

## Senate Group Accuses Oil Barge Committee Of 'Inexcusable' Delay

Report by Truman Cites Many Arguments, Few Decisions

By the Associated Press.

The Senate Defense Investigating Committee charged today there had been "inexcusable" delay and confusion in carrying out a barge construction and conversion program to relieve the East Coast's oil shortage.

"There was simply too much talk and not enough action," the committee said.

Recalling that President Roosevelt last spring appointed a committee to study the barge problem, the Senate group, headed by Senator Truman, Democrat, of Missouri, declared in an interim report:

"The committee believes that there has been unnecessary delay and confusion in carrying out a program essential to the national welfare. The delay which occurred prior to the recommendations of the committee appointed by the President is most regrettable, but the delay which occurred after the matter had been studied by that committee and after its recommendations had been received by the President is inexcusable."

**Few Decisions Made.**

"The lengthy frequent conferences which took place between the numerous agencies involved produced many arguments, but few decisions, the report said.

"The program recommended by the President's committee and approved by the President," it continued, "ought not to have been discarded on the Navy's suggestion that high-powered Diesels necessary for motive power could not be obtained without exploring whether existing tugboat and tugboat power could be made available by a transfer from other uses and without exploring whether steam engines, gas engines or smaller Diesel engines could be made available."

The report said 10 different agencies had a hand in making decisions with respect to barges, and declared that "valuable time has been lost" as a result of "this overlapping of authority and duplication of effort."

"If the barge program had been carried out expeditiously," the report said, "the shortages of both fuel oil and gasoline in district 1 (the East Coast region), particularly the southern and western portions thereof, would have been less severe."

**President's Committee.**

The President's Barge Committee included Secretary of the Interior Ickes, Secretary of Commerce Jones, Price Administrator Henderson, Defense Transportation Director Joseph B. Eastman and Maj. Gen. Eugene Reybold, chief of the Army Engineers.

The finally approved program calls for 21 steam river towboats of 2,000 horsepower, 100 steel tugboats, each with 150-200 horsepower Diesel engines, 500 wooden oil barges with a capacity of approximately 6,000 barrels each, 200 wooden merchandise barges, with the 200 wooden merchandise barges, would replace the 250 dry-cargo barges now being converted to petroleum carriers, and terminal facilities at Panama City, Fla.; Jacksonville, Fla.; and Cairo, Ill.

The program is expected to increase petroleum deliveries from Texas to the Atlantic coastal area by 150,000 barrels daily.

## Another Legal Move Slows Up Kaiser Hearing

By the Associated Press.

PORTLAND, Oreg., Jan. 14.—Another legal move today interrupted the slow-moving Kaiser shipyard labor hearing.

The fourth day of the National Labor Relations Board hearing into CIO charges that AFL closed-shop agreements with three Kaiser yards in this area were illegal found the first witness still testifying. It likewise found on file in Federal court a counter-motion to an injunction sought by Kaiser attorneys.

NLRB Attorney Richard Perkins filed the counter-motion late yesterday, asking that the court throw out the Kaiser motion for an injunction to halt the hearing.

Federal Judge James A. Fee, who previously set Monday for arguments on the injunction motion, said he would hear arguments on the NLRB counter-motion at the same time.

Meanwhile, the labor hearing proper dragged along before Trial Examiner Robert N. Denham. Details that have taken several days here could have been handled in three hours," Mr. Denham remarked with some asperity.

## Nazis' Claim on Tankers Exaggerated, Davis Says

By the Associated Press.

Elmer Davis, director of the Office of War Information, has branded as exaggerated a German claim that 13 to 16 Allied tankers, in a recent convoy to Gibraltar, had been sunk.

Mr. Davis, at a press conference, yesterday refused to discuss figures on total United Nations losses in merchant ships. He said losses were "very heavy, but not nearly as bad as the Germans claim."

Earlier yesterday, Chairman Walsh of the Senate Naval Affairs Committee, discussing the seriousness of the fuel oil shortage in the East, said the German radio had reported the recent sinking of 13 tankers in a convoy across the Atlantic. Senator Walsh said there had been no confirmation by the Navy.

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**SURVIVED ATLANTA SINKING**—With a captured Jap rifle as a souvenir, these members of the crew of the light cruiser Atlanta, sunk off Savo Island November 13, still smile. Left to right: P. M. Gregory of Evansville, Ill.; A. R. Calabrese of Erie, Pa.; R. E. Leslie of Perth Amboy, N. J.; W. D. Marshall of Camden, N. J.; Raymond Tomkowski of Buffalo, N. Y., and B. F. Hicks of Hippo, Ky., holding the rifle.

