

## Debate May Start Wednesday on Shifts In Relief Setup

Senate Unit-Writes Final Draft of Bill to Create Public Works Agency

By J. A. O'LEARY.

Senate debate may start Wednesday on broad changes in the Social Security Act and merger of work-relief activities into a new Public Works Agency, approved by a special Senate committee yesterday as a permanent system for meeting the unemployment problem.

The final draft of the measure, sponsored by Senator Byrnes, Democrat, of South Carolina, paves the way for placing under civil service the administrative employees of P. W. A., W. P. A., N. Y. A., and C. C. C., when these organizations are consolidated into the new Public Works Agency.

The civil service provision would apply to any administrative position that is not of a temporary nature. The employees transferred in the consolidation would acquire civil service status if the administrator is satisfied they have served with merit for six months, and if they pass a non-competitive examination. Salary classification of transferred employees could not be changed until the end of the fiscal year in which the consolidation takes place.

### Second Line of Defense.

The aim of the bill is to bring about a tapering off of work relief by making the Social Security Act, especially unemployment compensation, the chief source of benefit to the jobless in depression eras. The new Public Works Agency would plan and allocate construction projects as a second line of defense for the jobless.

Of far-reaching importance are the following changes the bill would make in the social security setup: Advance the date for beginning Federal old-age insurance payments from 1942 to 1940, with a proviso that persons 65 years old who retire from industry next year must be paid not less than the average old-age assistance payment in their respective States. This is expected to open up many job opportunities for unemployed workers below retirement age.

Establish new standards for State unemployment compensation laws, as follows: Limit the waiting period following loss of work to one week; make a person eligible for weekly benefit payments if laid off after 26 weeks of employment in a year, and would continue the benefit payments for 13 weeks if the lay-off lasts that long.

### New Schedule of Payments.

A new schedule of unemployment benefit payments is laid down as follows: Not less than \$5 a week if the worker was earning \$10 or less; half of his or her pay, if between \$10 and \$30; and \$15 a week if the worker had been earning more than \$30. Senator Byrnes believes this will reduce the number of persons who have to apply to W. P. A. for work.

Adds a new phase to social security—Federal aid to the States for handicapped persons, for which \$25,000,000 would be authorized the first year to be apportioned to the States. This is designed to help the States provide for unemployables not old enough for old-age assistance. This part of the program would not start until July 1, 1940, and contemplates enactment of State laws to provide for operation in the plan. The changes in the unemployment compensation standards also will necessitate action by most of the State Legislatures to bring their laws into line with the new standards in this bill.

The bill also liberalizes the old-age assistance part of the social security law, under which the Federal Government matches, up to a limit of \$15, what a State gives aged persons not covered by the Federal old-age insurance system. The insurance system is the one for which pay roll taxes are collected. The measure established a minimum of not less than an average of \$15 a month for old-age assistance.

**Controversy Likely.** Controversy is expected in the Senate over a new formula by which the Federal share of old-age assistance payments could be raised above 50 per cent, and up to 66 2/3 per cent, in States below the national average in per capita income. A cost-of-living yardstick may be urged as a substitute.

The bill also liberalizes existing social security provisions for aid to dependent children and to the blind. While the Senate committee was perfecting the Byrnes bill, the House Ways and Means Committee, also studying revision of social security, continued in executive session yesterday without completing its work.

If the Byrnes plan for a unified Public Works Agency is put through before the \$1,500,000,000 W. P. A. estimate for the next fiscal year is considered, the appropriation would go to the new agency.

**Consolidation of Agencies.** The new Public Works Agency would be required to allocate its funds to the States, half on the basis of population and half on the percentage of unemployed in each State. Senator Lodge, Republican of Massachusetts, was defeated in a move to have the agency allocate jobs instead of money, on the ground that since wage rates vary in different sections, a given amount of money will not employ as many men in one section as in another.

