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# Thomas G. (Tommy) Corcoran, Lobbyist of New Deal Era, Dies

By Kenneth Crawford  
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Thomas Gardiner (Tommy) Corcoran, 80, a leading architect and lobbyist for much of the legislation establishing President Franklin D. Roosevelt's New Deal, and one of this city's most prominent lawyers since the early 1940s, died of a pulmonary embolism yesterday in the Washington Hospital Center.

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One of his first and most important clients was Sterling Products, a pharmaceutical company whose export affiliate was headed by his brother, David. Sterling and its subsidiaries had contracts with the German giant, I.G. Farben industries, which limited Sterling's operations in Latin America. A consent decree in response to an antitrust suit had the effect of opening Latin America to Sterling. Mr. Corcoran was instrumental in bringing about this result.

Another of Mr. Corcoran's clients was the Tennessee Gas Transmission Co., which grew into an enormous conglomerate. At one point Mr. Corcoran was accused of impropriety in conferring privately with members of the Federal Power Commission for his client.

He represented many defense contractors in wartime, and several times was called upon to defend his methods before committees of Congress. He staunchly defended his legal methods. Other clients included Burlington Industries, the United Fruit Co., and American International Underwriters.

One of Mr. Corcoran's preoccupations through the war and beyond was Gen. Claire Chennault's Flying

Tigers, American volunteer fighter pilots who flew missions against the Japanese before Pearl Harbor.

Sterling gave Mr. Corcoran's brother, David, a part-time leave of absence to manage an organization called China Defense Supplies, to support the Flying Tigers with American material. Thomas Corcoran served as lawyer for the organization, and soon was wrestling with the problem of shipping supplies around the world through Brazil, Africa, India and across the Himalayas — "over the hump" — to the Far East.

After the war, Mr. Corcoran retained his interest in the two civilian airlines spun off from the Flying Tigers. One of them, C.A.T., was sold to the Central Intelligence Agency for operations in Indochina. The other, retaining the Flying Tiger name, continued.

ENCLOSURE