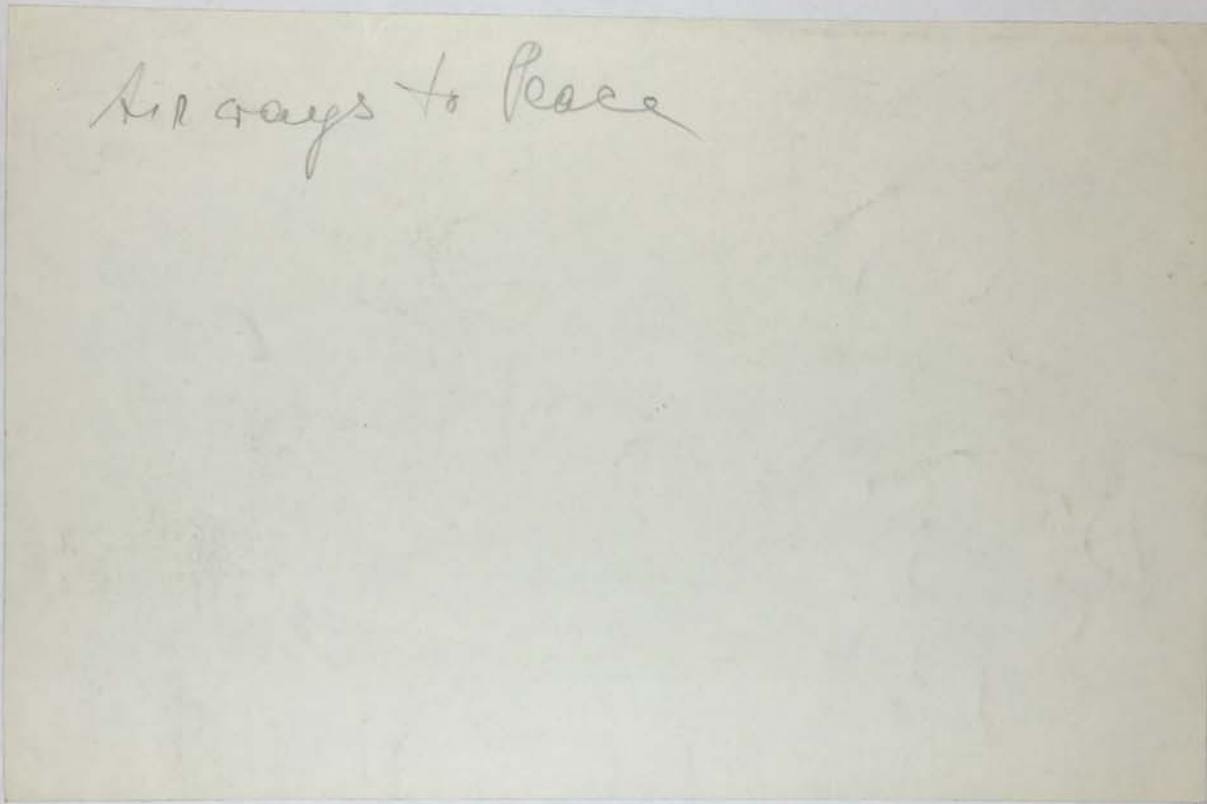


FIG. 5—THE EARTH'S POLITICAL STRUCTURE, ACCORDING TO MACKINDER. This has been reprinted by Karl Haushofer at least four times. ("The Geographical Pivot of History," *Geographical Journal* 23 [1904], 435. Courtesy of the Royal Geographical Society.)

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AIRWAYS TO PEACE—by Wendell L. Willkie

66879
1

AIRWAYS TO PEACE

by Wendell L. Willkie

18 pt Bodoni Bold L.C.

first & last sections this measure

I Prologue

We have always known two kinds of geography. Nature drew the oceans, continents, mountains, rivers and plains. Men etched in cities and national boundaries. For our well-being, we have tried to harmonize natural and man-made geography.

But the modern airplane creates a new geographical dimension. A navigable ocean of air blankets the whole surface of the globe. There are no distant places any longer: the world is small and the world is one. The American people must grasp these new realities if they are to play their essential part in winning the war and building a world of peace and freedom. This exhibition tells the story of airways to peace.

II How Man Has Drawn His World

capitals y — same leading

From the beginning of history, man has made maps to match his expanding knowledge of his surroundings. Homer's world, a little flat disk around the Mediterranean, grew slowly into a sphere.

Since the sixteenth century, Mercator's projection has been accepted as a reasonably workable picture of the world. Mariners have used it for hundreds of years. But its conception is dangerously misleading in our air age. The course over the top of the world is now clearly the shortest and the speediest way to friend and enemy alike, a course impassable to ocean ships. But the frozen waters and icy wastes around the North Pole offer no obstacles to the swift ships of the air. Man must re-draw his world.

Major

24 pt Bodoni Bold L.C.

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AIRWAYS TO PEACE--by Wendell L. Willkie

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Progress
III The Development of Flight

caps. I CARUS 2

Men's imaginations have been excited by the soaring of birds since before the dawn of history. Among our most cherished legends is the daring tale of Icarus with his wax-fastened wings. Leonardo, in that great awakening of minds, the Renaissance, dreamed of flight. Whenever there was intellectual ferment in the world, men wrestled with the problem. With Montgolfier's balloon the ancient dream began to come true. It was on a memorable December seventeenth in 1903 that Orville Wright first rose from the ground in a power-propelled machine, Wilbur standing on the ground to steady the slight wings as his brother took off from a monorail. Man had begun his conquest of the air. In the years since, intrepid adventurous spirits, often at the cost of life itself, have triumphed again and again. Today, so vast is the vision that the giant planes which fill our skies seem mere experiments for the accomplishments of tomorrow.

Americans have been pacemakers in the new science of the air which has revolutionized geography. And our inventive and industrial genius will play a leading role in re-shaping the world through the progress of that science.

over the world f caps
IV Where the War Is Waged

Over Sicily and Attu, over Panama and Guadalcanal, America's flying men are mobilized against the enemies of democracy.

57 letters = one line

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From Africa and Australia, from England and China, they patrol the air. All over the globe, in concord with their Allies, they are smashing at the bastions of tyranny.

The airplane holds the power of life or death over civilization. We are using this mighty weapon to the utmost to defeat the aggressors. When that job is done, we must determine to ~~dedicate~~ dedicate the wings of the world to the purposes of peace.

Global Strategy) caps
 } — same leading

The Axis plan of world conquest was founded on geopolitics. This doctrine has backfired on its ~~its~~ sponsors.

Germany has failed to subjugate Russia. The Mediterranean lies open to the ships of all the Allies. Those steppingstones to ^{the} Americas, Iceland and Greenland, Dakar and Natal, are in the hands of the United Nations. The plan has failed.

The United States, Russia, the British Commonwealth ~~and~~ China, and all the United Nations, working together, have strategic advantages of geography and resources which the enemy can never hope to match.

It is true that the supply lines from the Allied arsenal to the fighting fronts are long; that planes and ships can be destroyed. But the air and water on which they move are indestructible. The Axis network of railroad and highway transportation is shorter, but bombers can cripple it beyond repair.

Problems of Peace) caps

Our one great aim, beyond military victory, must be to create a world of freedom, opportunity, justice and lasting peace. Only so can the cruel cost of war be justified.



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□ Vision and courage will be as necessary for the winning of the peace as for the winning of the war. We must learn that narrow nationalism and racial and religious intolerance are suicidal. We must understand that economic freedom is as important as political freedom. We must accept our full responsibility for America's share in the tremendous tasks of reconstruction.

□ Peace must be planned on a world basis. Continents and oceans are plainly only parts of a whole seen from the air. And it is inescapable that there can be no peace for any part of the world unless the foundations of peace are made secure throughout all parts of the world. Our thinking in the future must be world-wide.



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Airways to Peace, an exhibition planned and directed by Monroe Wheeler. Herbert Bayer, designer; Rand Warren, production manager; Richard Edes Harrison, consultant cartographer. The exhibition will be on view through October 17 and will later be sent on a tour of the country.

Special consultants: L. F. V. Drake, John K. Wright, Eric Sloane, Major Lester D. Gardner, William S. Friedman, Walter W. Ristow, George T. Renner.

Special advice and assistance have been received from Samuel W. Boggs, William A. M. Burden, Lt. Commander Edward Steichen, Edward H. Dodd, Jr., Juan T. Trippe, Russell W. Davenport, Harry Hopkins, Colonel Arthur R. Christie, Richard G. Walker, ~~Mr. and Mrs. C. S. Hartman~~, Charles T. Keller, Frank Vitullo, Jean Volkmer, Mrs. Joseph J. Thorndike, Jr., Allen Porter, Robert H. Pfeiffer, Joseph A. Allegro, Helmuth Bay and Harold E. Group.

Lenders to the exhibition: Franklin Delano Roosevelt, United States Army, United States Navy, Irving Fisher, R. Buckminster Fuller, Norman Bel Geddes, Vilhjalmur Stefansson, Richard Edes Harrison, S. Paul Johnston, The Hispanic Society of America, The Institute of the Aeronautical Sciences, American Geographical Society, Semitic Museum of Harvard University, Pan American Airways System, United Aircraft Corporation, Consolidated Vultee Aircraft Corporation, Rand McNally and Company, Time, Inc., Duell, Sloan and Pearce, Bronzart Metals Company, and Aviation Magazine.

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PRELIMINARY OUTLINE OF AN EDUCATIONAL AND INSPIRATIONAL
EXHIBITION ON AIR-AGE GEOGRAPHY, tentatively entitled:

GLOBAL WAR FOR WORLD PEACE or THE AIR WORLD

The exhibition will be a sequel to the celebrated Road to Victory exhibition of 1942, five duplicate versions of which are now touring the world. It will be held at the Museum of Modern Art, New York, June to October, 1943.

Objective To present an educational exhibition, the purpose of which will be: first, to explain to the layman, in dramatic and lucid sequence, the basic factors of air-age geography, the understanding of which is essential to winning the war and making a successful peace.

I PROLOGUE

The evolution and new uses of the airplane have made this a global war. Our entire point of view about the shape of the world and the nature of geography has changed. We know now that geography is man-made, and at this crucial moment of history we must grasp a new concept of it.

This exhibition will introduce the visitor to this new knowledge, and bring before his mind the great picture of the world of the air.

The native life in these areas has passed with the life of our citizens in each theater of operations.

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GLOBAL WAR FOR WORLD PEACE or THE AIR WORLD--page 2

II HOW MAN HAS DRAWN HIS WORLD: THE MAPS OF THE PAST

A series of maps from the beginning of travel to the air age. Models will show how maps are transposed to flat surfaces, and explain the distortions that have misled us in our approach to global strategy.

III THE HISTORY OF THE AIR

This section will trace by means of drawings, photographs, kodachromes, paintings and models the evolution of flight from winged reptiles to the battle planes of today and the transports and private planes of tomorrow.