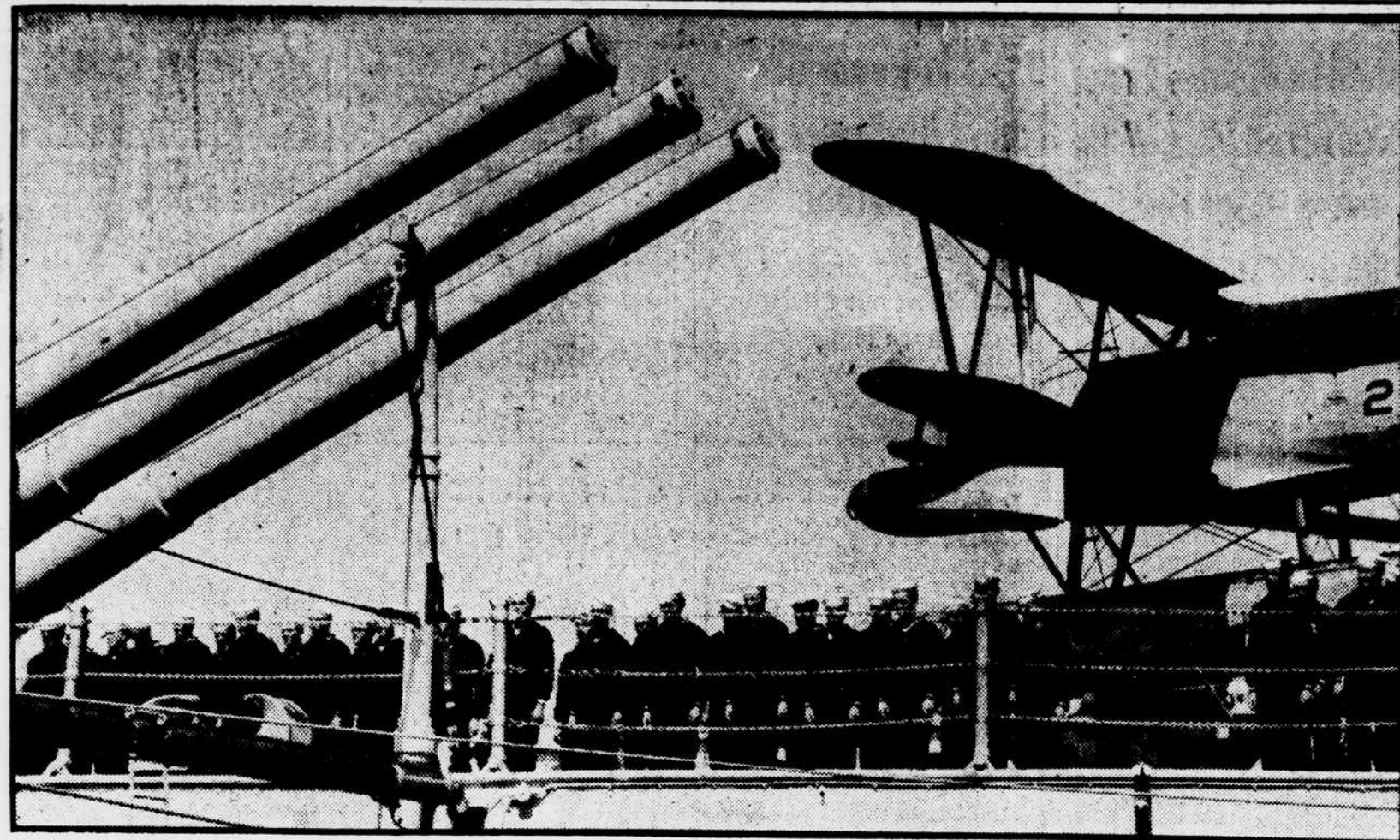
It was Senator Lodge, however, who succeeded in having the 1940 date for starting old-age insurance restored to the bill.

The public works body was changed from a new executive department to an independent agency to meet objections raised by Senator McNary, Republican leader. On the bill as a whole, Senators McNary and Lodge reserved the right to express their attitude when it is taken up in the Senate.

The local contribution toward public work projects would have to be one-third of the cost of all the projects allocated to a State during the year, although it could vary on individual projects.

Although white-collar projects are provided for, they could be carried on in future only if the States share in the cost.

**Administrator and Three Aides.** The new Public Works Agency would be headed by an administrator and three assistant administrators, named by the President and confirmed by the Senate. The administrator would receive \$10,000 a year, while the salaries of the assistants



ALL DRESSED UP AND SOMEWHERE TO GO—Sailors on the battleship California, lined up on deck at Hampton Roads after

surprise orders came from the Navy Department at Washington turning the United States fleet back to the Pacific Coast.

