

Joining Places

CORNELIUS VANDERBILT, JR.

Visiting With FDR

UP IN Ottawa where MacKenzie King is doing his level best as Canada's prime minister—only to be vilified by many Canadian and some American business interests, which I think thoroughly distasteful—a member of the British royal family is now "in residence."

Took the New York train and descended in Washington, D. C., the following morning, yawning. A month ago Washington was fantastic. Now it is preposterous. Thirty-seven Pullmans from New York lined the Union depot tracks; mine was thirty-fifth from the end. Waited one hour and 12 minutes for a taxi and then shared it with four other guys. The hotel turned away 233 prospective roomers without reservations; accepted 864 with!

While waiting to chat with chief G-man J. Edgar Hoover at the department of justice, ran into Eddie Bernays and his two pretty little daughters who curtsied charmingly. Youngsters of all ages, sizes and even colors are visiting the FBI.

In the anteroom of Adolf Berle Jr.'s office in the state department, met one of our nation's principle investigators. His job, that of tracking down suave morons—some of them from our "upper claws" who would scuttle our ship of state for a few pennings.

In the hall outside the chief of passport's office, shook hands with my old friend, "Flash" Cullen, famed international photographer of two score years ago, now back in service detecting phony visas, documents, credentials. All existing U. S. passports were nullified after April 10, 1941. The new ones issued for one year—and then only after exhaustive research on all individuals.

Waiting for an appointment with the President in the office of Gen. Edwin Watson, his military secretary noticed the new Polish ambassador and the new Polish premier-in-exile; also Wade Johnson and Bernard M. Baruch. The latter hasn't changed much since World War I. Though three years older than my dad, he is taller, slimmer than I. Today his office is outdoors in Lafayette park, immediately opposite the White House, across Pennsylvania avenue. There of a morning you can see "Wild Bill" Donovan, Ed Stettinius, Henry Morgenthau Jr., or John L. Lewis. Barney Baruch is ex-officio in World War II; approves and disapproves; shakes his head and then maybe agrees; but all in all, he depletes the laxness of democracy.

Found F. D. looking very fit, bubbling over with good spirits, effervescing with ideas. Almost everyone else in the East, along our Atlantic seaboard and in our major manufacturing cities takes a much gloomier view of the situation than the one man on whose broad shoulders the decisions eventually rest! Lunched on his crowded desk—pea soup, chicken a la king, strawberry shortcake. Outside his office the grass was very green. Tiny buds peeped out of branches. Dogwood and magnolias blossomed. A robin bobbed about, and Falla, the President's shaggy scottie, scampered around a green wire enclosed runway, in and out of his little green Swiss chalet.

To me the President has never changed. He is older, wearier, grayer. As charming, considerate, decent as ever. His views on the home front, the battle front, the labor front are the same. His humanitarian ideas, his lack of pettiness, his fellowship of man, are as they were 30 years ago. He seldom angers, seldom tires. Conciliation might be his middle name; fair play another. Through the years we have been friends, I, for one, have never doubted his sincerity. I have seen men come and go around him—men who couldn't face the test, stand the gaff; men who wouldn't realize that this is and remains as it was at the beginning—a nation of by and for the people. Our friendship is not that of a king and a courier, it is the friendship of two men. And I am sure that he knows beyond the necessity of ever asking, that I would gladly give my hand, my mind, my life for my President. F. D. often says he has known me longer than I have known him. You see, he came to my christening!

Back to Manhattan in a hurry for a dinner for the daughter of the president of Brazil; a brilliant affair. Escorted Madam Martin, the Brazilian ambassador, into dinner. She is a striking middle-aged brunette, a sculptress of note at home and a woman of great charm and intelligence.

SEEING THINGS: Cocktailed in the Plaza's Persian Room. Dick Gasparre's orchestra was playing and Paul Haakon dancing. Teenage youngsters sipped cokes and milk shakes. The younger male crop is handsomer this year. But not as healthy, if Army Selective service figures are to be taken as an index. The young ladies are ageing earlier. They look so much alike I cannot tell them apart. New York is flooded with "Dutch caps" on the back of their heads, and a new-hair-do called "The Churchill."

The Washington MERRY-GO-ROUND

DREW PEARSON & ROBERT ALLEN

GASLESS SUNDAYS

It begins to look as if gasless Sundays might not be so necessary after all—if certain bare-knuckle reforms in the oil industry are put through by new National Oil Administrator Ickes. For instance, the tanker system.

