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MEETING OF GOVERNOR'S WAR CABINET  
TUESDAY, JANUARY 5, 1943.

Meeting convened at 11:00 A.M.

Present: Governor Edison, Assemblyman Boswell, General Bowers,  
Director Dreyfuss, Mr. Ohland, and Colonel Schoeffel.

Absent: Senator Scott.

The meeting was opened by the Governor, who read communication that he had received from General Terry, Second Service Command, informing him the War Department experts stated that the responsibility for war production plants, highway bridges, and other important installations rests with ownership, state, municipal, or private, whichever it may be. He cited the fact that in New Jersey there are 6,000 civilian guards employed by industry, and feels that, if they are able to get manpower for guard purposes, the State could also find ways and means of employing civilian guards for protecting important highway installations. He further stated the War Department only provides guards for United States property, and for meeting emergencies until the civilian authorities are able to provide their own protection. He reiterated that, under existing conditions, it would be unwise to use any more troops now available to the Second Service Command for permanent guard duty. Considerable discussion was held on this matter. It was pointed out the experience had with several plants, the type of guards they were compelled to employ, the enormous cost involved in setting up a civilian guard force under State supervision, and related subjects. It was finally decided that Director Dreyfuss and Colonel Schoeffel would contact the municipal police and municipal officials, with the thought in mind of having auxiliary police, where they were available, volunteer for guard service to protect State installations considered important by the War Department.

The Governor read another letter from General Terry, in which the General expressed appreciation to the Governor for bringing to the attention of the military authorities the condition existing at the Oak Island Yards, Newark. He stated responsibility for the protection of the yards rests with the Lehigh Valley Railroad, informed the Governor that a board of four officers of the United States Army and a Captain of the Lehigh valley Railroad Police had made an inspection of the facility referred to. They had recommended that the railroad guards be increased from an average of 4 on duty at one time to a total of 10 men on duty at all times; that the Commanding General of the Metropolitan Military District had been instructed to make a formal demand on the Lehigh Valley Railroad to increase the number of the guards immediately, to arm them properly, and further to see that the demand is complied with in every detail.

Director Dreyfuss reported he had received a list of 25 industrial plants engaged in war production which have been exempted from participating in blackouts, 24 of which are supervised by the Navy, and 1 by the Army. He submitted the list to Mr. Ohland for his information.

He reported the Army intends to notify all of these plants prior to the time they conduct test blackouts. He is opposed to this plan. He is also opposed to the exemption given on many of the plants which he claims should be compelled to black out.

He submitted letter from the Bloomfield Defense Council, together with a resolution of that body, which asked that he consider obtaining deferment for members of the police and fire departments, as the force is being considerably reduced by the demands of the Selective Service draft. The Governor directed he turn the letter over to Colonel Schoeffel for reply, and that, in the reply it be indicated the Governor felt sympathetic toward the idea of deferring police and firemen, the matter had been discussed with the Selective Service board, and Colonel Bloomer had stated it was the intention of the board not to draft employees of these two agencies having five or more years of service; however, blanket deferment could not be given. Each case must be treated individually.

The Director reported that, on the use of parking lights being discontinued in the dimout areas, the Army has not yet changed the proclamation which requires this type of lighting. After some discussion, it was decided that he will prepare a letter for the Governor's signature requesting some action be taken on this matter in the near future.

Assemblyman Boswell reported meeting tonight of persons interested in having the rent situation clarified. It is their intention to ask for relief in having lifted the order which freezes all rents at the March 1942 level in the County of Cape May, due to the fact that there are a few industrial plants in Cape May City and at Wildwood. He expressed appreciation to Mr. Ohland for the information he had obtained on this subject. It would appear that the regulation states that the rent levels are fixed on a county basis where there are war production plants, and little regard paid to the fact that 25 or 30 miles away empty houses are available but cannot be rented due to the distance to the plants concerned.

General Bowers reported that, on January 28th, the Permanent Duty Battalion will be withdrawn from guarding State bridges, that withdrawals are being made daily, and that he is informing General Terry, General Robertson, Colonel Stanton, Mr. Muir of the Highway Department, and Colonel Schoeffel of his action in each case, for their information.

The General discussed the advisability of installing heating equipment for coal consumption to replace oil heating equipment now in use in certain armories. Inasmuch as the Army District Engineer's Office did not look with particular favor on the change, he was at a loss what to do. The cost involved would be considerable, Army authorities apparently will not assume the expense, and the State would have to resort to supplemental appropriation for this change-over. He stated Army rentals are based on actual occupation of the armories by troops; that frequently, a unit will move out of an armory without prior notice, vacate the premises for a week at a time, and then, without notice, move new troops in. Inasmuch as

changeover would involve the armory being vacant until change had been completed, it would be practically impossible to make the change this winter unless a guarantee was received from the Army as to troops vacating the premises during the changeover. The Governor suggested that the General put the problem up to the Federal authorities, and request they pay the cost of the changeover if they desire it.