—Associated Press Photo.

would be fixed under the Classification Act.

In addition to the several emergency activities, the bill also would transfer to the new Public Works Agency the Bureau of Public Roads from Agriculture, and the public building branch of the procurement division from Treasury. There was speculation last night as to whether these transfers would encounter opposition in the Senate.

There is a possibility also that Senate liberals may try to boost the old-age pension allowances on the floor. Senator Pepper, Democrat, of Florida, said last night he was considering the subject, but had not made up his mind.

## Chamber to Consider Industry's Role in War

By the Associated Press.

The Chamber of Commerce of the United States announced yesterday that a special session of its forthcoming annual meeting would be given over to consideration of industry's role in war.

The chamber said that "in view of the expanded national defense program," the session May 2 would consider questions of industrial mobilization and strategic war materials.

## Pittman

(Continued From First Page.)

too well known to require reassertion," he continued. "I do not believe that the Pittman proposal act will be as injurious to China or as preferential to Japan as some believe. Japan has every port in China controlled. Nothing shipped into a port of China can reach the armies of China."

He then led up to his suggestion that steps might be taken against Japan's trade by saying "the President and the Congress know that since 1932, when Japan invaded Manchuria, Japan has been in constant violation of the nine-power treaty."

"Our Government has been protesting against these violations and others for months," he added. "Our Government would, therefore, be justified in passing special legislation with regard to such violations."

**Puzzled by Attitude.** Secretary Pittman said he could not understand "the consistency or the moral attitude" of those who would forbid sale of manufactured goods to Japan, but were willing to sell that country raw materials from which arms can be made.

At the outset of his address, the Senator referred to President Roosevelt's appeal yesterday to Hitler and Mussolini to pledge themselves to 10 years of peace. He added:

"Remembering the horrors of the World War, the loss and destruction, the death and living death of our loved ones, our people, their President, and their Congress are determined to do everything possible with honor to keep out of the next foreign war. The Committee on Foreign Relations of the United States Senate holds this sentiment and determination without exception."

## Notes

(Continued From First Page.)

Letters—But she did not deny that they found their way to the newspaper, and to the Federal Bureau of Investigation, through her.

"I took the letters out of the waste basket after they had been thrown away," she said.

She was arrested by Precinct Detective Krell H. Davis of the sixth precinct on a warrant sworn by Mr. O'Malley, who is said to be a Civil Aeronautics Authority employee. Detective Davis said she told him of her activities. Later, she told a Star reporter the same story.

"I waited for my chance and the few months ago I got a job in the O'Malley home—just on a hunch. I listened and watched and when they came to Washington, I came too."

"The letters they threw away had a lot of information in them from back home. I kept them and turned them over to the F. B. I."