IV STRATEGIC AREAS AND AIR ROUTES

This section will consist of an immense sphere into which the visitor will walk, enabling him to view at a glance the strategic areas of the war and the flying distances between them.

V WHERE THE WAR IS WAGED

Sections of spheres showing the basic strategy of global war, including Germany's geo-political theories, and how the United Nations have made them untenable. Detailed maps of the strategic areas from the Office of War Information's Citizen's Atlas will be shown in front of photo-murals depicting the native life in these areas the present activities of our fighters in each theater of operations.

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GLOBAL WAR FOR WORLD PEACE or THE AIR WORLD--page 3

VI AIR-AGE GEOGRAPHY

SECTION VI Spheres and sections of spheres of glass, Problems of Peace illuminated from within, showing how little time now separates the various population centers of the earth. Lines indicating air routes will be suspended above the globes, showing why Burma is nearer to Alaska than to England; that the great circle route to Calcutta is via Iceland and Moscow; why Chicago is as near to Leningrad as to Dakar, etc.

VII CONCLUSION: PROBLEMS OF PEACE

Text and photo-murals suggesting the chief problems of world government after the war, emphasizing the extent to which they depend upon a true understanding of air-age geography and the well regulated exchange of goods among all peoples.

RECAPIT: An immense photo-mural, the lower half of which will be the fighting and working men and women who must win the war, with perhaps, Jefferson's quotations: "It is the people's grant that is to earn all the expenses of the war, and their blood which is to flow." There will be the children of all races and ages, for whom the war is worth fighting.

"Americanism in its deepest meaning stands for the freedom, welfare and brotherhood of the plain people of the world, wherever they may be."

--Henry A. Wallace

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MEMORANDUM

To: Mr. Abbott

Re: AIRWAYS TO PEACE--page 6

From: Mr. Wheeler

SECTION VI

Problems of Peace

Herbert Bayer: Poster design for exhibition; special wall illustrations; drawings. The concluding section, with text and photo-murals, will suggest that in a world internationalized by the airplane peace cannot be static or passive. Like war, peace must be waged with energy and courage, supported by voluntary control of human instability and greed. Peace will have its hardships and--like those of war--they cannot be endured without a sustained and dynamic idealism. The future of the world lies in the health and education of the children of the world. Aging men and women are, by the circumstances of life, bound by local interests, race prejudice and a selfishly national patriotism. On the other hand, the new air-age generation is prepared to assume a more international and fraternal, scientific attitude upon which the long and obscure work of peace can be based.

Richard Diebenkorn: Chief aeronautical consultant; outline and text for air display. \$ 750.00

William H. H. ...: Chief aeronautical consultant; outline and text for air display. \$ 300.00

Willis ...: Chief aeronautical consultant; outline and text for air display. \$ 300.00

Eric ...: Chief aeronautical consultant; outline and text for air display. \$ 100.00

Sally ...: Chief aeronautical consultant; outline and text for air display. \$ 210.00

Charles ...: Chief aeronautical consultant; outline and text for air display. \$ 340.00

Robert ...: Chief aeronautical consultant; outline and text for air display. \$ 25.00

John ...: Chief aeronautical consultant; outline and text for air display. \$ 300.00

William ...: Chief aeronautical consultant; outline and text for air display. \$ 150.00

Richard ...: Chief aeronautical consultant; outline and text for air display. \$ 150.00

EXHIBIT: An immense photo-mural, the lower half of which will be the fighting and working men and women who must win the war, with, perhaps, Jefferson's quotation: "It is the people's sweat that is to earn all the expenses of the war, and their blood which is to flow;" above will be the children of all races and ages, for whom the war is worth fighting.

Richard ...: Chief aeronautical consultant; outline and text for air display. \$ 100.00

William ...: Chief aeronautical consultant; outline and text for air display. \$ 100.00

Charles ...: Chief aeronautical consultant; outline and text for air display. \$ 100.00

Eric ...: Chief aeronautical consultant; outline and text for air display. \$ 100.00

Sally ...: Chief aeronautical consultant; outline and text for air display. \$ 100.00

John ...: Chief aeronautical consultant; outline and text for air display. \$ 100.00

Robert ...: Chief aeronautical consultant; outline and text for air display. \$ 100.00

William ...: Chief aeronautical consultant; outline and text for air display. \$ 100.00

Richard ...: Chief aeronautical consultant; outline and text for air display. \$ 100.00

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MEMORANDUM

1.

Controller - Budget

May 31, 1943.

TO: Mr. Abbott
Miss Ulrich

FROM: Mr. Wheeler

CONFIDENTIAL

Subject: Revised Budget
AIRWAYS TO PEACE Exhibition.

Personnel

Herbert Bayer: Master design for exhibition; special wall illustrations; drawings for poster; invitations, etc. \$ 750.00

Richard Edes Harrison: Chief cartographic consultant; special designs; basic text for all maps, etc. 375.00
1000.00 300.00

William Friedman: Chief aeronautical consultant; outline and text for air history section. 12,000.00 200.00

Eric Sloane: Meteorological consultant; documentation and charts for meteorological displays. 100.00

Sally Harkness: Architectural draughtsmanship; responsible for scale drawings for all construction to be done in museum and in outside shops. Six weeks @ \$35.00 210.00

Charles Keller: General map and strategic area research; also painting of maps and globes. Acknowledgment & return of all unused material after opening. Nine weeks @ \$40.00 360.00

George T. Renner: Cartographic consultations. 25.00

Juan Oliver: Technical assistance on globes and displays 200.00

TWO SPECIAL LETTERERS for maps and globes: Three weeks each @ \$2.00 per hour. 480.00

Construction and Installation (inclusive of materials and equipment)

Construction of demountable ten-foot globe, including wiring 1000.00

Reconstruction of second floor; installation including supplementary construction, painting, wiring and mounting 2600.00

Construction by Studio Alliance of special globes and devices 400.00

Photographs and photo-murals -- approximately 2000 sq. ft. including mounting, retouching and varnishing. 2000.00

Composition and Enlargement of all text and labels 400.00

Purchase of globes, maps and plane models. 350.00

Packing, transportation and insurance on loans, maps, globes, etc. 300.00

Travel to Boston (Maparium); Washington (Army & Navy photos & maps); East Hartford and Bridgeport. 250.00

Contingencies 500.00

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2.

Revised Budget
AIRWAYS TO PEACE Exhibition

<u>Opening reception, garden supper, etc.</u>	700.00
<u>Special posters, invitations, subway placards, etc.</u>	400.00
<u>Installation photographs; publicity photographs; special albums for collaborators, etc.</u>	375.00
<u>Special Bulletin devoted to exhibition (10,000 copies) 32 pp.</u>	1000.00
	<hr/>
	12,900.00

AIRWAYS TO PEACE

for the Future

October 17, 1943

To explain to the layman, in simple and lucid sequence, the basic factors of air-geography and to realize that understanding world is essential to winning the war and setting an effective peace.

The exhibition will introduce the visitor to this new language and bring before his mind the great picture of the world of the air, suggesting some of the future problems which we must help to solve.

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SECTION II.

AIRWAYS TO PEACE

An Exhibition of Geography for the Future

The Museum of Modern Art

July 1 - October 17, 1943

Purpose of the Exhibition: To explain to the layman, in dramatic and lucid sequence, the basic factors of air-age geography and to inspire that understanding which is essential to winning the war and making an effective peace.

SECTION I

Prologue

The evolution and new uses of the airplane have made this a global war. Our way of looking at the world and geography has changed. We know now that geography is man-made, and at this crucial moment of history we must grasp a new concept of it.

The exhibition will introduce the visitor to this new knowledge and bring before his mind the great picture of the world of the air, suggesting some of the future problems which we must help to solve.

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SECTION II.

How Man Has Drawn His World

Man has always drawn maps to show what his world looked like, according to his knowledge of it. But throughout history the mass of humankind, including their rulers and their educators, have always lagged behind a few men of vision and science. The world of the ancients was flat-- a little disk around the Mediterranean; yet we know that some individual Greeks conceived of the world as a globe. But the gestation of ideas in history is long and uncertain. The concepts of men of genius count for very little until brought to fulfillment in the common sense and everyday life of the many through the processes of industry and government. Mercator's sixteenth-century map for mariners will not do for the air age. Now we are all potential air-travelers, and we must see the world as it is in terms of aviation: a small sphere enclosed in a navigable ocean of atmosphere, with the most strategic land areas clustered around the North Pole.

EXHIBITS: Thirty maps and globes, including the Ga-Sur tablet (2500 B.C.); a model of Homer's flat Mediterranean world; Ptolemy's map (150 A.D.); the Behaim globe (15th century); models showing how flat maps are made from the globe; polar projections; geared hemispheres which the visitor can rotate, etc. This section and Section III lead to the giant fifteen-foot globe into which

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SECTION III

the visitor will walk, which will show how the nations of the earth are aligned in the war, and certain air routes which link them. From his pre-
Daidalus, the arch-inventor of Greek mythology, learned to fly, and his son Icarus was the first air casualty. Whenever the imaginations of men were in ferment, as in the Renaissance, they turned to the air, but century after century nothing came of it. But after Montgolfier's first successful balloon, humanity's ancient dream began to come rapidly true. Throughout the nineteenth century Americans enthusiastically followed the French example, and early in our century, when the Wright brothers flew the first heavier-than-air machine, we took the lead; the progress of American aviation had extended the world and alarmed our enemies. United States airplane production this year is seven times greater than our automobile production before the war, by our fortunate geographic location no less than by national temperament, Americans seem destined to the air.

EXHIBITS: Fifty photographic enlargements will trace the development of flight from the pterodactyl and man's earliest dreams and Leonardo's designs, Montgolfier's balloons and the picturesque efforts of the nineteenth century, to the Wright brothers, Kitty Hawk, and the soaring swift progress to the fighters, bombers and transports of today, with special emphasis upon American achievement.

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SECTION III

The Development of Flight

From dim prehistoric time, men have envied and imitated birds. Daedalus, the arch-inventor of Greek mythology, learned to fly, and his son Icarus was the first air casualty. Whenever the imaginations of men were in ferment, as in the Renaissance, they turned to the air, but century after century nothing came of it. But after Montgolfier's first successful balloon, humanity's ancient dream began to come rapidly true. Throughout the nineteenth century Americans enthusiastically followed the French example, and early in our century, when the Wright brothers flew the first heavier-than-air machine, we took the lead; the progress of American aviation has astounded the world and alarmed our enemies. United States airplane production this year is seven times greater than our automobile production before the war. By our fortunate geographic location no less than by national temperament, Americans seem destined to the air.

EXHIBITS: Fifty photographic enlargements will trace the development of flight from the pterodactyl and man's earliest dreams and Leonardo's designs, Montgolfier's balloon and the picturesque efforts of the nineteenth century, to the Wright brothers, Kitty Hawk, and the ensuing swift progress to the fighters, bombers and transports of today, with special emphasis upon American achievement.

