

# PLEASURE-DRIVING CHARGE AGAINST TAWES HEARD AND DISMISSED IN 12 MINUTES

## OPA Board In Crisfield Rules Georgia Trip Did Not Violate Ban

## Decides That 'Adequate' Transport To Army Camp Was Absent

By LOUIS J. O'DONNELL  
(Sun Staff Correspondent)  
Crisfield, Md., June 7—Charges of pleasure driving lodged against J. Millard Tawes, State Comptroller, following a trip to Georgia in his official State car, were dismissed tonight by the Crisfield War Price and Ration Board.

The proceedings, including taking of Mr. Tawes' statement relative to the Georgia trip, the deliberation of the board and the writing and reading of the decision, consumed exactly twelve minutes.

"No Adequate Transportation" The board ruled that in the absence of other "adequate" transportation facilities, Mr. Tawes did not violate the pleasure-driving ban in taking members of his family to Camp Wheeler, in Georgia, to attend the marriage of his son.

It was the board's opinion that in the absence of "adequate" transportation facilities from Crisfield, it would have been necessary for Mr. Tawes to have driven beyond the pleasure-ban area, anyhow, in order to reach transportation facilities that would have gotten him to Camp Wheeler in time for the ceremony.

**In Small Office**  
The hearing took place in the board's small office on Main street here. Only half a dozen or so of the townspeople attended, although it had been announced that the hearing was to be public.

Rives Matthews, publisher of the *Somerset News* at Princess Anne, the county seat, who filed the pleasure-driving charges against Mr. Tawes, did not attend.

Among a small cluster of Crisfieldians outside the ration board it was remarked that Mr. Matthews had exercised excellent judgment by being absent.

**Mundy's Order**  
The hearing—before J. S. Holland, chairman of the board, and Honiss A. Tull and Edward M. Milbourne, associate members—began with a reading of the order for a formal hearing from Cornelius P. Mundy, OPA enforcement official of the Maryland district.

Mr. Mundy, in his letter, advised the board that Mr. Tawes had been accused of pleasure driving on May 23 and that a hearing was in order since there "may have been" a violation of the regulations.

It gave no details of the charges filed by Mr. Matthews, or the manner in which Mr. Tawes was alleged to have violated the OPA regulations.

**Tawes Uses Notes**  
Mr. Mundy's letter was read by M. B. Thawley, chief clerk of the board, and then Mr. Holland asked Mr. Tawes what he had to say.

The State Comptroller made his statement from notes.  
"On learning of the ban on pleasure driving," said Mr. Tawes, "I called the chief clerk of the board to learn the details. I did this because I did not want to violate the regulations. I do not think I did so.

"I was advised that the ban was not in effect in North Carolina, South Carolina and Georgia. I drove to this district before pur- (Continued on Page 6, Column 7)



J. MILLARD TAWES  
Cleared

# TAWES CASE NOW 'CLOSED'

## Mundy Explains That County Board Has Final Jurisdiction Over Gas Rules

The pleasure-driving charge against J. Millard Tawes, State Comptroller, which was dismissed last night by the Crisfield OPA board, is closed, because that board has complete and final jurisdiction, Cornelius P. Mundy, State enforcement officer of the OPA, said last night.

The hearing also disposed of any question of misuse of B or C ration coupons since, Mr. Mundy said, "the board would have all the facts before it."

**Thinks C Coupons Used**  
Shortly before the hearing last night, Mr. Tawes had said: "I'm inclined to think C coupons were used to buy the gas to drive from Crisfield to Georgia and back."

Earlier in the day, Baltimore rationing officials had declared that, since it is impossible to drive 2,000 miles on non-essential A rations, the use of B and C rations, issued only for occupational mileage, was indicated.

"A further investigation of the use of B or C coupons would not be necessary since the board, through questioning, can elicit information on which to predicate its decision," Mr. Mundy said last night. "The board would have all the facts.