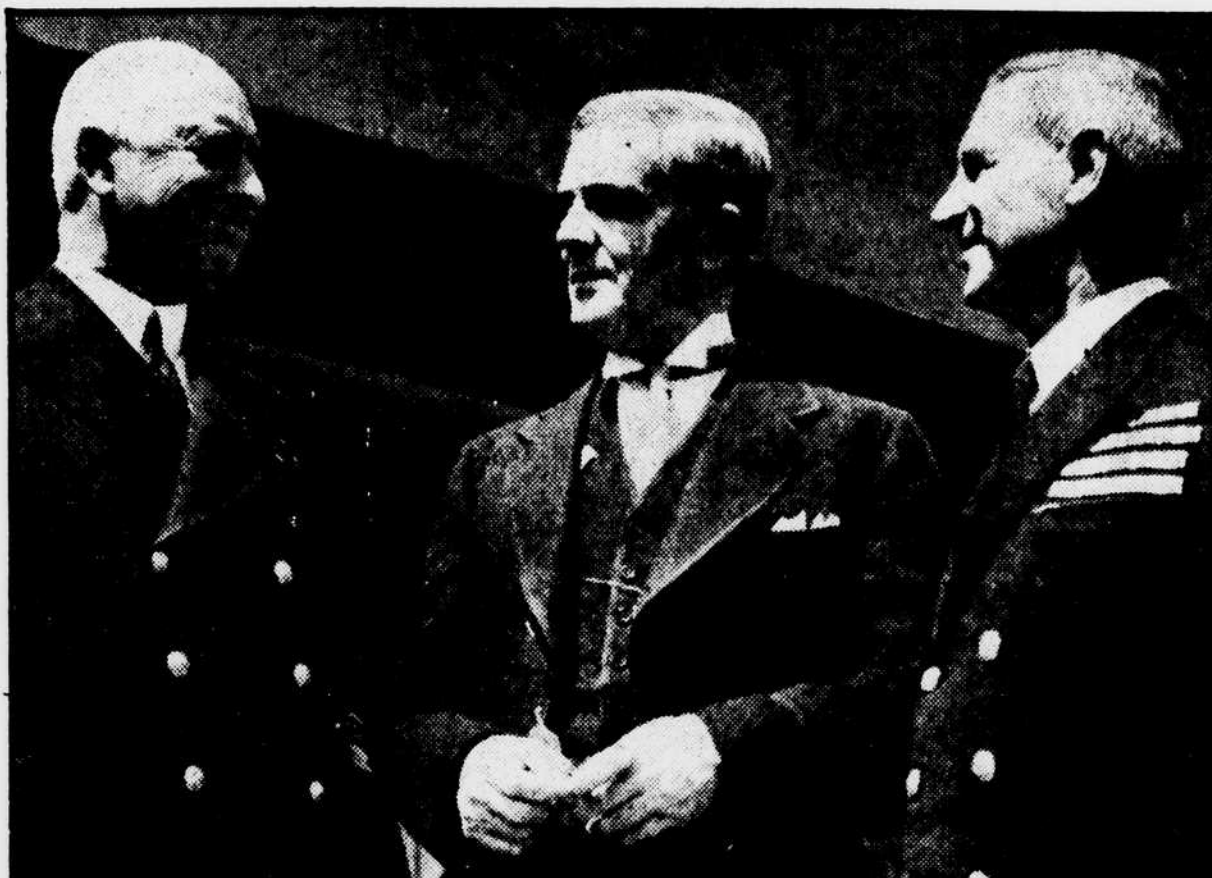
"About two weeks ago, I quit my job with the O'Malleys and got another here. And now I've been arrested, just for spite."

Mr. O'Malley was not available for comment last night. Police knew nothing of the case beyond the fact that the warrant had been sworn out and served.

The letters printed in the St. Louis paper were said to have been written by Mrs. R. E. O'Malley, mother of Lambert O'Malley.

R. E. O'Malley, who was formerly State insurance commissioner, and Pendergast were indicted on income tax evasion charges as a result of the investigation.

**'Submarines' to Be Topic** "Submarines" will be the subject of a lecture by C. D. Anderson, naval architect, Bureau of Construction and Repair, United States Navy, Tuesday at 11:20 a.m. in the engineering auditorium, University of Maryland.



WELCOME TO THE FLEET—The Commonwealth of Virginia yesterday paid its respects to the United States Fleet, Gov. James H. Price (center) going to Hampton Roads to greet the force. At the left is Admiral E. C. Kalbfus, the commander, and at the right, Rear Admiral Joseph K. Taussig.

## Fleet

(Continued From First Page.)

naval power, by returning to the Pacific the only sea force able, and in a geographic position, to checkmate Japanese aggression in the event of a world conflagration.

Without hinting at a definite Anglo-American understanding, naval quarters were convinced that with the American Fleet in the Pacific, Great Britain would feel free to keep more of her warships nearer home than would otherwise be the case.

**Tokio Puzzled at Turn.** Tokyo plainly was puzzled over the development, but the Associated Press quoted one authority as failing to see a cause for the order in any problems between the United States and Japan.

"In view of the threatening outlook in Europe, it seems strange that the fleet is to be removed to an ocean where no trouble is apparent," one authoritative Japanese source said. A naval authority commented the action could be interpreted to mean the United States was determined to attempt to remain neutral in the event of European conflict.

"In that case, the Atlantic section of the so-called two-ocean fleet would be sufficient to guard America's Eastern shores," he said.

**List of Ships in Doubt.** Officials pleaded inability, because of the unexpected nature of the order, to name accurately all vessels to make the return voyage, but gave the estimate of 64 craft, which, it was explained, included all ships hitherto based on the Pacific Coast.

