

Navy Secretary Real Boss Since Truman's Post-War Revamping

By CLARKE BEACH
WASHINGTON — The recent change in the navy's top command serves to point up one fact: The navy's real boss is the secretary. No man in uniform can overrule him once he has made up his mind.

When a man is made chief of naval operations he becomes the highest ranking active officer in the navy. He has command of the fleets and has the responsibility for keeping them ready for war. But the secretary always has command of him.

The job of chief of naval operations is a relatively new one. It wasn't created until 1915. Before then the secretary personally exercised control over all the fleets and bureaus of the navy department.

The office of secretary was created in 1798. The bureau was established in 1842.

When the office of the chief of naval operations was created, by law, this country was following the British pattern. At the head of the British navy is a civilian, the first lord of the admiralty. Under him

is a professional sailor who manages the navy for him. His title is first sea lord.

The powers of our chief of naval operations (CNO) were at first rather vague. The law said that he should, "under the direction of the secretary of the navy, be charged with the operations of the fleet, and with the preparation and plans for its use in war." But the CNO was not clearly in command of the navy. To correct this, during World War II the CNO was made commander-in-chief of the U. S. fleet. Fleet Adm. Ernest J. King held the dual position.

Change
Shortly after the war was over, President Truman abolished the office of commander-in-chief of the U. S. fleet and in an executive order gave a new, clearer definition of the powers of the CNO. The order stated flatly that the secretary of the navy was the commander of the navy, under the president, but that the CNO "shall have command of the operating forces comprising the several fleets, sea-going forces, sea frontier forces, district and other forces, and the related shore establishments of the navy, and shall be responsible to the secretary of the navy for their use in war and for plans and preparations for their readiness in war."

Most of the orders to the various bureaus and other units of the navy issue from the office of the CNO. In one field, however, he does not actually have command. In matters concerning the procurement of materials he exercises only an advisory function. This is considered a type of work which can be best done by civilian specialists. So it is handled primarily by the assistant secretaries and the secretary.



LAST EYE DIMMING—Mr. and Mrs. Lee Hodgson, who are both blind, listen as their 12-year-old daughter, Mary Hope, reads a letter to them in their Portland, Ore., home. Blind in her left eye, Mary Hope has been her parents' "eyes" since she learned to read, but now the sight in her right eye is threatened. She will undergo a dangerous operation in hopes of saving her one good eye.

first time for years the mill had been forced to close because of a car shortage.

The farmers' cooperative warehouse, grain and feed shipper, reported it was unable to supply all buyers because of the continued shortage of cars. Manager M. M. Giles said the co-op is far behind on deliveries.

The 20,046 persons who watched the Washington Capitals play the Chicago Stags at Chicago in 1949, made up the largest crowd ever to see a pro basketball game.

Skipper Tells How Storm Took 2 Lives

SEATTLE, Nov. 14 (AP)—A Brooklyn ship captain told today how gale-whipped winds brought death to two men on the freighter Calmar. The badly listing vessel, skippered by Capt. Richard B. Hughes of Brooklyn, arrived here yesterday after limping for more than 24 hours since a heavy deckload of lumber shifted in storm seas off the Columbia river mouth.

One of the two victims, First Mate Clarence Hutton, 50, Valley Stream, N. Y., died shortly before the 3586-ton freighter docked. Walter E. Roberts, 23, Somerville, Mass., was washed overboard by the mountainous wave which crushed Hutton between a wheelhouse and a lifeboat the two men were trying to secure.

Wild Water
"There is no question but that he drowned," Hughes said. "No one could have lived in that water. The waves were the worst I've ever seen in the Atlantic or Pacific, and I've been at sea since 1912."

A Port Angeles doctor boarded the Calmar in the strait of Juan de Fuca and attended Hutton en route to Seattle.

The freighter, owned by the Calmar Steamship corporation, of New York, was headed for the east coast from Longview, Wash., when the deckload shifted.

Car Shortage Causes Mill Labor Layoff

DALLAS, Ore., Nov. 14 (AP)—The Willamette Valley Lumber company mill here went on a three day week today because of a shortage of boxcars. Manager Paul Morgan said 375 employees were laid off.

Morgan said the mill would be idle Mondays and Tuesdays until the Southern Pacific railroad can deliver cars. He said inventories at the mill have doubled in recent months because of the car shortage.

The mill executive said it was the

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Two Deaths Said Murder And Suicide

FORT WORDEN, Wash., Nov. 14 (AP)—An army sergeant pumped three pistol shots into the chest of his wife and then shot himself in the head late yesterday near the Fort Worden non-commissioned officers club, post authorities said.

The deaths were described by Lt. Col. James C. Harper, executive officer, as a "slaying and suicide."

The victims were Sgt. and Mrs. William G. Henninger. Colonel Harper blamed the shooting on domestic troubles and said it

occurred shortly after the couple had left the club where they had spent most of the afternoon.

Henninger, 34, was stationed here regularly but had recently been on temporary duty as fire chief at nearby Fort Casey. His wife, the stepdaughter of M. Sgt. John N. Clark, Fort Worden, had been living in Port Townsend with her three children by a former marriage.

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