**Cannot Overrule**  
"The State OPA has no authority to overrule a decision of a county board. The county boards have final jurisdiction. Our office in Baltimore merely routes county cases that come to our attention to the proper boards for action.

"In Baltimore, when complaints are received, letters are sent to alleged offenders asking them for an explanation. The State OPA does not have the facilities to take action in county cases. The State OPA does not investigate cases heard by any OPA boards. Our function is clearing the cases to the different boards.

"In such a case as that at Cris- (Continued on Page 6, Column 6)

# LAND URGES BIG POST-WAR SHIP PROGRAM

## Calls On Nation To Help On Building Craft For Competition

## Outlines 7-Point Merchant Marine Plan At Meeting Here

Rear Admiral Emory S. Land, chairman of the United States Maritime Commission, last night called upon the nation to continue its big shipbuilding activities after the war and to enter into full competition with other powers in sea commerce.

In an address before the Maryland Historical Society, meeting in celebration of Maritime Day, Admiral Land proposed a seven-point post-war merchant marine program:

Private ownership, private operation and private construction. Ship American; travel American.

Set a goal to ship a liberal percentage of our overseas traffic in American bottoms.

Set up proper routes, lines and services with a minimum of American competition as foreign flags will furnish all possible competition necessary.

Study seriously indirect lines as other leading maritime nations have done. We have every right to compete on the indirect lines.

Modify previous Maritime Commission policy by thoroughly considering and adopting tramp shipping.

Maintain for the duration our present policy of holding title to new ships.

"If you support this," he said, "you will be supporting the betterment of our shipbuilding companies and Baltimore has one or two of them. We can take care of ourselves against any nation in the world if we have parity. We must be patriots when it comes to peace as well as during war."

**Harbor Among Best**  
Earlier in the day, Capt. Granville Conway, Atlantic Coast regional director of the War Shipping Administration, with headquarters in New York, who pronounced the harbor of Baltimore "among the best" in gang-hour production and tons loaded per day and declared "it will play an increasingly important part in transportation from now on."

Captain Conway was among the guests of the Historical Society who toured the harbor with a selected group of technicians and port authorities.

Captain Conway said he was pleased with what he saw on the harbor tour. It showed, he said, why "Baltimore has been such a big factor" in the war to date. The city and the port, he declared, have "done an excellent job."

Labor, he said, is the main need.

**Condemns Reports**  
He condemned as "tommyrot" reports that there was a shortage of ships to handle production. "There are," he declared, "plenty of ships now and there will be more. There is no longer any question about that. We have more (Continued on Page 15, Column 4)

# Meade Serg To Keep 1

## He And Corporal ( While Parer

(Sunpaper)  
With the Seventy-Sixth I Fort Meade, June 7—Last at the First Battalion head Three Hundred and Eighty-fantry, a sergeant purred and chortled for six hours three babies happy whil parents attende a reg party in the officers' loun by.

It was a beautiful manet Yesterday, when the b commander passed arou word that he wanted tw men to chaperone the bal an evening Sergt. Joseph and Corporal Robert Ort Company C, had visions o young lovelies 18 years old ter. The commander didn't ask a second time for vol "Answer Any Waiting

Once the detail was as the men got their orders: charge of this post, the b

# BEER DEMAND SI 25% OVER OUT

## Greater Now Than Ever I In History, Survey Of B eries Shows

The production of beer Baltimore area is twenty-fv cent. below the local deman tributing to an increasing she an official of one of the l breweries in the city said ; day.

At the same time a survey city's breweries indicated th demand for beer here is g now than ever before in the history.

The Government has orderc breweries to use seven per less malt than was used in 19 the same time the population Baltimore metropolitan area increased greatly. These two tors are responsible for the s age.

**Cut In Production**  
The seven per cent. reduc the use of malt means a corre ing seven per cent. decrease amount of beer brewed this s compared to 1942, local b explained.