Ships now in the Hampton Roads-Yorktown area that are scheduled to depart for the West Coast not later than Thursday include the battleships California, Idaho, Mississippi, New Mexico and possibly the Colorado, at present at the Norfolk Navy Yard undergoing repairs; the cruisers Boise, Milwaukee, Concord, Raleigh, Memphis; the destroyers Smith, Sampson, Cushing, Porter, Phelps, Lamson, Flusser, Aywinn, Hamilton, Fanning, Perkins and Mugford; the minesweepers Lapwing, Rail, Sandpiper, Bobolink, Robin, Brant and Grebe; the supply ships Vega, Medusa, Argonne and Bridge, and the tenders Tern and Sonoma.

The battleship Pennsylvania, flagship of the United States Fleet, now at Annapolis, also will sail with the fleet. Admiral C. C. Bloch, commander in chief of the Navy fleet, has his flag on the Pennsylvania.

The main fleet's return, it was

amplified, will restore the Pacific substantially the 5-3 tonnage superiority over Japan. There will be about 158 warships in that area, ranging from battleships to submarines.

(Many vessels remained in the Pacific when the main body sailed for the Atlantic in January, and others have since returned.)

Left on the East Coast will be an Atlantic squadron of 58 war craft—the strongest force that has been concentrated on this coast since 1932 when the fleet was massed in the Pacific in the midst of the Sino-Japanese crisis.

This will be made up of the original Atlantic squadron, created last year, and reinforcements. The original squadron is commanded by Rear Admiral Alfred W. Johnson, who is to be succeeded in a few weeks by Rear Admiral Hayne Ellis. The status of the reinforcements is uncertain.

**Upsets World's Fair Plans.** The sudden order came with bomblike effect in the Hampton Roads area where the Fleet, in holiday mood, was looking forward to a review before Secretary Swanson on April 27, and then a trip to the New York World's Fair.

It affected directly more than 50,000 officers and men, besides throwing into confusion the plans of thousands of families. Naval officers first learned of it through newsmen while attending a reception at the Norfolk Yacht and Country Club following Virginia's official welcome to the Fleet earlier in the day by Gov. James H. Price.

Leaves and liberty parties were canceled. Admiral Kalbfus instructed Comdr. Barry Wilson, provost marshal ashore, that leaves previously granted all men attached to ships involved in the order would expire as of 6 p.m. Wednesday.

Orders for huge supplies of fuel and food also had to be altered quickly. Arrangements were made for a "large number" of the reinforced Atlantic squadron to go to New York, in order to carry out partly the plans previously made and a revised schedule will be worked out early this week, officers said.

**Visits to Fleet Approved.** It was announced also that Sunday visits to the fleet would not be interfered with.

Four battleships of the old type, one demilitarized, nine destroyers,

two airplane carriers and twelve destroyers are among the fighting craft that will remain in the Atlantic. It was learned this afternoon that the Norfolk naval operating base, composed of 12 new planes, also will remain.

The surface ships that will be left in the Atlantic are the battleships New York, Arkansas, Texas and Wyoming (demilitarized battleship), the cruisers San Francisco, Quincy, Tuscaloosa, Vincennes, Honolulu, Philadelphia, Brooklyn, Savannah and Nashville, the plane carriers Langley and Ranger and the destroyers Babbitt, Badger, Bagley, Claxton, Decatur, Fairfax, Hatfield, Hopkins, Manley, McDougal, Monaghan and Leary.

The cruisers San Francisco, Quincy, Tuscaloosa and Vincennes comprise what is known as cruiser division 7. These ships are now on a good will cruise to South America and are not scheduled to return to American waters until the latter part of May or early in June.

A number of submarines, tenders, supply ships and mine sweepers will remain on the Atlantic coast also, but the naval base was unable to supply their names this afternoon.

## Three-Day Buddy Poppy Sale Opens May 16

Buddy poppies, perpetuating the memory of America's war dead, will bloom May 16, 17 and 18 on the streets of Washington and other cities in the 17th annual nationwide sale preceding Memorial Day.

The sale, held under auspices of the Veterans of Foreign Wars, has been endorsed by President Roosevelt. Officials term it a practical and patriotic program of relief and service for disabled soldiers, widows and orphans.

