

The Washington Merry-Go-Round

DREW PEARSON & ROBERT ALLEN

Washington, D. C.

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-advertised 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.



WHO'S NEWS THIS WEEK

By LEMUEL F. PARTON (Consolidated Features—WNU Service.)

NEW YORK.—Capt. Oliver Lyttleton who tells the British they can't fight a war and keep their pants pressed, at one and the same time, is one of the handsomest and wealthiest and, to date, best-dressed men in England. It is as president of the board of trade that he rations clothing and decrees the proud distinction of shabby apparel. It is now smart to be shabby in Britain.

Mr. Lyttleton is managing director of the huge and powerful British Metals Corporation Ltd., and, before taking his present post last year, was controller of non-ferrous metals. Under a wide extension of his powers as head of the board of trade, he was enabled to take over industry for defense purposes and to shift and re-allocate labor to any tasks he deemed necessary. He proceeded swiftly with his mobilization of defense resources.

This assertion of governmental control caused the newspapers to tag him as the "czar of industry," and it is interesting to note that our Edward R. Stettinius Jr. is thus headlined, as the mandatory priorities bill gives him the power to subordinate all production to defense. The extended parallel is also interesting in that Mr. Stettinius is also a steel-master, former chairman of the board of the United States Steel corporation.

England, perhaps more uneasy and alert than we in the abstractions of social change, was quick to interpret this centralization of power as of profound significance. Beaverbrook's Evening Standard said: "This constitutes the biggest economic and perhaps social revolution that this country has faced since the breakdown of feudalism. In fact, we are on the verge of a vast experiment in syndicalism."

Captain Lyttleton has never been involved in any such social drift. He is Cambridge bred, the inheritor of a vast fortune and an ancient name, a hard-hitting industrialist and soldier with a reputation for quick and effective action in any emergency. He fought through the World war with the Grenadier Guards, gathering the D.S.O. and several mentions in dispatches. He is 48 years old.

MUCH as it esteems tolerance, this department occasionally has noted that people who always can see both sides of everything are frequent New OPM Deputy Boss a Wonder at Human Catalyzing

or something like, and just cancel themselves out. James L. O'Neill, appointed deputy director of the OPM Priorities is an exception. The baldish, amiable, friendly New York banker has an instinct for understanding the other man's point of view, and at the same time holding to his own. It upped him steadily in the business world, to his present post of operating vice president of the Guaranty Trust Co. of New York. This ambidextrous vision has given him rare effectiveness in personnel problems and in allaying friction in management. That might have a bearing on his moving into the OPM at this moment.

A Republican, he had a flexible attitude toward the early New Deal, and was loaned by the bank as control officer of the NRA in December, 1934. When the Supreme court saw only one side of the NRA, and not the sunny side, if any, Donald Richberg moved out and Mr. O'Neill moved in, as administrator. He solved the problem of immediate personnel by firing about one-third of it, but by this time the NRA was functioning only to save funeral expenses. Mr. O'Neill liquidated it in neat and workmanlike fashion, and went back to his bank. But he left many friends in Washington, and should be helpful in breaking priority log-jams. He is known as a marvelous human catalyzer. He was born and grew up in Pittsburgh.

Mr. O'Neill drove a grocer's wagon at the age of 10, became an errand boy for the Bradstreet Corp., and later credit man for the Carnegie Steel Co., a job which nurtured his talent for mixing and pacifying.

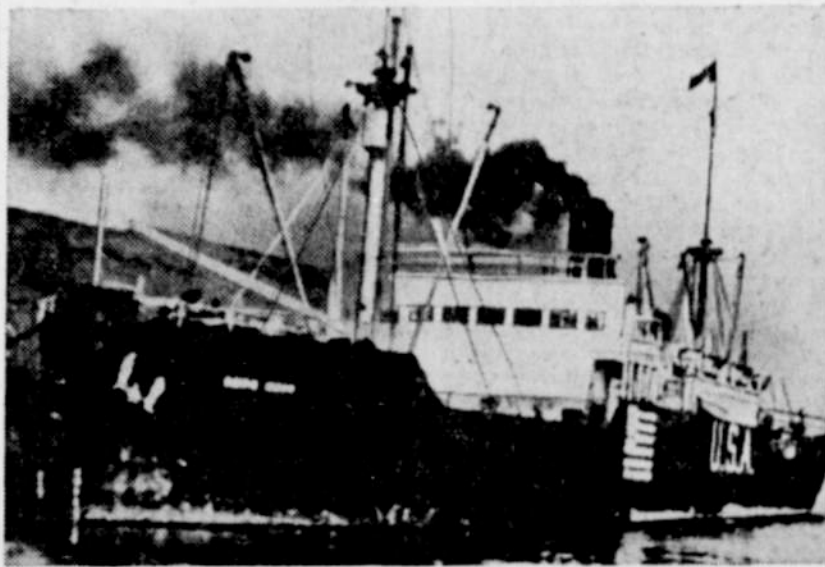
After 22 years of this, he joined the Guaranty Trust Co., in 1918, engaged at first mostly in personnel studies. He likes people and can understand almost anybody. He is deeply religious and is occupied as a Presbyterian layman in church and welfare undertakings at his home in Short Hills, N. J.