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SECTION V

SECTION IV

WHERE THE WAR IS WAGED

The concept of the heartland pre-supposed German control of
American fighters are now in a score of countries all over
the earth. Because of the expansive impetus of aviation, a
larger portion of the world is now involved in war than ever
before in history. One billion, four hundred million
citizens of the United Nations, who never until now had a
common inspiration, have been brought together by common
da ger. If they are to prevent its happening again, they
must keep together -- and the airplane must be used to
maintain the supremacy of the nations of good will.

1,380,704,600

EXHIBIT: A ninety-foot photographic mural showing the war
by air, sea and land all over the world. This
mural will be viewed from a specially constructed
ramp. In front will be maps of the theaters of war.

which have the greatest potential industrial capacity, and
occupy the most favorable areas on the map of the future.
The United States and Russia, the German strategists have
made fools and victims of the world people.

EXHIBIT: Spheres and sections of spheres, and photographic
maps, will be used to show the basic strategy
of global war, including Germany's geo-political
theories, and how the situation and the resources
of the United States have made them vulnerable.

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SECTION V

Global Strategy

The concept of the Heartland pre-supposed German control of Russia, either by peaceful alliance or by conquest. Both failed.

Furthermore, the Axis dream of world conquest necessitated the domination of the three chief stepping stones to the Americas: Iceland and Greenland; the Aleutian Islands; and Dakar. They lost Dakar and neglected to take the others; without them America, the arsenal of the democracies, lies beyond today's range of practicable attack. Our supply lines lie upon indestructible ocean. They can destroy our ships; they cannot destroy water and air. Their own supply lines, though shorter and more convenient, are chiefly highways and railways, and these, little by little, air warfare can cripple. In respect to the two nations which have the greatest potential industrial capacity, and occupy the most favorable areas on the map of the future, the United States and Russia, the German strategists have made fools and victims of the German people.

EXHIBIT: Spheres and sections of spheres, and orthographic maps, will be used to show the basic strategy of global war, including Germany's geo-political theories, and how the situation and the resources of the United Nations have made them untenable.

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SECTION VI

Problems of Peace

The concluding section, with text and photo-murals, will suggest that, in a world internationalized by the airplane, peace cannot be static or passive. Like war, peace must be waged with energy and courage, supported by voluntary control of human instability and greed. Peace will have its hardships, and, like those of war, they cannot be endured without a sustained and dynamic idealism. The future of the world lies in the health and education of the children of the world. Aging men and women are, by the circumstances of life, bound by local interests, race prejudices and a selfishly national patriotism. On the other hand, the new air-age generation is prepared to assume a more international and fraternal, scientific attitude upon which the long and obscure work of peace can be based.

EXHIBIT: An immense photo-mural of the children of all races and ages, the inheritors of the future, for whom the war is worth fighting.

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Secretary - publicity

THE MUSEUM OF MODERN ART

11 WEST 53RD STREET, NEW YORK 19, N. Y.

TELEPHONE: CIRCLE 5-8900

FOR IMMEDIATE RELEASE

THE POOR MAN'S PEGASUS, HELICOPTER, TO GIVE WINGS TO ALL

What will certainly become the poor man's ^{airship} ~~airship~~ can be seen in the first color motion picture ever made of the helicopter, to be shown at the Museum of Modern Art, 11 West 53 Street, as an adjunct to the Airways to Peace exhibition. The film, a kodachrome silent, with a running time of approximately fifteen minutes, will be shown on the walls of the exhibition itself every day, including Saturdays and Sundays, at 2:30 P.M. The first showing will be Friday, September 10. The film has been lent to the Museum through the courtesy of the Sikorsky Aircraft Division, United Aircraft Corporation, for the duration of the Airways to Peace exhibition, which closes October 31.

This film shows the Sikorsky helicopter (~~type~~), approximately thirty-five feet long with a three-bladed rotor at the top of the carriage and a smaller rotor at its tail. The helicopter makes its bow in the picture on a pair of rubber wheels. It rises vertically into the air and hovers at a height of three feet to allow a mechanic standing on the ground to adjust one of its rubber tires almost as a blacksmith would fit a shoe on a horse. It then delivers a package on its nose to a man standing on a slight elevation, backs away (all of this in the air, of course), and returns to the man for the re-loading of the package. The helicopter then comes to a perfect two-point landing, straddling its wheels over a mud puddle.

The poor man's ^{airship} ~~airship~~ next appears wearing a pair of rubber pontoons which it apparently uses with equal facility both on water and on land. It stops over a tiny ^{pond} ~~puddle~~, comes down vertically and settles on the water without a splash, then circles around gracefully, goes backwards and forwards, and finally, in an ecstasy of maneuverability, spins around in one spot like a happy, slightly delirious top.

To the city dweller, however, the helicopter's most endearingly useful qualities are shown in the last part of the film, where it lands on a very small roof broken up by huge chimneys. It then goes to a slightly larger roof nearby where a man stands making hand signals

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to indicate where it should land. Hovering about a foot above the roof the helicopter shifts a few inches this way and that and finally settles in the indicated spot. At last this flying flivver descends through a congested factory area to a crowded parking lot and takes its place among earthbound vehicles that can never rise above the dusty road.

It will be no use to send in your ~~max~~ order to the United Aircraft Corporation for the Sikorsky helicopter until after the war. It is estimated that when manufactured for peacetime civilian use the helicopter will cost little more than the average automobile; its gas consumption is at present a military secret. It has a flying speed under one hundred mile_s per hour and can slow down almost to zero, standing in the air like a patient Pegasus, ^{the} winged dream of the centuries come ¹ true.

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THE MUSEUM OF MODERN ART
 11 WEST 53RD STREET, NEW YORK

TELEPHONE: CIRCLE 5-8900

FOR IMMEDIATE RELEASE

**PRESIDENT ROOSEVELT LENDS HIS FIFTY-INCH GLOBE TO AIRWAYS TO PEACE
EXHIBITION AT MUSEUM OF MODERN ART**

Next Friday the public will have its first opportunity to see the Fifty-Inch Globe which ordinarily stands behind President Roosevelt's desk in his study at the White House. The President is lending it for a period of two weeks for the inauguration of the exhibition Airways to Peace which opens July 2 at the Museum of Modern Art. Miss Dorothy H. Dudley, Registrar of the Museum, went to the White House last Friday to accept the Globe for the Museum and to supervise its removal to New York. It reached the Museum safely on Monday and has now been reassembled and set in position on the exhibition floor. The Globe and stand weigh more than five hundred pounds.

The United States Army presented the Globe to President Roosevelt last Christmas, and an exact duplicate of it has been given to Prime Minister Churchill. The Fifty-Inch Globe (which measures approximately but not exactly fifty inches) is the largest of its kind in the world and probably the most accurate and complete. Work on it began shortly before Pearl Harbor in Colonel Donovan's Office of Strategic Services in Washington. The largest printed globe then in existence was an English thirty-inch globe badly out of date. Anything larger had to be individually hand-painted. Globe maps printed on paper gores and then mounted on a ball can be made more accurate than hand painting on a curved surface and can include a great many more place names.

The Fifty-Inch Globe contains more than 17,000 names--ten times as many as would ordinarily be placed on a globe of similar size. Fifty geographers, cartographers and draftsmen worked for several months compiling, charting, and checking the place names. The size of the Globe (1.275 meters equatorial diameter) was chosen because it is the scale of one-ten-millionth (1/10,000,000th) of the size of the earth, and because it is as large a globe as can be used without ladders or a sunken pit. The global map was designed as an instrument of military strategy. In addition to the two presented to President Roosevelt and Prime Minister Churchill, several more of these Fifty-Inch Globes are in use in Washington and still other duplicates are being made, all of them under the direct supervision of the Geographical Division of the Office of Strategic Services. Dr. Richard Hartshorne

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and Dr. Arthur Robinson of that Division are principally responsible for the Fifty-Inch Globe. The chief outside consultants were Edward H. Dodd, Jr. of Dodd, Mead and Company; William Briesemeister of the American Geographic^{al} Society; Samuel W. Boggs, Geographer of the State Department; and Richard Edes Harrison. It was executed by the Weber Costello Company of Chicago Heights, Illinois. The ball was made by Cummings and Engbert, New York City. The stand was designed by Henry Dreyfuss and executed by L. L. Schacht of New York.

VARIETY OF ANCIENT AND MODERN MAPS AND GLOBES SHOWN IN EXHIBITION

A replica of the oldest terrestrial globe extant, made by Martin Behaim in Nuremberg in 1492, will also be in the exhibition together with fifty other maps and globes, models showing how flat maps are made from globes, polar projection maps, geared hemispheres which the visitor can rotate, and the big 15-foot globe built especially for the exhibition. Among these are:

Ga-Sur Clay Tablet, oldest known map in the world. ca. 2500 B.C. The original of this 2 1/2 inch clay tablet, excavated by Americans near Ancient Ga-Sur, in Iraq, is now in Baghdad. It shows a sea, two rivers, two mountains and three cities. The cuneiform inscription is badly broken; the only complete characters remaining have been translated "the site of the fortress of Ibla" which was perhaps in ancient Syria. The exact replica shown in the exhibition has been lent by the Semitic Museum of Harvard University.

Homer's World. ca. 900 B.C. No maps used by the early Greeks have survived. This model, built especially for the exhibition, reconstructs the ancient Greeks' conception of the world they lived in: a flat disc roofed with the dome of Heaven and completely encircled by Oceanus. To the north of Thrace toward the country of the barbarians lies the Border of Night with the entrance to the Nether World in the direction of modern Europe. The Elysian Fields are to be found on a promontory far to the west, undoubtedly the Iberian Peninsula of modern geography. Phoenicia lies to the east, and the Border of Day is southward beyond Libya and Egypt toward the country of the pigmies. Scylla and Charybdis, between which ran the dangerous narrows navigated with fear by the ancient mariners, are now identified as a rock in the toe of the Italian boot and a whirlpool on the Coast of Sicily between which run the Straits of Messina, even more dangerous to modern mariners because of allied bombings.

Ptolemy's Map. ca. 150 A.D. Claudius Ptolemy of Alexandria was one of the great cartographers of all time. He summarized the cartographical and geographical knowledge of his Greek predecessors, and produced an atlas of twenty-eight maps. His world map was constructed on scientific principles, with latitude and longitude grids. Neglected for more than twelve hundred years, Ptolemy's atlas was re-discovered and translated into Latin early in the fifteenth century, influencing pre-Columbian cartography profoundly. The projection used in the exhibition resembles the conic type of map and extends over 180° of longitude. Reproduction courtesy of Dr. A. S. W. Rosenbach and Fortune Magazine, Time, Inc.