Phillip R. Belt, department commander, and George G. McLeish, chairman of the Buddy Poppy Committee, V. F. W. of the District, pointed out that since their organization is not a member of the Community Chest, funds for relief income must come from the annual sale.

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## Naval Pomp Marks Gov. Price's Welcome To Fleet at Norfolk

Ceremonies Held Aboard California At Hampton Roads

By the Associated Press.

NORFOLK, Va., April 15.—Full dress naval pomp marked today's ceremonies aboard the battleship California when Gov. James H. Price formally welcomed the fleet to Virginia waters. The ship's company stood at attention as Admiral Kalbfus greeted the chief executive and accepted the State's welcome.

The Governor's party, including State officials and dignitaries of Hampton Roads communities, was escorted immediately to the admiral's quarters below decks.

After the brief, informal reception below decks, the party returned to the main deck and several minutes later was piped over the side for the return to shore. A 19-gun salute marked the Governor's departure from the ship.

### Navy "Highly Honored."

The California was anchored in a long line of battleships, cruisers and aircraft carriers stretching from the naval base to Old Point Comfort.

Before proceeding to the California, Gov. Price and his party were greeted at the naval base by Admiral Joseph K. Taussig, commander of the Norfolk naval district. A detail of marines presented arms and a bluejacket squad played "Four Ruffles and Flourishes."

Admiral Kalbfus after the Governor left the California, that the Navy was "highly honored" by his visit and that it showed "not only Virginia's great interest in the Navy but the State's great love for the Navy."

After returning to the naval base from the ship the male members of the Governor's party moved to the Norfolk Yacht and Country Club, for a stag reception and buffet luncheon.

**Strike Takes Governor Home.** Among those greeting Gov. Price on his arrival at the naval base this morning were Representative Colgate W. Darden of Norfolk and former Representative Norman R. Hamilton of Portsmouth.

The streets of Norfolk, Portsmouth and other Hampton Roads cities were alive tonight with bluejackets bent on making the most of what appeared to be their last week end ashore for some time. Streets were gaily decorated with flags and bunting.

Gov. Price had planned to spend the week end in Chesapeake Bay aboard the yacht Roman, on which he came to Hampton Roads, but decided to cancel the cruise to return to Richmond, in the event it became necessary to issue an order mobilizing the State militia in connection with the coal miners' strike in Southwest Virginia.

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## White House Reveals Careful Timing of President's Plea

European 'Lull' Waited As Best Moment to Appeal for Peace

By the Associated Press.

It was said at the White House that President Roosevelt had sought to choose exactly the right moment for his appeal to Hitler and Mussolini.

The President was said to believe that timing was of the utmost importance in any effort to avert a war; that a major problem always was to act at a time when there would be the greatest prospect for success.

He believes, too, it was said, that there is less likelihood of success when troops are actually on the march, or have actually invaded another country.

Consequently, his appeal was directed at a moment when his advisers felt there was a "pause" or "lull" in the swift European developments.

Both recent incidents ending the independence of two nations, the President thought, occurred so fast there was no time to make an appeal. The elimination of Czechoslovakia and Albania was accomplished before a cablegram could be got over to the other side.

While White House sources made no reference to this fact, it was recalled that Mr. Roosevelt had opportunity as Assistant Secretary of the Navy to watch at close hand President Wilson's efforts to halt the World War.

President Wilson waited, however, until after hostilities had begun. On August 4, 1914, when conflict already was under way be-

tween Russia and Germany, he addressed an appeal for peace to those governments along with an offer of his good offices to bring it about. The next day he sent an identical appeal to Great Britain and France.

As the war progressed the President made other efforts to bring the belligerents together to discuss terms of peace.

The White House source said President Roosevelt, in addressing his appeal to Hitler and Mussolini, did not attempt to speak for the whole Western Hemisphere, but only for the United States.

His reference to neutral nations, it was said, was to make it clear that they also would suffer by reason of war.

## To Discuss Nutrition

Sir John Boyd Orr, director of the Rowett Research Institute, Aberdeen, Scotland, and director of the Imperial Bureau of Animal Nutrition, will speak in the National Museum, Tenth street and Constitution avenue N.W. at 4:45 p.m. Friday on "The Nutritional Problems of the British Empire."

The talk has been arranged by the Graduate School of the Agricultural Department.

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