New Chief Justice and New Associates



The President has elevated Harlan Fiske Stone (center) to be chief justice of the United States Supreme court, succeeding Charles Evans Hughes, retiring. At the same time the President nominated Attorney General Robert H. Jackson (left) and Sen. James F. Byrnes (D.) of South Carolina, to fill the two vacancies on the high court.

S. S. Robin Moor, German Sub Victim



The S. S. Robin Moor, which was sunk by a German submarine in the South Atlantic, shown as it appeared at its Staten Island, N. Y., pier last April, while taking on cargo. Note how plainly she was marked with American identification. Eleven survivors were brought into port at Recife, Brazil, aboard the Brazilian freighter Osorio.

Aluminum Salvage Campaign Begun



The Office of Production Management has begun a salvage campaign to collect aluminum cooking utensils and other scrap metals to overcome major metal shortages facing the defense program. If successful it may be expanded to a nationwide "pickup" campaign, to begin about July 4. The photo shows three Richmond, Va., residents with their contribution to the "sample" salvage campaign.

'Big Four' of Congress Meet With F. D. R.



First on President Roosevelt's schedule after a busy week-end at his family home in Hyde Park, N. Y., was his meeting with legislative leaders, the "Big Four" of congress. L. to R., Majority Leader John McCormack, Speaker Sam Rayburn, Vice President Henry Wallace and Sen. Walter F. George, chairman senate foreign relations committee.

On Capitol Hill



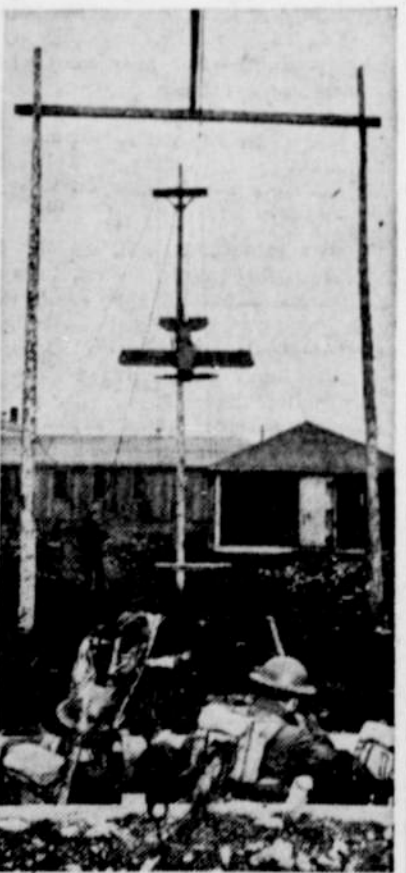
Maryland's first woman member of congress, Mrs. Katherine Edgar Byron, shown at Capitol with her four sons. Mrs. Byron succeeds her late husband, Rep. William D. Byron, who was killed several months ago in an airplane crash.

Nazi Skipper



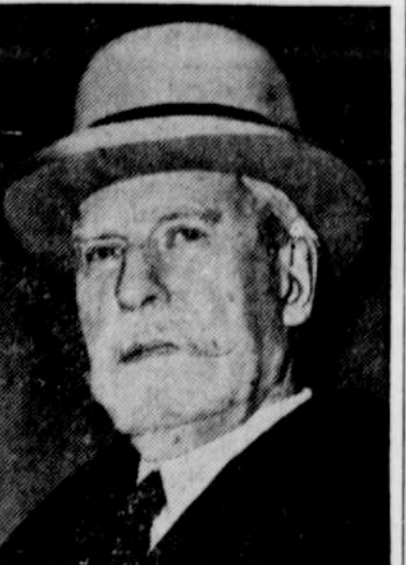
Admiral Otto Schniewind, who was appointed chief of naval operations of German navy, succeeding Admiral Luetjens, who went down with the Bismarck in epic sea battle.

Dive Bomber Lesson



Device to give infantrymen an idea of the way to fight dive bombing. Model plane is hoisted to top of pole, where it is automatically released to swoop down on a wire towards trench in which infantrymen wait. This photo was taken at Halifax, N. S.

Justice Retires



U. S. Supreme Court Chief Justice Charles Evans Hughes, 79, who submitted a request for retirement to the President, effective July 1, because of age and health.

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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."