Roman Road Map. Drawn in sections, totaling twenty-one feet, this map does not give true directions and distances, but towns, castles, and other landmarks are portrayed in colorful and pictorial detail. Showing that all roads lead to Rome, represented on the map is a crowned and sceptered woman seated on a throne and holding the world in one hand. Reproduction courtesy of the American Geographical Society.

Giovanni Leardo's Maps of the World. 1452-53. A mediaeval map revealing the typical conception of the earth in the years preceding the discovery of America. The scientific (but heretical)

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knowledge of the classical past was beginning to be re-discovered and used. Reproduction courtesy of the American Geographical Society.

St. Sever Beatus Map. ca. 1050 A.D. Mediaeval monks made this world map, with the Garden of Eden at the top. The idea of a spherical earth was considered heretical. Maps were generally rectangular, oval or round. Reproduction courtesy of the American Geographical Society.

Behaim Globe, 1492. The oldest extant terrestrial globe, constructed by Martin Behaim of Nuremberg. An exact replica is shown in the exhibition. This globe indicates that certain mediaeval scholars accepted the ancient Greek idea of a spherical world. Although the globe shows the explorations of the Portuguese around Africa, Behaim still relied heavily on the cartographic ideas of Ptolemy. And there was only one ocean on his globe--the Atlantic, bounded by Europe and Africa on the East and by China and India on the West. No North or South America was then known to exist.

Wright World Map. 1599. Gerhard Mercator, a Flemish geographer, produced in 1569 the world chart on the cylindrical projection which still bears his name. Designed for use in navigation, the projection did not become popular until Wright, an Englishman, used it for a world map thirty years later. This is believed to be the map mentioned in Shakespeare's Twelfth Night, when Maria says of Malvolio: "he does smile his face into more lines than are in the new map with the augmentation of the Indies." Courtesy of the American Geographical Society.

A great polar map eleven feet square will show the major airways of the world. This has been especially made for the exhibition, as has a glass antipode globe which will permit the visitor to sight the point of the world directly opposite any major city.

A globe almost fifteen feet in diameter, the largest in the exhibition, has been constructed by the Museum staff. It is hung from the ceiling and some of the lower water areas are cut away so that the visitor may walk into the globe. It is composed of twelve curved segments with "inner-skin" of very thin and flexible plywood. The world is painted on the inside of the globe, showing how the nations of the earth are aligned in the war and air routes which link them. This globe has been so constructed that it can be taken down and packed in segments for circulation about the country with the exhibition.

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Machine paint on Plywood water proofed

THE NEW YORK TIMES, WE

DEPARTMENT STORE MURALS SYMBOLIZE OUR WAR EFFORT



Patriotic paintings, by Domenico Mortellito, on display over Fifth Avenue windows of B. Altman & Co.

Seven modern patriotic murals are on display above the Fifth Avenue show windows of B. Altman & Co., with the announced purpose of acting as "a constant reminder to each passer-by that this is every American's war—to encourage the further purchase of war bonds and stamps."

The murals center about a reproduction of the Great Seal of the United States. They represent the Army, the Navy, the Air Forces, American Agriculture, American Industry and American Civilians and what each is doing in the war. Below the murals is a quotation from President Roosevelt's address of April 29, 1942. The murals, twenty-two feet high, are the work of Domenico Mortellito, who made the first lucite murals at the World's Fair. He executed these in special machine paint on plywood panels, which were water-proofed and fireproofed.

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Sovfoto
the city of Yakutsk

that title to any other he holds. For this organization keeps the party in power. Members are the vested interest group. That is the answer.

International Trade
Stalin had obviously been thinking in terms of international trade.

In this war is over you in are going to need wood and pulp. And we're going to need machines, all kinds of machines.

are not so far away from the Arctic as we get the Arctic open. Come and get it; glad to swap."

people have developed an optimism and a self-confidence reminds me repeatedly of the confidence of our own Western nations.

Industrialization of Russia requires a limitless amount of raw materials, and Russia has limited natural resources.

Russians, like us, are a practical people and have a admiration for everything that works, except the capitalistic system.

Frankly, there are many in Russia that we can admire for their vigor, its vast dreams, its tenacity of purpose. It would be more opposed to the isolationist doctrine than I am completely opposed to them that leads to absolute isolation.

have never understood why it should be assumed that in contact between Communist and democracy, democracy goes down.

Wendell L. Willkie

Attempt Laid to Scrap Dealer's Offer of \$2,000
P. B. Official

ON, July 1 (AP).—A member of the Federal Bureau of Investigation, Charles Kerpen, 45 years old, associated with the sparkplug company in charge of offering a War Production Administration official who, the official raised a question about Kerpen's activities in sales and tire refineries.

P. B. I. director, Kerpen, a native of Brooklyn in New York, was arrested in the past few months.

at least

Willkie Sees His Book Illustrated In New 'Airways to Peace' Show

Makes Preview Tour of 'Geography of the Future' Demonstration at Museum of Modern Art, Forecasting Crucial Changes of Air Age

Wendell L. Willkie went on a preview tour yesterday of "Airways to Peace: An Exhibition of Geography for the Future," which will open today at the Museum of Modern Art, 11 West Fifty-third Street, and declared it an "exceedingly effective" illustration of his ideas on one-world geography.

The exhibit, for which Mr. Willkie wrote the commentary, fills the entire second floor of the museum. By maps, spheres, models, photographs, drawings, paintings and photo murals, it shows how the predicted air age will be of crucial importance in international politics.

As Mr. Willkie states in the opening paragraphs of the text, which is mounted on the walls of the exhibit: "The modern airplane creates a new geographical dimension. There are no distant places longer; the world is small and the world is one. The American people must grasp these new realities if they are to play their essential part in winning the war and building a world of peace and freedom."

Co-operation Stressed

In an informal comment to reporters who accompanied him on his tour of the exhibit, Mr. Willkie said he felt that "nothing could do more to convince people of what I tried to show in my book 'One World.'" He said he was delighted to observe that the exhibit shows not only the necessity for global war strategy but the need for close co-operation between nations in the future.

Installed in dramatic sequences, the exhibit starts with the first known maps of Babylonian clay and traces the development of geography through the flat-world era of Homer, through the days of Columbus and the early modern mapmakers down to the latest air maps of today.

One of the most interesting items on display is the fifty-inch globe President Roosevelt has lent to the exhibition for two weeks.

This globe, which ordinarily stands behind the President's desk in his study in the White House, is the largest of its kind in the world. Weighing over 700 pounds, it was presented to President Roosevelt by the Army last December. A duplicate has been given to Prime Minister Winston Churchill.

A novel way of looking at the world is afforded by another large globe, fifteen feet in diameter. On this sphere, which is hollow and hung from the ceiling, the world is painted on the inside. Since some of the lower water areas are cut away, the visitor may walk into the globe and view the surround-

ing map of the world from the inside.

Also included in the display is a transparent antipode globe which will permit the visitor to sight the point of the world directly opposite any major city.

History of Flying Shown

Another important part of the exhibition is a pictorial sequence illustrating the history of flying from the days of the Greek fable of Icarus, who soared aloft on waxen wings, down to aviation of today.

The exhibit includes also maps of the theaters of war which show terrain and invasion possibilities all over the world. One shows that, from a geographical point of view, the so-called "soft underbelly" of Europe would be one of the most difficult invasion areas. Germany's geo-political theories also are illustrated in one of the displays.

The exhibition was planned by Monroe Wheeler and designed by Herbert Bayer. Richard Edes Harrison was consultant cartographer. It will be on view at the museum through Oct. 17 and then will be sent on tour. The display is a sequel to last year's "Road to Victory."

Harlem Health Contest Winners Receive Awards

Few Ailments Revealed by Tests of 124 Boy Entrants

Not one case of congenital venereal disease, only one case of acquired venereal disease, and only two cases of tuberculosis were found among 124 boys, all Negroes from ten to nineteen years of age, who were examined in a Harlem Boys Club health center, it was announced yesterday when the winners received awards in the Harlem center of the Children's Aid Society at 28 West 134th Street.

George Gregory Jr., director of the club, and Dr. Jerome S. Peterson, city health officer for central Harlem, regarded the contest results as indicative of Harlem youth health in general, and pointed out that all entrants were from low-income families.

Winner of first prize of \$10 was Walter Lockman, sixteen years old, of 51 West 131st Street. David Wilkins, sixteen, of 215 West 116th Street, won second prize of \$5. Ten other boys won \$1 each.

We are living for the future. Invest in that future for yourself, your family, your country. Buy a War Bond today.

NY Herald Tribune July 1 1943

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IT IS THE PEOPLE'S SWEAT THAT IS TO EARN ALL THE EXPENSES OF THE WAR
AND THEIR BLOOD WHICH IS TO FLOW.

THE MUSEUM OF MODERN ART

Date June 14, 1943

To:

Re: Pericles' Funeral Oration

From:

I do not mourn with the parents of the dead here with us, rather comfort them.
In this world of manifold chances he is to be accounted happiest to whom the
best lot befalls . . . the best sorrow, such as yours today, the best death,
as fell to these your sons.

Muse /

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IT IS THE PEOPLE'S SWEAT THAT IS TO EARN ALL THE EXPENSES OF THE WAR
AND THEIR BLOOD WHICH IS TO FLOW.

Thomas Jefferson.

Miss Peon

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THE MUSEUM OF MODERN ART

Date May 14, 1943

To: Mr. Wheeler c. Mr. Clark

Re: Global War show

From: Mr. Barr

Dear Monroe: At the Trustees Meeting there was some discussion of the Global

Do you know what I admire most in the world?
It is the powerlessness of force to organize
anything. There are only two powers in the
world: the sword and the spirit. In the long
run, the sword is always beaten by the spirit.

Napoleon I

"Free France" Vol 3, #10, May 15, 1943

C. P. M. Mr. Clark

a.

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THE MUSEUM OF MODERN ART

Date: May 14, 1943

To: Mr. Wheeler c. Mr. Clark

Re: Global War show

From: Mr. Barr

Dear Monroe: At the Trustees Meeting there was some discussion of the Global War exhibition. It seemed to me that the show as it was outlined kept pretty strictly to military, aeronautical and geographical planes, stopping short of the supremely important political conclusion. I realize that you may not want to complicate the show, but it seems to me that it would be to a large extent wasted unless it were pointed out that in a world so radically altered by air communication we have an overwhelming and inevitable national responsibility for international cooperation. This is a political conclusion but one to which I think all, or practically all, of our Trustees would heartily subscribe, whatever their party affiliations.

Perhaps this could be done by pictures but we might consider asking MacLeish to write three or four burning sentences.

What do you think?

a .

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Points to clarify to the layman

all flight is in form of arcs over great circles
relation between weather + seasons + human work
what makes a community

you are always on the top of the earth

how man has compressed his globe.
introduction to earth p. 8.

sq of square miles
no of people.