When an oil tanker comes from the Gulf of Mexico up the East coast, it may stop at Charleston to discharge part of its oil, then at Norfolk, then at Baltimore. It discharges a certain amount at each port where its company distributes or refines oil.

Simultaneously, a tanker belonging to another company will stop off at exactly the same ports. Thus the tankers of three or even four different companies may be feeding the same cities at the same time.

If, on the other hand, one company served one section of the country, or if one tanker delivered oil to all the companies in each port instead of only to its own, distribution would be measurably speeded.

Also, there are four different types of high octane gasoline being refined in the United States. All these varieties are not particularly necessary, one type being sufficient during the emergency. Concentration on only one type of high octane gas also would considerably increase gasoline output and distribution.

There is plenty of oil in the U. S. A.; it is only a matter of refining and distribution.

Note—The anti-trust laws have prevented the oil companies from cutting competition of this kind, but the government oil administrator should be able to do what the oil companies can't.

But LaGuardia, who made his own terms when he took his defense post, is still in charge of national morale.

SECRECY OF CONVOYS

Most people don't realize it, but the contents of almost every ship leaving the United States for England is known to Nazi Germany. However, learning just when the shipment will reach England and the route it will take, is another matter.

Getting information regarding the departure of supply ships to England is relatively simple. All Nazi agents have to do is go down to the waterfront to watch the loading of British ships. The type of goods being loaded cannot be readily concealed.

Or if an American vessel is loading for the Red Sea, the papers signed by the crew must disclose the port of destination. This is required by law, so that a seaman may know where he is going, and because extra insurance and sometimes extra wages are paid if the ship enters certain areas.

Once a British ship is loaded, however, the utmost secrecy is imposed on its route and time of departure. Usually the ship hugs the shore as far north as the Canadian port of Halifax. There it may wait for days or even two or three weeks for a convoy to be made up.

When it finally leaves for the hazardous voyage across the Atlantic, orders are given to the ship's master by hand. Nothing is trusted to radio. A small boat puts out from the commander of the convoy, carrying sealed orders to the master of each vessel.

No other orders are given, and no radio messages are exchanged during the trip except in case of attack, because radio messages might be picked up by Nazi patrol planes.

Note—American ships, on the other hand, follow a regular, well-advised course and constantly send out radio messages informing the world of their position.

MERRY-GO-ROUND

Supporting the plan of Chief of Staff Marshall to lower the age of army commanders, war department officials quote the late Justice Oliver Wendell Holmes, who fought in the Civil war. To Lady Pollock, during the Spanish-American war, he wrote: "A general of 45 and a private of 30 are old men."

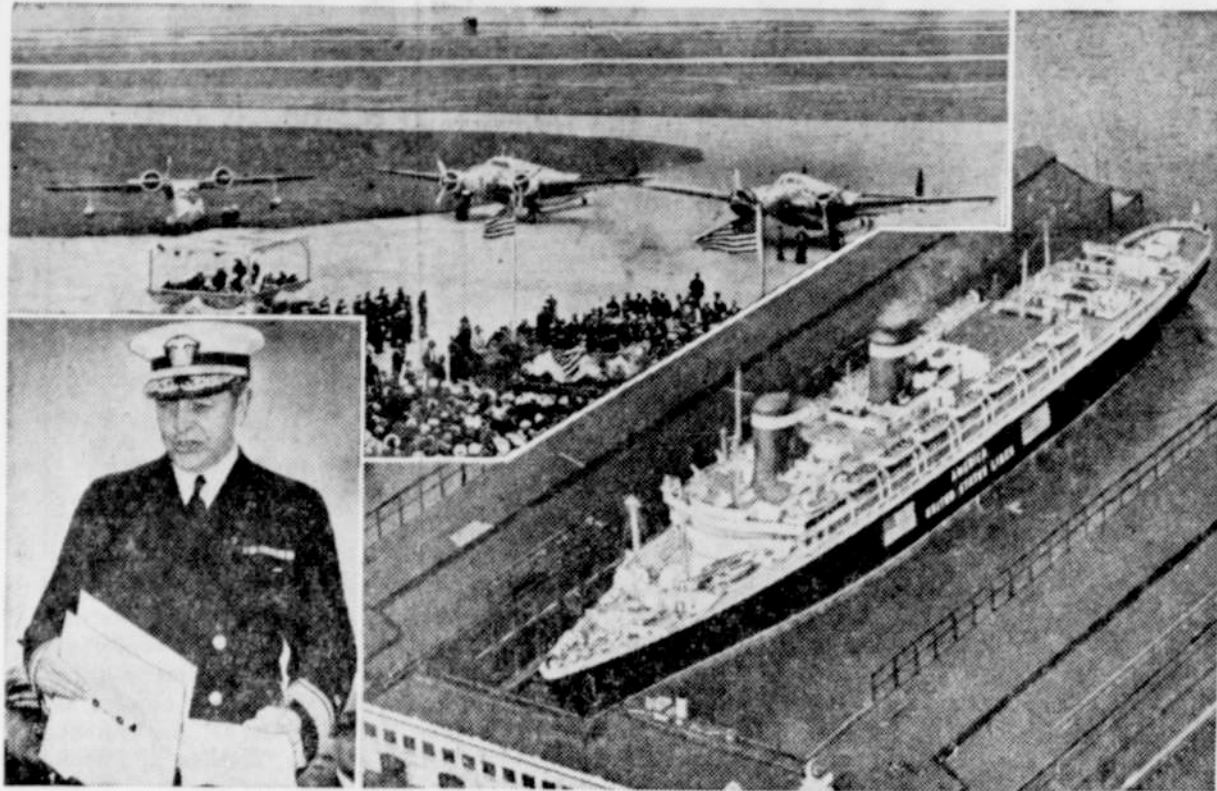
The commerce department has set up a separate British empire unit, headed by W. Walton Butterworth, former state department official in London. His job is to establish closer commercial ties with British dominions and colonies.