## First Woman Bus Operator In Arlington Is Learning Fast

Miss Beatrice A. Robinson, 22, Northern Virginia's first woman bus driver, is fast learning the ways of Washington's wartime traffic, officials of the Arlington & Fairfax Motor Transportation Co., where she is employed, said today.

E. B. Coxen, secretary of the bus line, said Miss Robinson, who lives at 818 North Stewart street, Arlington, signed up with the firm last Tuesday, and since then has been undergoing a course of training under some of the line's best drivers.

"After traveling over the various routes," Mr. Coxen said, "Miss Robinson now is driving her own bus."

## Supreme Court Hears Plea Against Statute To Bar Birth Control

Constitutionality of Connecticut Law Is Challenged by Doctor

By the Associated Press.

Constitutionality of Connecticut legislation prohibiting physicians from prescribing contraceptive devices was argued today before the Supreme Court.

Validity of the statute was challenged by Dr. Wilder Tieleston, a professor at Yale Medical School and a practicing physician at New Haven, on the ground it prevents him from taking action he deems necessary to preserve the lives or health of married women.

A brief filed by 166 physicians from 36 States and the District said that "medical opinion, with substantial unanimity, supports the prescription and use of contraceptives."

**541 Physicians Sign Brief.**

Another brief presented by 541 Connecticut physicians urged the tribunal to pass on the constitutionality of the legislation so that doctors in the State will know whether they may use "one of the techniques of preventive medicine."

State's Attorney Abraham S. Ullman, in the opening argument yesterday, contended that the statute, as applied to married people, "simply means that the Connecticut type of marriage does not permit the use of drugs, medicinal articles or instruments for the purpose of preventing conception."

Referring to the briefs filed by physicians, Mr. Ullman said he realized that the Supreme Court "will not decide constitutional questions by straw votes—which, incidentally, poll only one side of the house."

Morris L. Ernest, attorney for Dr. Tieleston, said Connecticut and possibly Massachusetts are "unique among the 48 States and the Federal Government in outlawing contraception where doctors agree that life and health make it mandatory."

**Legislation Upheld in State.**

Dr. Tieleston filed his suit in an effort to obtain a ruling as to the constitutionality of the statute. The legislation was sustained by the Connecticut Supreme Court of Errors.

Before the Connecticut case came up yesterday afternoon, the court heard arguments on the Government challenge of California and Pennsylvania statutes which would fix the minimum prices for milk sold to the Government for use of the armed forces.

Solicitor General Charles M. Fahy said that a State "may not regulate the procurement of supplies for the

United States Army." The legislation was defended by Walter L. Bowers, deputy attorney general of California, and Frank E. Cohn, deputy attorney general of Pennsylvania.

## Colmer Asks Swift Action On Bill to Draft Strikers

By the Associated Press.

Swift congressional action to discourage strikes and industrial slowdowns by making participants immediately eligible for military service was advocated today by Representative Colmer, Democrat, of Mississippi.

"There is need for some action immediately because of the number of strikes and slowdowns that have occurred in recent months," he said, "and I am for a showdown on this issue right away."

Mr. Colmer has introduced a measure which would not only subject those engaged in a strike to immediate draft, but also make those responsible for strikes or slowdowns in the production of war material liable to a maximum fine of \$2,000 and two years' imprisonment.

His proposal also would increase the statutory work week from 40 to 48 hours for the duration of the war with no overtime pay for the extra eight hours, and limit profits on war contracts over \$10,000 to a maximum of 6 per cent.

Mr. Colmer's bill was referred to the House Military Affairs Committee, where its fate remained uncertain. However, some influential committee members said they would oppose action on labor legislation "unless and until something new develops on the labor front."

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## Engineer Defends Holmes Run Sewer; Denies Health Peril

Alexandria Water Co. Charges Are Called 'Unfounded, Absurd'

Taking sharp issue with Alexandria Water Co. officials, who contend the trunk line sewer now under construction in Fairfax County, Va., under supervision of the Federal Works Agency, is a potential health menace to water consumers, G. Hubbard Massey, consulting engineer on the project, yesterday declared the company's charges were "unfounded and absurd."

The line, which is being constructed with a Federal grant of approximately \$1,500,000, extends from near Falls Church to the Potomac River. It is designed to serve thousands of home owners in the Holmes Run watershed area, including several Government-approved low cost housing projects and the Quartermaster Depot at Holmes Run.

The water company has protested construction methods employed in laying the line and its location near its Barcroft Reservoir and the Holmes Run feed line, which carries the water from the reservoir to the filtration plant at Alexandria.

**Sees No Pollution Danger.**

Mr. Massey contended the line is being constructed according to specifications set up by the Federal Government, which practically eliminates any danger of pollution to the reservoir or Holmes Run.