~~degrees~~
how much water

for every human being there is ?
land and ? land water.

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H. G. Wells' vision

"Anticipations" 1901

How human ideology lags behind
scientific knowledge + industrial
progress

Seasonal migrations of men

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Control Budget

Scale model 722.04
Installation 2600.00
Mount
photographs 10.65
Mount label .74

Cluett Peabody
glass boxes -
approx 1' sq.
Mr. Phillips
10 E 40
Chelsea Glass
400 W. 15

As 4-5383

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Carlhede Budget

Scale model 722.04

Installation 2600.00

Mount
photographs 10.65

Mount label .74

Re-paint floors 5.55

Disinfecting 561.03

\$ 3200.01

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THE NEW YORK TIMES, WEDNESDAY, JUNE 30, 1941

THE PRESIDENT'S WAR GLOBE TO GO ON EXHIBITION HERE



The fifty-inch globe which has been lent for the Airways to Peace display opening at the Museum of Modern Art on Friday. At right is the Behaim of 1492, oldest extant terrestrial globe in the world.

President Roosevelt has lent the fifty-inch globe which stands usually behind the desk in his study in the White House to "Airways to Peace," an exhibition that will be opened to the public next Friday at the Museum of Modern Art, 11 West Fifty-third Street. The globe has been lent for two weeks. Last Friday Miss Dorothy H. Dudley, registrar of the museum, went to the White House to supervise its removal. It arrived here on Monday and has been reassembled now and set in position on the exhibition floor. The globe and stand weigh 500 pounds. This will be the public's first chance to see the globe, which was presented to the President by the Army last Christmas. A duplicate has been given to Prime Minister Churchill. The globe contains 17,000 names.

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THE MUSEUM OF MODERN ART

Date _____

To:

Re: _____

From:

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Whether the war over the peace can be won unless modern
geography is understood.

Exhibit will deal with the meaning of time and space
graphic presentation of factors which have

the Geography in relation to the social economic + political problems of the world

clarify the strategical problems of the various theories of war

effects of modern transportation on world trade

2. show to what extent the
importance of natural resources of a country shape
explain the meaning of boundary lines in relation to the needs of the nations
the destiny of the people.

England had coal + iron for heavy industry.

access to the sea, mineral resources and fertile land.

1. Man expands the limits of the world in which he can live
and then draws them together by rapid communication.

New York to ~~the~~ China on other side of earth in same time that
it took to go from N.Y. Chicago 100 years ago.

Problem of drawing boundaries after this war so that

the world can live in peace.

in the ^{reasonable} interpretation of the facts that lie at everyone's disposal

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Incomplete

SECONDARY OUTLINE OF AN EDUCATIONAL AND INSPIRATIONAL EXHIBITION ON AIR AGE GEOGRAPHY, TO BE PREPARED WITH THE COLLABORATION OF THE OFFICE OF WAR INFORMATION; tentatively entitled

GLOBAL WAR FOR WORLD PEACE

The exhibition will be a sequel to the celebrated "Road to Victory" exhibition of 1942, five duplicate versions of which are now touring the world. It will be held at the Museum of Modern Art, New York, June to October, 1943. Objective: To present an educational exhibition, the purpose of which will be: first, to explain to the layman, in dramatic and lucid sequence, the basic factors of air age geography, the understanding of which is essential to winning the war and making a successful peace.

I PROLOGUE

Purpose. This section will convey to the public the main theme of the exhibition, namely, the close connection through history between geography, ways of human life and transportation.

Content. Forces of history:

- A. Man's economic relation to his geographic region.
- B. Climatic and geographic influences.
- C. Revolutionary influences of inventions, exploration and discoveries.

Suggested material. Displays (photos, models, etc.) of primitive life on mountain, sea-coast, river, plateau, arctic, tropic. Geographic influence. Map showing world expansion with advent of Roman roads, sail-ships, steam-ships, railroads.

I, II HOW MAN HAS DRAWN HIS WORLD: THE MAPS OF THE PAST

Purpose. ^{Man's progress} As man advances as a social being his new perspective requires new world charts. This section will show the historic development of man's understanding of the earth's surface, leading to his more recent concept of the three dimensional world in the air age. ~~The problem of distortion in reading maps has always existed. Because maps lie flat they lie!~~ The world

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strategy became dependent upon

12 key bottle necks, ie., Suez Canal, the Straits, etc. The

British Empire controls these international airways and trade routes. The larger aspects of world citizenship in a smaller world.

With the increased efficiency of the airplane the hemispheric world concept changed to a monospheric one. The world of the air age is a global shell consisting of the earth's surface and the atmosphere.

III HISTORY OF THE AIR

Purpose. The new three-dimensional air age world demands understanding of the atmosphere in which we live. Man lives under-air as the fish lives under-water. With the development of air travel he has learned to move up and down in the air as the fish does in the sea. Flying conditions, climatic and weather take on a new importance. This section will show the evolution of flying and how man charts the atmosphere.

Content

The evolution of flying. Demonstrations and illustrations of tropospheric topography. Wind systems and climate. Flying conditions (the advantages of the arctic regions

Suggested Material (continued)

Symbolic map of British Empire.

Polar Projection Map. Polar Projection Distortion. (Harrison) A model of polar projection map.

Conic map.

Azimuthal map.

Diagram explaining map markings. (Air Navigation Book).

Suggested Material

Flying animals.

Slides, models of planes and gliders.

Model of our planet as a core in an atmospheric rind. Model or drawing of atmospheric cross-section. Drawing demonstrating the origin and nature of clouds. Model or drawing of air topography and weather map. Model

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Content (continued)

(economic, geographical). The exchange of goods and services.

International airways and trade routes.

Dissolution of provincialism. The larger aspects of world citizenship in a smaller world.

Suggested Material (continued)

Photo-murals of chief industries and resource concentrations of the world.

Model of air-liner of the future with cost-distance diagram.

Globe model with international air-ways and terminals.

Pictures of new development in air service (recreation center accessibility, transportation of seasonal and emergency workers, forest and coastal survey, development of backward areas, etc.)

Questions and Answers

(See Harrison's book prepared for Consolidated Aircraft)

Electric devices (Knapp Electric Toy Co.)

Rotating globe with mileage marked on Great Circle

Weather maps

Sextants

Binnacle

Aircraft instrument panel

Accessories:

1. Dennis's flight globe (Life Magazine)

2. A Mercator projection of a round human head to show the degree of distortion.

3. Ocean basin map (in water pool).

4. Harrison's "eyeball scale sequence."

5. The globe today (an immense sphere 20' high, with 1000' diameter poles at the top, into which the visitor will enter).

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GLOBAL WAR FOR WORLD PEACE--

PRELIMINARY OUTLINE OF AN EDUCATIONAL AND INSPIRATIONAL EXHIBITION ON AIR-AGE GEOGRAPHY, TO BE PREPARED WITH THE COLLABORATION OF THE OFFICE OF WAR INFORMATION: tentatively entitled

As the airplane is the chief mode of our new geography, this section

GLOBAL WAR FOR WORLD PEACE drawings, photographs, paintings and models, etc.

The exhibition will be a sequel to the celebrated "Road to Victory" of today

exhibition of 1942, five duplicate versions of which are now touring the

world. It will be held at the Museum of Modern Art, New York, June to

October, 1943. atmosphere, and the various meteorological factors which govern

flight.

Objective: To present an educational exhibition, the purpose of which

will be: first, to explain to the layman, in dramatic and

lucid sequence, the basic factors of air-age geography, the

speed of understanding of which is essential to winning the war and

making a successful peace. It will also show how

air travel has overcome earth barriers of mountains, climate and

I HOW MAN HAS DRAWN HIS WORLD: THE MAPS OF THE PAST

travel time and has brought us new neighbors and new lanes of communi-

A series of maps from the beginning of travel to the air age.

action for war and peace. "Air neighbors are near neighbors."

1. The map according to Anaximander, Leucippus or Pythagoras.

IV 2. The world according to Homer (900 B.C.).

3. Ptolemy's map (160 A.D.). Show that the theaters of war, once remote

4. Behaim's first globe and Mercator's Projection. (Display from Life Magazine.)

of spheres and detailed maps of strategic areas will be shown against

5. A Mercator projection of a round human head to show the degree of distortion. Show the active life in these areas and the present

6. Ocean basin map (orange peel). Theater of operations. Here, too,

7. Harrison's "eyeball scale" sequence. Logic plans of the Axis and the

8. The globe today (an immense sphere 11' high, with land surfaces painted on the inside, into which the visitor will walk).

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GLOBAL WAR FOR WORLD PEACE--2

II THE HISTORY OF THE AIR (continues)

As the airplane is the chief cause of our new geography, this section will trace by means of drawings, photographs, paintings and models, the evolution of flight from winged reptiles to the giant bombers of today and the air transports of tomorrow. This section will also depict the new air-age world by means of drawings, cross sections of the earth and its atmosphere, and the various meteorological factors which govern flight.

VI SECTION: PROBLEMS OF PEACE

III AIR-AGE GEOGRAPHY will emphasize the extent to which a successful

Purpose This section will show how the earth has shrunk with the speed of air travel and will demonstrate the inadequacy of the Mercator world concept in charting routes of air travel. It will also show how air travel has overcome earth barriers of mountains, climate and travel time and has brought us new neighbors and new lanes of communication for war and peace. "Air neighbors are near neighbors."

IV WHERE THE WAR IS WAGED

Purpose This section will show that the theaters of war, once remote outposts of civilization, are now within commuting distance. Sections of spheres and detailed maps of strategic areas will be shown against photo-murals depicting the native life in these areas and the present activities of our fighters in each theater of operations. Here, too, will be shown the comparative geo-strategic plans of the Axis and the United Nations.

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GLOBAL WAR FOR WORLD PEACE--3

IV WHERE THE WAR IS WAGED (continued)

Suggested Material OWI Citizen's Atlas. Harrison original drawings (maps) of: China; Arctic Arena; World Island orthographic projection; The Not-so-soft Belly of Europe; Southeast to Armageddon; Japan's Empire. War progression maps with accompanying photo-murals of terrain and native life. Pictures of or actual examples of military equipment or tactics adapted to geographical requirements (Arctic, desert, jungle).

VI CONCLUSION: PROBLEMS OF PEACE

Text and illustrations, will emphasize the extent to which a successful peace depends upon a true understanding of air-age geography and the future of transportation. A series of question-and-answer devices requiring audience participation will permit the visitor to test the knowledge he has derived from the exhibition.

Large-scale photo enlargements, maps and illustrations which will convey to the public, in simplified form, the main theme of the exhibition--namely, the close relationship throughout history, between geography, ways of human life and transportation.

II. HOW MAN HAS USED THE WORLD - THE AGE OF THE MAP

A series of maps from the beginning of travel to the air age. Maps will show the development of transportation, and how it has changed the world.