After Gen. Allen Gullion, the army's efficient judge advocate general, appeared in the comic strip "Hap Hopper," he received a letter from an old boyhood chum saying: "I have been wondering where you were for 40 years, and now at last I've located you through the funny papers."

Twenty-six years ago Assistant Secretary of the Navy Franklin Roosevelt toted a friend's baby son around the old Poughkeepsie, N. Y., Savings bank, much to the amusement of Judge John E. Mack, who later nominated FDR for President. The other day, on the anniversary of the incident, the baby—Charles Durant Maines of Flint, Mich.—was inducted into the army.

Rural Electrification Administrator Harry Slattery is proud of having strung up wires in Alaska and the Virgin Islands. Also, he is making a survey in Puerto Rico.

Late Additions to U. S. Navy



At the left, Rear Admiral Adolphus Andrews, commandant of the Third naval district, reads orders accepting Floyd Bennett field for the navy at commissioning ceremony in New York. Above is shown a view of the field. Right: The S. S. America, luxury liner of the United States line, moored at her pier in New York. She has been requisitioned by the government and may be used as a troopship.

Philadelphia's 'Parashots' Tune Up



Parachute or glider invaders, or what have you, will be assured of a hot time in the "city of brotherly love" should they attempt a landing at any time in or about Philadelphia. Members of the Northeast gun club seem to have the matter well in hand, and are now engaged in doing their bit as part of the training program of the home defense unit set up by the Frankford Post 211 of the American Legion. At left, members of the club are shown receiving instructions from a leader. Above, drawing a bead on a "raider" at Somerton airport.

Ambassadors at Columbia's Commencement



Three ambassadors to the United States are shown in the procession that was part of the 187th commencement at Columbia university, New York. From left to right, Felipe A. Espil (holding hat), Argentine ambassador; Carlos Martins, Brazilian ambassador; and Lord Halifax, British ambassador, who received an honorary degree of Doctor of Laws.

Amphibian Scout Car Tested by Army



Roger W. Hofheins of Buffalo, N. Y., the inventor, driving his "Aqua-Cheetah" through Niagara river in a test before army engineers. The craft has a three-bladed propeller and four wheels, all powered by a regular automobile motor. On land the car can attain a speed of 60 miles an hour.

Far From Air Raids



On vacation here from Britain's air raids, Mrs. Pat MacLeod, left, and Miss Winifred Ashford, members of England's women's mechanized transport corps, marvel at New York's Empire State building.

Wins Again



Capt. Eddie Rickenbacker, who won many victories as an air ace in the World war, celebrates his newest victory. This is his first outing since injury in plane crash.

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LOVE IS BLIND



"The woman I marry must look upon me as the greatest man in the world."

"Oh, well, you may find one. When a woman loves she is not only blind, but absolutely devoid of sense."

She Gets the Idea
"Ethel," said the young man timidly. "Did you ever think of marrying?"

"No, Harry," replied Ethel, looking demurely at her shoe. "No, the subject has never entered my mind—never at all."

"I'm sorry," Harry said, turning away.

"One minute, Harry," called Ethel. "You've set me thinking."