An official of one brewer his company is supplying a mately 5,000 half-barrels per less than its normal product

Deliveries of beer from bre to retailers has not been sei interrupted by the recent of the Office of Defense Tran sion curtailing delivery s however.

While deliveries of beer tailors to their customers l bidden, wholesalers or ma turers may still make deliver the retailers, it was explained

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ns To Ocean City To Be  
From Three To Two  
Daily

ustomary summer migra-  
Baltimoreans to the sea-  
ill be cut to a trickle this  
under regulations of the  
Price Administration and  
ce of Defense Transporta-

ational Trailways Bus Line.  
more, will run only two  
daily to Ocean City as com-  
three last year.

Mills, manager here for  
pany, said the ODT had  
the reduction. Moreover,  
ing to Mr. Mills, the ODT  
indicated how many sec-  
ould be permitted for the  
eduled bus runs leaving  
7.50 A. M. and 12.50 P. M.  
ght Run To Be Dropped  
wo-trip daily schedule will  
effect next Tuesday. A  
un to Ocean City, leaving  
5.50 P. M., will be dropped.

ilius P. Mundy, State OPA  
ment officer, reminded mo-  
hat driving from Baltimore  
mer residences on the sea-  
onstituted a clear violation  
pleasure-driving ban.

nuting to your summer  
is out. Mr. Mundy said,  
the summer home is so  
y that you can commute on  
resent gasoline allowance.  
additional gasoline rations  
mmuting—well, just don't  
asking.

and regional OPA offices  
onsidering the question  
r a family can drive to the  
ce, spend the summer there,  
en drive back, doing no com-  
between times.

TAWES CASE  
NOW 'CLOSED'

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Board Has Final Jurisdic-  
tion Over Gas Rules

State Comptroller Was Ques-  
tioned On Use Of Ration  
To Go To Georgia

(Continued from Page 30)

field, the board would have all in-  
formation of violation of the pleas-  
ure-driving ban or misuse of B and  
C rations."

Adopted For Convenience

Mr. Mundy said the rule of  
routing county boards was adopted  
as a convenience so that persons  
charged with violations, say, in  
Cumberland or Salisbury, would  
not have to come to Baltimore to  
be heard.

"In this case we had complaints  
only that a motorcar was used for  
a trip to the South," Mr. Mundy  
continued. "We passed that infor-  
mation along to the proper board  
together with that section of the  
law under which the board could  
act."

"There was no misuse of B or C  
rations brought to our attention  
for us to route to the county board.  
The county board should have all  
the facts."

Inquiry Made Of Tull

Honiss Tull, a member of the  
Crisfield board that heard the  
Tawes case, was asked later last  
night if any misuse of B or C  
ation coupons entered in the case.

"The case is settled," Mr. Tull  
said. "There has been a full inves-  
tigation. The gas he used and the  
reasons he gave are covered by the  
law."

Meanwhile, during the day yes-  
terday, Governor O'Connor and  
Capt. Andrew T. Conner, of the  
State police and State Mileage Con-  
servation Administrator, passed the  
question of responsibility back and  
forth.

Governor O'Connor said that Cap-  
tain Conner had been appointed to  
the job of conserving mileage of  
State automobiles and the OPA  
"related it to all motor vehicles  
of the State."

No Exception Made

The Governor also said in his  
statement that in making the ap-  
pointment to the position of mile-  
age administrator "the administra-  
tor of the OPA made no exception  
as to any State-owned vehicle."

But Captain Conner said he has  
no official knowledge of Mr. Tawes'  
trip to Georgia.

He declared that, instead of an  
administrator, he is just a "coordi-  
nator" and the administration of  
mileage for various State depart-  
ment cars is left to the "depart-  
ment administrators."

All through the conversation con-  
cerning his job, Captain Conner in-  
sisted that his questioner "ask the  
Governor, he knows the whole or-  
ganizational setup."

Passes On Requests

It is Captain Conner's job to  
pass on the gasoline requests of  
various State departments, accord-  
ing to the Governor.