III. THE HISTORY OF THE AIR

The airplane is the chief cause of our new geography. This section will trace by means of drawings, photographs, and actual models, the evolution of flight from simple balloons to the great bombers of today and the air forces of the future.

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PRELIMINARY OUTLINE OF AN EDUCATIONAL AND INSPIRATIONAL EXHIBITION ON
AIR AGE GEOGRAPHY, TO BE PREPARED WITH THE COLLABORATION OF THE OFFICE
OF WAR INFORMATION; tentatively entitled of Glass, Illustrated from

GLOBAL WAR FOR WORLD PEACE

✓ The exhibition will be a sequel to the celebrated "Road to Victory"
exhibition of 1942, five duplicate versions of which are now touring
the world. It will be held at the Museum of Modern Art, New York, June
to October, 1943.

Objective: To present an educational exhibition, the purpose of which
will be: first, to explain to the layman, in dramatic and
lucid sequence, the basic factors of air age geography, the
understanding of which is essential to winning the war and
making a successful peace.

← I. (PICTORIAL) PROLOGUE

Large-scale photo enlargements, maps and illustrations
which will convey to the public, in simplified form, the
main theme of the exhibition--namely, the close connection,
throughout history, between geography, ways of human life
and transportation.

II. HOW MAN HAS DRAWN HIS WORLD: THE MAPS OF THE PAST

A series of maps from the beginning of travel to the air
age. Displays will show Germany's geo-political ambi-
tions, and demonstrate why they are untenable.

III. THE HISTORY OF THE AIR

As the airplane is the chief cause of our new geography,
this section will trace by means of drawings, photographs,
paintings and models, the evolution of flight from winged-
reptiles to the giant bombers of today and the air trans-
ports of tomorrow.

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PRELIMINARY OUTLINE OF GLOBAL WAR FOR WORLD PEACE EXHIBITION--page 2

IV. AIR AGE GEOGRAPHY

Spheres and sections of spheres of glass, illuminated from within, showing how little time now separates the various population centers of the earth. Lines indicating air routes will be suspended above the globes, showing that Burma is nearer to Alaska than to England; that the air route to Calcutta is via Iceland and Moscow; that Chicago is as near to Leningrad as to Dakar, etc. This section will culminate with an immense sphere about which the visitor will walk on an especially constructed ramp, enabling him to view at a glance the land areas of the earth and to see how they are linked by air and sea transportation.

V. WHERE THE WAR IS WAGED

Sections of spheres, together with maps of the strategic areas from the OWI's Citizen's Atlas, accompanied by photo murals depicting the native life in these areas and the present activities of our fighters in each theater of operations.

VI. CONCLUSION: PROBLEMS OF PEACE

Maps, illustrations and photo murals emphasizing the extent to which a successful peace depends upon a true understanding of air age geography and the future of transportation. A series of question-and-answer devices requiring audience participation will permit the visitor to test the knowledge he has derived from the exhibition.

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PRELIMINARY OUTLINE OF AN EDUCATIONAL AND INSPIRATIONAL
EXHIBITION ON AIR-AGE GEOGRAPHY, tentatively entitled:

AIRWAYS TO PEACE

This exhibition will be a sequel to the celebrated Road to Victory exhibition of 1942, five duplicate versions of which are now touring the world. It will be held at the Museum of Modern Art, New York, June to October, 1943.

Objective To present an educational and inspirational exhibition, the purpose of which will be to explain to the layman, in dramatic and lucid sequence, the basic factors of air-age geography, the understanding of which is essential to winning the war and making a successful peace.

I PROLOGUE

The evolution and new uses of the airplane have made this a global war. Our way of looking at the world and geography has changed. We know now that geography is man-made, and at this crucial moment of history we must grasp a new concept of it.

This exhibition will introduce the visitor to this new knowledge, and bring before his mind the great picture of the world of the air.

II HOW MAN HAS DRAWN HIS WORLD: THE MAPS OF THE PAST

A series of maps from the beginning of travel to the air age. Models will show how maps are transposed to flat surfaces, and explain the distortions that confront us in our approach to global strategy.

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AIRWAYS TO PEACE--2

AIRWAYS TO PEACE--3

III THE HISTORY OF THE AIR

This section will trace by means of drawings, photographs, kodachromes, paintings and models the evolution of flight from winged reptiles to the battle planes and transports of today and the private planes and helicopters of tomorrow.

IV STRATEGIC AREAS AND AIR ROUTES

This section will consist of an immense sphere into which the visitor will walk, enabling him to view at a glance the strategic areas of the war and the flying distances between them.

V WHERE THE WAR IS WAGED

Sections of spheres showing the basic strategy of global war, including Germany's geo-political theories, and how the United Nations have made them untenable. Detailed maps of the strategic areas from the Office of War Information's Citizen's Atlas will be shown in front of photo-murals depicting the native life in these areas and the present activities of our fighters in each theater of operations.

VI AIR-AGE GEOGRAPHY

A. The atmosphere. Models and large color illustrations will show the depth and nature of the ocean of atmosphere at the bottom of which man lives and through which he now moves.

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AIRWAYS TO PEACE--3

PRELIMINARY OUTLINE OF AN EDUCATIONAL AND INFORMATIONAL EXHIBITION ON AIR AGE GEOGRAPHY, TO BE PREPARED WITH THE COLLABORATION BY Air-age geography. Spheres and sections of spheres entitled:

of glass, illuminated from within will explain great circle routes and show how little time now separates the various population centers of the earth. It will be made clear, however, that passenger and cargo factors will govern the courses of commercial air routes. A series of question-and-answer devices requiring audience participation will permit the visitor to test the knowledge he has derived from the exhibition.

VII CONCLUSION: PROBLEMS OF PEACE

The concluding section, with text and photo-murals, will suggest that in a world internationalized by the airplane peace cannot be static or passive. Like war, peace must be waged with energy and courage, supported by voluntary control of human instability and greed. Peace will have its hardships and--like those of war--they cannot be endured without a sustained and dynamic idealism. The future of the world lies in the health and education of the children of the world. Aging men and women are, by the circumstances of life, bound by local interests, race prejudice and a selfishly national patriotism. On the other hand, the new air-age generation is prepared to assume a more international and fraternal, scientific attitude upon which the long and obscure work of peace can be based.

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PRELIMINARY OUTLINE OF AN EDUCATIONAL AND INSPIRATIONAL EXHIBITION ON AIR AGE GEOGRAPHY, TO BE PREPARED WITH THE COLLABORATION OF THE OFFICE OF WAR INFORMATION; TENTATIVELY entitled: *Life and the basic factor of geography and transportation.*

GLOBAL WAR FOR WORLD PEACE

II. *THE MAN HAS DRIVEN HIS WORLD: THE MAPS OF THE PAST*

The exhibition will be a sequel to the celebrated "Road to the Victory" Exhibition of 1942, five duplicate versions of which are now touring the world. It will be held at the Museum of Modern Art, New York, June to October, 1943. A simplified, outdoor version of the museum exhibition, to be set up in Rockefeller Plaza, is tentatively planned to coincide with the publication of the Sprout Citizen's Atlas in August, 1943.

Objective: To present a dramatic educational exhibition, the purpose of which will be: first, to explain to the layman why and how the war is being fought all over the earth; and second, to set before him, in a dramatic and lucid sequence the basic factors of air age geography, the understanding of which is essential to winning the war and making a successful peace.

I. PICTORIAL PROLOGUE

Large-scale photo enlargements, maps and illustrations which will convey to the public, in simplified form, the main theme of the exhibition; namely, the close connection, throughout history, between ways of human

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Preliminary Outline for GLOBAL WAR FOR WORLD PEACE---page 2

Preliminary Outline for GLOBAL WAR FOR WORLD PEACE---page 3

life and the basic facts of geography and transportation.

of the earth and to see how they are linked by

II. HOW MAN HAS DRAWN HIS WORLD: THE MAPS OF THE PAST

A series of maps from the beginning of travel to the

air age. The conclusion of this section would show

sections of spheres, and detailed maps of the straits German's geo-political theories, and demonstrate how the airplane has made them untenable.

Citizen's Atlas, accompanied by photo-surveys de-

III. THE HISTORY OF THE AIR

This section will trace by means of drawings, photographs, painting and models, the evolution of flight

from winged-reptiles to the air transport of today

VI. CONCLUSION: PROBLEMS OF PEACE

and tomorrow.

Maps, illustrations and photo-surveys suggesting the

IV. AIR AGE GEOGRAPHY

Spheres and sections of spheres of glass, illuminated

from within, showing how little time now separates

the various population centers of the earth. Lines

indicating air routes will be suspended above the

globes, showing that Burma is nearer to Alaska than to

England; that the air route to Calcutta is via Iceland

and Moscow; that Chicago is as near to Leningrad as to

Dakar etc. This section will culminate with an im-

mense sphere into which the visitor will walk,

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Preliminary Outline of Exhibition GLOBAL WAR FOR WORLD PEACE

Preliminary Outline for GLOBAL WAR FOR WORLD PEACE---page 3

is relation to enabling him to view at a glance the land areas of the earth and to see how they are linked by air and sea transportation.

V. WHERE THE WAR IS WAGED

Sections of spheres, and detailed maps of the strategic areas from the Office of War Information's Citizen's Atlas, accompanied by photo-murals depicting the native life in these areas and the present activities of our fighters in each theater of operations.

VI. CONCLUSION: PROBLEMS OF PEACE

Maps, illustrations and photo-murals suggesting the chief problems of world government after the war, emphasizing the extent to which they depend upon a true understanding of air age geography and the future of transportation. A series of question-and-answer devices requiring audience participation will permit the visitor to test the knowledge he has derived from visiting the exhibition.

(Why the Luftwaffe's fallow was one of the turning points to the war, and how the air offensive of Europe is conducted from England)

1. Air Power
2. Sea Power
3. America's
4. The Atlas
5. The Block
6. Germany's
7. The Battle
8. Hitler's "Mein Kampf"
9. Southwest, Hitler's Vulnerable Northwest Flank
10. The Mediterranean World

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Kromonby 101 Central Park West
Tentative Outline of Exhibition GLOBAL WAR FOR WORLD PEACE — page 2 ✓

Tentative Outline of Exhibition GLOBAL WAR FOR WORLD PEACE

Purpose of the Exhibition: To present the geography of the modern world in relation to social, economic and political problems of the war, and to clarify the strategical problems of the various theaters of war.

This will be done by means of whole and sectional global maps supplemented by photographs. These will show how the airplane has shrunk the size of the earth so that China and Russia are no farther from New York in time than Chicago was a hundred years ago. Maps and diagrams will explain the meaning of boundary lines in relation to the needs of the nations of the world, and also show to what extent the natural resources of a country shape the destiny of its people.

Inasmuch as the airplane is chiefly responsible for the new "world neighborhood," special emphasis will be placed upon the significance of air power.