He also said that the pipe line is being cradled in concrete where it skirts the reservoir, which will prevent settling of the line, eliminating possibility of sewage seepage. Along Holmes Run the line is laid 4 feet below the stream bed and is embedded in solid concrete at all points where it crosses the stream.

At all other points along its entire length it is being placed in either a natural or artificial gravel cradle.

Mr. Massey said that the completed line, rather than being a menace to the water supply, will be a means of ending asserted pollution of the water.

This, he said, was caused by seepage for septic tank drainage fields near Tripps Run, one of the two principal sources of the supply of water impounded by the reservoir, and sewage seepage in the same stream, due to failure of the Falls Church sewage pumping stations to function properly at certain periods.

**Alexandria Council Acts.**

Disturbed by assertions made by the water company, the City Council of Alexandria, last week named a committee to discuss the matter with Federal authorities, in an effort to obtain assurance that the line would not endanger the city's water supply.

Mr. Massey said the construction of the line was recommended by the Public Health Service, for the purpose of serving a large area of Fairfax County, where the soil is not adaptable to absorbing sewage from private septic tanks, the principal method of sewage disposal now used in the county.

## Ceremony Marks 65,000th Landing On U. S. Carrier

By the Associated Press.

**SOMEWHERE IN THE SOUTH PACIFIC, Jan. 12 (Delayed).**—The scout bomber pulled up to a stop on its carrier today, presumably ending just another routine mission, but as the pilot, Lt. (j. g.) George A. Kiewit of San Diego stepped to the deck he was greeted with loud, long cheers.

Ordered below to clean up and report back to the deck, Lt. Kiewit was unaware he had made history. He soon was enlightened, however, for on his return topside he found the carrier's entire complement lined up to present him with a huge cake.

The gift commemorated the 65,000th landing made aboard the ship.

The carrier's present skipper made the 5,000th landing and its executive officer the 4,000th. Sixty-five thousand is believed to be the greatest number of deck landings ever made aboard a carrier of any navy.

Lt. Kiewit, a graduate of the Naval Flying School at Jacksonville, Fla., came aboard his present ship last September. The historic landing was his 23d on the deck of the carrier.

## Retail Grocers to Hear OPA Aides on Rationing

Point rationing, ration banking and margin control of foods at wholesale and retail will be discussed by officials of the Office of Price Administration at a mass meeting of retail grocers Tuesday night in the Jewish Community Center.

The meeting was called by the Independent Food Distributors of the District and is scheduled to begin at 8:15 p.m., with Isaac Jacobson, president of the distributors' organization, presiding.

Scheduled to speak are Joseph Kershaw, head of the ration banking section, OPA, who will speak on "Ration Banking"; Ken E. Stauffer, chief of the processed fruits and vegetables, rationing branch, and branch, OPA, "Point Rationing," and Harper M. Sowles, head of the food adjustment section, retail trade services division, OPA, "Margin Control on Sale of Foods at Wholesale and Retail."

## Safety Pin Is Removed From Baby Girl's Throat

By the Associated Press.

**PHILADELPHIA, Jan. 14.**—A safety pin was removed today from the throat of 10-month-old Judith Schand Wing, who was rushed to the Chevalier Jackson Bronchoscopic Clinic here last night by a transcontinental airliner that went off its course to pick her up.

Physicians pronounced the child's condition satisfactory.

The child and her parents, Mr. and Mrs. George Sherman Wing, Jr., arrived on a United Air Lines San Francisco-to-New York plane at 9:15 p.m. Ordinarily the airliner stops at neither Youngstown nor Philadelphia.

The pin lodged in the girl's bronchial tube.

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## Rites for Mrs. Schoenert To Be Held Tomorrow

Funeral services for Mrs. Anna H. Schoenert, 77, who died yesterday at the home of Mr. and Mrs. Verne C. Bonesteel, 3020 Tilden street N.W., will be held at 11 a.m. tomorrow at the Hines funeral home. Dr. Peter Marshall and Dr. Albert Evans, both of the New York Avenue Presbyterian Church, will officiate.

A native of Philadelphia, Mrs. Schoenert had been a resident of Washington for eight years. She was a member of the New York Avenue Presbyterian Church and Chapter N of PEO. She was the widow of Martin Schoenert, professor at Huron College in South Dakota.

Mrs. Schoenert is survived by two daughters, Mrs. Bonesteel and Mrs. Frank H. Dwyer, Huron; three grandchildren, Corl J. M. Bonesteel, McChesney Field, Wash.; Mrs. H. B. Merritt, Huron, and Jack Dwyer, Rockford, Ill., and two great-grandchildren.

Burial will be in Huron.

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