But while repeating again and  
again "ask the Governor about it,"  
Captain Conner explained that he  
merely certified to the ration board  
additional gasoline requests of de-  
partment administrators.

"Each State department has its  
own administrator," Captain Con-  
ner said. "Mr. McCusker (Joseph  
O.C. McCusker, deputy comp-  
troller) is the administrator for  
the Comptroller's office.

TAWES WINS  
DRIVING CASE

Crisfield Board, In 12-Minute  
Hearing, Rules Georgia Trip  
Did Not Violate Ban

Ration Unit Decides 'Adequate'  
Transportation To Camp  
Did Not Exist

By LOUIS J. O'DONNELL  
(Continued from Page 30)

chasing any gasoline. Before cross-  
ing the North Carolina border into  
the banned area on the way home,  
I had the tank filled up and had  
practically the same amount of  
gasoline in my tank when I got  
back as when I left.

"That gentlemen, I think, is my  
case."

After a few moments' silence,  
Mr. Holland—although Mr. Tawes  
did not in his statement touch on  
the fact that the purpose of his  
trip was to attend his son's com-  
missioning as an infantry officer  
at Camp Wheeler and his wedding  
a few hours later—said:

"It is permissible to attend  
weddings when no other adequate  
means of transportation are avail-  
able.

Familiar With Transport

"I think that is enough. We're  
familiar with those means of trans-  
portation. We know there is no  
transportation from Crisfield.

"If you have no other statement  
to make, we have no questions to  
ask. That covers it all."

However, Mr. Holland turned to  
Mr. Tull and Mr. Milbourne and  
inquired whether they wished to  
question Mr. Tawes. They said no.

The board then retired to an-  
other desk where Mr. Thawley,  
chief clerk, had been busy mean-  
while writing. After conferring  
among themselves, while Mr. Thaw-  
ley continued to write, the mem-  
bers of the board took the paper  
when the chief clerk had finished  
and Mr. Holland read the decision.

Regulations Cited

After citing the sections of the  
rationing regulations under which  
the charges had been made, and  
establishing the date of the alleged  
violation as May 23, the statement  
read by Mr. Holland continued:

"It was further shown that be-  
cause of the lack of transportation  
facilities available it would have  
been necessary to drive to the  
southern limit of the ban to obtain  
the necessary transportation facili-  
ties to enable Mr. Tawes to reach  
his destination in time.

Weddings Permissible

"And, whereas, attending wed-  
dings is one of the permissible  
uses enumerated under the emer-  
gency ban, provided no adequate  
means of transportation is avail-  
able, it is the unanimous decision  
of this board that Mr. Tawes is  
not guilty of the charge preferred  
and the case is dismissed."

The new ban on pleasure driv-  
ing which Mr. Tawes was accused  
of having violated was announced  
by the OPA in Washington on May  
19 and became effective at noon  
the next day, May 20. It was three  
days later that Mr. Tawes left for  
Georgia, on Sunday, May 23. The  
party returned to Crisfield on  
May 28.

Charges Filed May 25

The charges were filed by Mr.  
Matthews on May 25.

Mr. Tawes and his friends in  
Somerset county accused the Prin-

cess Anne publisher of playing poli-  
tics in bringing the charges.

Mr. Matthews and the Tawes  
political organization in Somerset  
county are factional opponents.  
Last September Mr. Matthews ran  
against the Tawes candidate for the  
Democratic nomination for State  
Senator. The Tawes candidate,  
Glenwood Evans, was nominated,  
but lost in the general election.

Graduates From Vassar

Among this year's graduates of  
Vassar College at Poughkeepsie,  
N. Y., was Susan Pincoffs, daughter  
of Doctor and Mrs. Maurice C. Pin-  
coffs, of Frederick and Norwood  
Heights avenues. Miss Pincoffs was  
graduated with honors and was  
elected to the order of Phi Beta  
Kappa. She also was awarded the  
Virginia Swinbourne Brownell  
prize in history, her major subject.



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