L.A. Wilson's "Co-Prosperity" Empire in the Far East

The following sections of the exhibition have been proposed by the Office of War Information:

- 1 Air Power in Today's War
- 2 Sea Power versus Land Power
- 3 America's Place on the Globe
- 4 The Atlantic Battleground
- 5 The Blockade of Axis Europe
- 6 Germany's Conquest of Europe
- 7 The Battle for Britain
(Why the Luftwaffe's failure was one of the turning points in the war, and how the air offensive of Europe is conducted from England)
- 8 Hitler's "Maginot Line"
- 9 Scandinavia, Hitler's Vulnerable Northern Flank
- 10 The Mediterranean World

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Tentative Outline of Exhibition GLOBAL WAR FOR WORLD PEACE--page 2

11 Mussolini's Imperial Pipe-Dream GLOBAL WAR FOR WORLD PEACE--page 3

12 France in the Mediterranean

13 England's Mediterranean "Lifeline", the geographical problems of war

14 "Berlin to Bagdad" maintenance of a just peace.

15 The Struggle for North Africa

16 Spotlight on the Dark Continent

17 The Invasion Coast of South Europe

18 Russia Prepares for German Attack

19 What Hitler Wanted in Russia

20 Trading Space for Time

21 The Flood Tide of Conquest

22 The Re-conquest of Russian Space

23 Supply to Russia

24 Japan's "Co-Prosperity" Empire in the Far East

25 The Defense of Soviet Asia

26 The Defense of China

27 Guns for the Armies of China

28 India and the Indian Ocean

29 Japan's Conquests in the Pacific

30 Pacific Battleground

31 Retreat and Advance in the Southwestern Pacific

32 "Remember Pearl Harbor"

33 The Alaskan Bridge to Asia

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Exhibition Project

THE MUSEUM OF MODERN ART

Tentative Outline of Exhibition GLOBAL WAR FOR WORLD PEACE--page 3

Date _____

The concluding section will show how the geographical problems of war
To: Miss Ulrich
 are applicable to the maintenance of a just peace.
From: Mr. Wheeler

A. Personnel

*139
 Friedman
 Fineman
 Geyl*

1. Herbert Bayer poster design for exhibits, wall illustrations, special drawings for poster, invitation etc. 250
2. Richard Edes Harrison cartographic work, including tests and text for all maps 200
3. Edward Wright architectural drawings, including scale drawings for all construction to be done in the gallery and in outside spaces 200
4. Helen Parkes cartographic work 200
5. Charles Moore general and special cartographic work, including maps and plates 200
6. Joan Mirra cartographic work 200
7. The special cartographic work and plates 200
8. etc.

B. Rental

Rental of space, transportation, etc. 200

C. Construction and Installation

- Construction of approximately 11-foot gables, including wiring 200
- Reconstruction of second floor; installation, including painting, wiring and mounting 2,000
- Photographs and illustrations, approximately 2,000 square feet 2,000

D. Cartographic and Cartographic Enlargement of all text and labels

200

E. Printing, Installation and Insurance on maps, plates etc.

200

F. Purchase of maps and plates and floor models

200

G. Miscellaneous of exhibition

200

H. Contingencies

200

TOTAL 5,000

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Carticles - Budget

THE MUSEUM OF MODERN ART

Date May 5, 1943

To: Mr. Abbott *Global War for World Peace*
 Miss Ulrich *New Roads to Victory*

From: Mr. Wheeler *The World we Fight In*

Re: Air-Age Geography Exhibition,
Tentative Budget

A. Personnel

Our Shrinking World

1. Herbert Bayer: master design for exhibit, wall illustrations, special drawings for poster, invitation etc. \$750
2. Richard Edes Harrison: cartographic consultant, including basic text for all maps 300
3. *Wm Friedman* ²⁵⁰ Pierre Esy: *architectural draughtsman in chief*, responsible for scale drawings for all construction to be done in the Museum and in outside shops; *6 weeks @ \$6035.00* ~~300~~ ²¹⁰ 300
4. ~~Allen Perter: photographic research 300~~
5. Charles Keller: general map and aviation research; also painting of maps and globes; 8 weeks @ \$40 320
6. Juan Oliver: technical assistance on globes 200
7. Two special letterers for maps and globes; 3 weeks each @ \$2 per hour 480

B. Travel

Boston (Maparium); Washington (Army and Navy ^{+ photographs} maps); Baltimore (Glenn Martin bomber); East Hartford (Pratt and Whitney) 250

C. Construction and Installation

Construction of demountable 11-foot globe, including wiring 1000 + 400

Reconstruction of second floor; installation, including painting, wiring and mounting 2,600

Photographs and photo-murals, approximately 2,000 square feet, mounted 2,000

Construction of special globes and devices

D. Composition and Photographic Enlargement of all text and labels 400

E. Packing, transportation and insurance on maps, globes etc. 300

F. Purchase of maps and globes *and floor models* 350

G. Dismantling of exhibition 600

H. Contingencies 500

TOTAL

\$10,250

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Title of Exhibition: Global War for World Peace

New Roads to Victory

The World we Fight In

Our Shrinking World

New World Geography

Air, Sea and Earth.

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421204 - 79

THE MUSEUM OF MODERN ART

11 WEST 53RD STREET, NEW YORK

TELEPHONE: CIRCLE 5-8900

FOR IMMEDIATE RELEASE

UNITED NATIONS FILMS SHOWN AT MUSEUM OF MODERN ART

A private showing of recent films made by various governments and agencies of the United Nations was held at the Museum of Modern Art Monday, December 7. The films--several of them shown for the first time--were selected for the program as examples of the new function of motion pictures to keep the civilian population in touch with the war effort of all the United Nations in the many areas of combat.

Iris Barry, Curator of the Museum of Modern Art Film Library, commented on the special showing of these films at the Museum as follows:

"Films of this kind, so well designed to inform and encourage us, are seen far less widely than they deserve, whether in the theatres or in the non-theatrical field. This program is being given at the Museum in the hope that they may gain wider attention."

Selections will be made from these and similar films to form a program to be added next spring to the Museum's current Cycle of 300 Films. The films given in the special showing, with the addresses of the agencies from which information regarding them may be obtained are as follows:

THE DIARY OF A POLISH AIRMAN (Ministry of Information, London).
British Information Services, 30 Rockefeller Plaza, New York.

THE MOLDAW (Czechoslovak Information Service). Czechoslovak
Information Service, 1790 Broadway, New York.

KOKODA BATTLE FRONT (Australian News Agency). Australian News
Agency, 610 Fifth Avenue, New York.

OUT OF DARKNESS (Metro-Goldwyn-Mayer & Belgian Information
Center). Metro-Goldwyn-Mayer Short Subjects, 1540 Broadway,
New York.

LISTEN TO BRITAIN (Ministry of Information, London). British
Information Services, 30 Rockefeller Plaza, New York.

QUEBEC (National Film Board, Canada). United Artists, 729
Seventh Avenue, New York.

INSIDE FIGHTING CHINA (National Film Board, Canada). United
Artists, 729 Seventh Avenue, New York.

OUR RUSSIAN ALLY (National Film Board, Canada). United Artists,
729 Seventh Avenue, New York.

THE FIGHTING FRENCH NAVY (Ministry of Information, London).
British Information Services, 30 Rockefeller Plaza, New York.

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- ✓ Rand McNally
 111 8th Ave
 Mr. Frazin Ch 3-4100
 will blow up gone in Chi PRODUCTION
- ✓ Hammond
 1 E. 43rd St. Mu 4-2745
 Mr. Schmidt
 negs
- Harold Messmore - 400 W. 27
 Ch 4-1842
~~18" flasks~~
 pap. mache hemispheres
- ✓ Machlett (Lab. supplies)
 220 E. 23 St 5-1414
 18" flasks - \$16.00
- Scientific Glass (bottle cutters)
 Bloomfield N.J.
- ✓ Demuth Glass Wks (glass blower)
 89 N. 11th St. Ev. 8-7513
 Bkl 15" diam dome - 7.50
- ✓ Lucchesi - 140 E. 34
 ask for Atlas Ca 5-9430
 54" hgt. - 50.00 purchase
 36" 25.00 rental for summer
 14" globe
- Sutton Mirror & Glass Co. (glass cutting)
 (E. 53rd St.)
 891 3rd Ave. Fl 3-1025

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Secretary

Mr. and Mrs. Wendell Willkie
Mr. and Mrs. Harry Hopkins
President and Mrs. Roosevelt ?
Mr. (and Mrs.?) Eric Sloane ?
Mr. (and Mrs. ?) Andrew McNally ?
Mr. (and Mrs. ?) Robert S. Hammond ?
Professor (and Mrs. ?) Robert H. Pfeiffer
Dr. (and Mrs. ?) Walter Ristow
Mr. (and Mrs. ?) Edward H. Dodd, Jr.
Mr. ~~(and Mrs. ?) Archer M. Huntington~~
Dr. (and Mrs. ?) John K. Wright
Mr. ~~(and Mrs. ?) H. E. Lawrence (Curtiss-Wright)~~
Mr. (and Mrs. ?) William Friedman
Mr. and Mrs. Richard Edes Harrison
Mr. (and Mrs. ?) Roy Stryker
Mr. (and Mrs. ?) Samuel F. Pryor, Jr.
Mr. (and Mrs. ?) L. F. V. Drake
Mr. and Mrs. Archibald MacLeish
Mr. (and Mrs. ?) Russell Davenport
Mr. (and Mrs.) P. P. Willis
Mr. (and Mrs. ?) Lauren D. Lyman (United Aircraft)
Professor (and Mrs.?) George T. Reaver
Mr. (and Mrs. ?* Charles A. Rheinstrom
Mr. (and Mrs. ?) R. C. Walker
Col. (and Mrs. ?) Arthur R. Christie
Mr. (and Mrs. ?) Frederick B. Rentschler
Mr. (and Mrs. ?) Juan T. Trippe
Mr. (and Mrs. ?) Chester Kerr

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Mr. (and Mrs. ?) Gardner Cowles, Jr.

Mr. (and Mrs. ?) Bruce Athers *Utah*

Professor (and Mrs. ?) Irving Fisher

Mr. (and Mrs. ?) J. Parker Van Zandt

Mr. (and Mrs. ?) Francis H. Brennan

Mr. (and Mrs. ?) Emil Lowenstein

Miss Betty Chamberlain

Mr. (and Mrs.) John R. Fleming

Mr. (and Mrs. ?) Harold Sprout

Mr. Herbert Bayer

Miss Joella Lloyd

Mr. Dakin

Miss H. Hensell - D.S. + P.

S. Paul Johnston - D.S. + P.

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300021004
#236
Airways to Peace

June 22, 1945

Dear Mr. Willkie:

As you are aware, the President and Trustees of the Museum are giving an informal buffet dinner in our Garden on the occasion of the opening of the exhibition, Airways to Peace. Mr. Stephen C. Clark, Chairman of our Board, suggested that I write to ask you whether you would like to give us the names of any of your friends or associates who might be interested in attending the opening and the dinner. We have already invited Mr. Harold Otis, who is a friend of Mr. Clark's and who is well acquainted with the Museum's work.

If there are those whom you think would be interested, will you have your secretary telephone Miss McCallum in my office and give her their names so that invitations may be sent out as soon as possible.

Sincerely yours,

Mr. Wendell Willkie
1010 Fifth Avenue
New York, New York

FH:hm

THE MUSEUM OF MODERN ART
Date: June 28 1945
Re: AIRWAYS TO PEACE dinner

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T. St. Bk. Soc. Reg.

[Faint handwritten notes on a yellow sticky note]

THE MUSEUM OF MODERN ART

Date June 28 1943

To: Miss Hawkins

Re: AIRWAYS TO PEACE dinner

From: Mr. Wheeler

*Hotel Wellington
Room 22*

Rene d'Harnoncourt and Miguel Covarrubias have just arrived, & should be invited.

*Also Mrs. Egerton Winthrop, Jr.
1115 Fifth Avenue*

OK 6/28

*551 5th Avenue.
Mr and Mrs John Marshall*

2, N.Y.

June

The Museum of Modern Art Archives, NY	Collection:	Series.Folder:
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T. at. bk.
See. Reg.

st. Ave.

add

Mr and Mrs William ^{A.M.} (?) Burden jr
membership dept should have
wash address 1224 30th St.
Wash., D.C.

Madame Chiang Kai-shek (check spelling)
Waldorf Astoria - 50th & Park.

Mr and Mrs Harold Otto
Copenhagen, N.Y.

Mr and Mrs Henry Allen Moore
551 5th Avenue.

Mr and Mrs John Marshall

17.

ia, N.Y.

June.

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T. St. Gk.
Sec. Reg.

- 1010-5th Ave.*
white house
white house - Capt & Mrs Vincent Astor
170 East End Ave.
55 East End Ave.
- Mr. and Mrs. Wendell Willkie
 - Mr. and Mrs. Harry Hopkins
 - ~~The~~ President and Mrs. Roosevelt
 - ~~Mr. (and Mrs. ?) Eric Sloane ?~~
 - ~~Mr. (and Mrs. ?) Andrew McNally ?~~
 - ~~Mr. (and Mrs. ?) Robert S. Hammond ?~~
 - ~~Professor (and Mrs. ?) Robert H. Pfeiffer~~
 - ~~Dr. (and Mrs. ?) Walter Ristow~~
 - ~~Mr. (and Mrs. ?) Edward H. Dodd, Jr.~~
 - ~~Mr. (and Mrs. ?) Archer M. Huntington~~
 - ~~Dr. (and Mrs. ?) John K. Wright, 74 Hillside Ave, Hastings-on-Hudson~~
 - ~~Mr. (and Mrs. ?) H. E. Lawrence (Curtiss-Wright)~~
 - Tanner* - ~~Mr. (and Mrs. ?) William Friedman~~ ^{Rivier} 225 West 106 Street,
 - Mr. and Mrs. Richard Edes Harrison, 438 E. 56 St. (home)
 - ~~Mr. (and Mrs. ?) Roy Stryker~~
 - ~~Mr. (and Mrs. ?) Samuel F. Pryor, Jr.~~
 - ~~Mr. (and Mrs. ?) L. F. V. Drake~~ ^{230 Park Ave (Bus)}
^{R.F.D. Stony Brook, Conn.}
 - ~~Mr. and Mrs. Archibald MacLeish~~ ^{W.}
 - Mr. (and Mrs. ?) Russell Davenport, 1 East End Ave.
 - ~~Mr. (and Mrs. ?) P. P. Willis~~
 - Mr. (and Mrs. ?) Lauren D. Lyman (United Aircraft) ^{corp. 230 Park Ave. 17.}
 - Professor (and Mrs. ?) George T. Reaver ^{from} ^{Alma} 178 Lakeview Ave, Leonia, N.J.
 - ~~Mr. (and Mrs. ?) Charles A. Rheinstrom~~
 - Mr. (and Mrs. ?) R. C. Walker
 - Col. (and Mrs. ?) Arthur R. Christie
 - Mr. (and Mrs. ?) Frederick B. Rentschler "Ranbrook," W. Hartford, Conn.
 - Mr. (and Mrs. ?) Juan T. Trippe, 10 Grace Square
 - ~~Mr. (and Mrs. ?) Chester Kerr~~

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- Mrs. Fairfax Potter, 22 East 73 St.

- Mr. (and Mrs. ?) Gardner Cowles, Jr. 50 W. 37 St, Des Moines, Iowa

~~Mr. (and Mrs. ?) Bruce Athers~~

- Professor (and Mrs. ?) Irving Fisher P.O. Box 1825, New Haven, Conn.

~~Mr. (and Mrs. ?) J. Parker Van Zandt~~

~~Mr. (and Mrs. ?) Francis H. Brennan~~

~~Mr. (and Mrs. ?) Emil Lowenstein~~

~~Miss Betty Chamberlain~~

~~Mr. (and Mrs.) John R. Fleming~~

~~Mr. (and Mrs. ?) Harold Sprout~~

- Mr. Herbert Bayer, 850-7th Ave. (Peacock home, Locust Valley, L.I.)

- Miss Joella Lloyd, 850-7th Ave.

↳ Major Gardner (Mrs. ?)

Buckminster Fuller - 105 E. 88

Mr. & Mrs. Stefansson

Vilhjalmur

67 Houston St
N.Y. City.

Mr. Robert Lord
Pan-Am Airlines
opening only
4/26

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CATERING

CAKES AND CONFECTIONS

FAVORS

Robert Day-Dean's

FOUR EAST FIFTY-SEVENTH STREET

NEW YORK, N. Y. REGENT 4-3900

Kindly address mail to
office: 170 East 73d Street
New York 21, N. Y.

June 24, 1943

Miss Frances Hawkins
Museum of Modern Art
11 West 53d Street
New York City

My dear Miss Hawkins:

I am pleased to enclose suggested menu for a buffet dinner to be held at 7:30 P. M. on July 1st, 1943 (in the garden, weather permitting). The hors d'oeuvres, cocktails, and tall drinks, I understand, you wish served on the second floor landing.

The price marked on this menu includes all food, kitchen and pantry help, the necessary waiters, and complete service of china, silver, glass, and linen. For this dinner you would need 2 bartenders at \$7.00 each; and, I understand that the Museum will provide ingredients for cocktails, sherry, and tall drinks. A base for the punch to be served during dinner would be \$2.00 per gallon. I will let you know the amount of brandy, etc., to order for this party.

The menu for the Soldiers' party on July 1st, as I understand, is to be for 300 people the same as provided on June 2d; this to be served about 9 P. M. in the garden. The price marked on this menu also includes food, kitchen and pantry help, the necessary waiters, china, silver, glass, linen, and beer coolers.

We thank you for your consideration and trust we may again have the pleasure of serving you.

Respectfully yours,

ROBERT DAY-DEAN'S

Robert B. Day

RBD/GEP
Encls.

If there is any change in the number of guests guaranteed, notice must be given the day before the function and such order will be final. We can provide for only 8% above the number guaranteed. Our charge will be based on the number of guests guaranteed; or, if the total exceeds the number guaranteed, that total will be charged for. "This contract is contingent upon the inability of the management to complete the same because of strikes, accident, or other causes beyond its control."

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CATERING

CAKES AND CONFECTIONS

FAVORS

Robert Day-Dean's

FOUR EAST FIFTY-SEVENTH STREET
NEW YORK, N. Y. REGENT 4-3900

SUBJECT TO OPA REGULATIONS

MENU

Buffet Dinner 125 People

Assorted Appetizers

Jellied Consomme

Cheese Straws

Turkey a la Creole

Peas and Carrots Rice

Buttered Rolls

Ice Cream
and
Fresh Fruit Sherbets

Small Cakes

Coffee

\$2.75 per person

Museum of Modern Art
11 West 53d Street
New York City

July 1st, 1943
7:30 P. M.

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CATERING

CAKES AND CONFECTIONS

FAVORS

Robert Day-Dean's

FOUR EAST FIFTY-SEVENTH STREET
NEW YORK, N. Y. REGENT 4-3900

SUBJECT TO OPA REGULATIONS

MENU

Buffet Supper
Soldiers' Party 300 People

Sandwiches of:

Sliced Ham on Rye Bread

Sliced Cheese on White Bread

—
Cheese Cake
for 150 People

Apple Pie
for 150 People

—
Coffee

50¢ per person

Museum of Modern Art
11 West 53d Street
New York City

July 1st, 1943
about 9:30 P. M.

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PHOTOGRAPH REQUISITION

To PHOTO SALES DEPT.

Date Aug. 17, 1943

From Mr. Wheeler Department of Exhib. and Publications
 (to be sent to Mr. Herbert Bayer)
 For AIRWAYS TO PEACE Exhibition

PRINTS

NEW PHOTOGRAPHS

Please supply 11
(Quantity)

Please have _____
(Photographer)

glossy xxxx size 8x10"

take _____
(Number of shots)

Date of completion As soon as possible

Date of completion _____

ARTIST or SUBJECT	NEGATIVE NUMBER	QUANTITY
AIRWAYS TO PEACE	NEWSPICTURES: #23, 22, 26 and #2	1 each of the following
	GOTTSCHO: #43736 #43738 #43739 #43744 #43748 #43751 #43752	

Forwarded to _____ Amount _____ Date Billed _____

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THE MUSEUM OF MODERN ART

Date June 25, 1943

To: Miss Dudley

Re: Globe from Am. Geographical

From: Miss Allen

Society

Call Mr. Wright

Harry collected the globe from the American Geographical Society at Broadway and 156th Street this morning as directed. As you will see when you go to the Recording Room, it is enormous. Harry had a very difficult time even getting a taxi which would pick him up with such a large object. When it arrived, I went down to look at it and found that the globe had moved in the taxi and because it was not upright, had rubbed against the frame which supports the globe. It looked very badly rubbed and the surface had been taken off making chalky streaks all around the diameter of the globe. I asked Harry if the globe had been that way when he took it and he said it must have moved in the taxi coming down. I wiped off the chalky dust with a very soft cloth and Harry put a little linseed oil over the scratches and it now looks pretty much all right unless one looks at it closely. Upon looking over the rest of the globe, I found several other similar streaks around the globe in different sections, so I don't imagine this is the first time it has happened. The globe is not in A-1 condition by any means, but I do think that it was much too large and heavy and bulky an object for Harry to collect. Perhaps another time we should get exact height, diameter, weight, etc. from Mr. Wheeler as it is obviously a job for a truck, and much too difficult for one man to try to manage in a taxi.

Mr. Boggs