Colonel Schoeffel reported he had been informed by Mr. Mitchell Bannerman that Air Raid Warning Districts #8 and #9, which include the area of Passaic, Bergen, Hudson, Essex, and Union Counties, had been consolidated into one air raid warning district. He felt the changeover was a step in the right direction and highly desirable.

He reported conversation with Mr. Gene Connett, of the Highway Department, on the problem of bridge protection. Mr. Connett took this matter up with the Facilities Security Division of the OCD, who stated they were unable to assist the State in this problem.

He reported meeting with Mr. Wm. S. Greene, of OPA, and Mr. Ohland, to discuss the type of executive order to prepare for the Governor directing the police of the State to cooperate with the OPA in reporting violations of motor vehicle acts which abuse the use of gasoline and/or tires. This matter was continued on the following day at Newark with the Chief Attorney of OPA, and procedure agreed upon. Mr. Ohland submitted to the Governor recommendation for type of executive order desired, the Governor signed it on January 4th, and the police were contacted during the week, receiving mimeographed instructions as to the procedure that had been adopted, and informing them what to do.

He reported on conference with Mr. Leon Watson regarding type of executive order or regulation that might be issued setting up an emergency assistance control plan for the State of New Jersey, and asked Mr. Watson to arrange for a meeting with Mr. Ohland Wednesday, January 6th.

He reported on telephone conversation with Mr. Alex. Muir, of the State Highway Department, regarding the supervision and inspection of important highway bridges from which the State Guard Permanent Duty Battalion has been withdrawn.

Director Dreyfuss reported he had received a letter of appreciation from Mayor LaGuardia, of the City of New York, for the assistance he had received from the New Jersey Director during the past year. He stated Governor Dewey had communicated with him, stating a representative of the Governor's office desired conference with him for Friday to discuss civilian defense matters. He reported that Lieutenant General Haskell is no longer the Defense Director of the State of New York, and that no new appointment has been made as yet.

Mr. Ohland reported that Lieutenant McDowell, of the Naval Institute, had stated to him in confidence that the inland guard was going to be extended five miles from the coast from Sandy Hook to

Manasquan Inlet, the purpose being to set up a better protection to combat landings of saboteurs, and to consolidate present armed forces into one unit. They are primarily interested in waste land areas in small communities generally, although the idea will be extended throughout the area. He stated he will inform Director Dreyfuss, Colonel Schoeffel, and Assistant Director Beadleston of OCD, when plans are completed.

He reported that the Engineers Corps of the War Department have informed the State they must remove hulks abandoned in Little Basin, which is at Jersey City, and repair the pier at that point. He had Frank Holmes investigate the conditions and estimate the cost involved. He was accompanied by the Jersey City Engineer. They report approximate cost will be \$13,000 for the job. Conditions constitute a naval hazard and a fire hazard. He states that the Quartermaster General has in reserve approximately \$100,000 that has been set aside from rentals received for the use of the State armories and reserve maintained to make armory repairs when buildings are finally vacated. He believes that \$13,000 could be taken from this account. Assemblyman Boswell stated he was familiar with the procedure, and he is of the opinion that an existing statute compels the Quartermaster General to seek legislative approval for the repair of any State property of this nature. State funds may be expended for such repairs out of existing funds, but in the following manner. The Board of Freeholders of any county may appropriate money and authorize removal of hulks impeding navigation. They then must appeal to the Legislature for a return of the funds, according to the provisions of the statute. The Governor recommended the matter be referred to Commissioner Frank Walsh before proceeding further, and have him work out the manner in which the removal should be made.

Mr. Ohland reported that a committee of himself, Mr. Sidney Goldmann, Assistant Attorney General Kagan, Deputy Commissioner Krueger, and representatives of the A.F.L. and the C.I.O., had met to discuss the change of the laws relating to the employment of women. Report of the committee would be made shortly. Considerable discussion was held on this matter. The Governor was in favor of allowing women to work in war industries on the same basis as men, receiving equal pay and privileges. He explained the experience of the Edison Company and production they had achieved with the 8-hour day, longer work hours per day, the loss of production due to fatigue, leaves of absence, sickness, and other things resulting from employees working beyond the 8-hour period, and generally felt that the average worker gives a better job on an over-all basis if he works but 8 hours daily. Under the present statutes, women may not work certain hours of the night, no more than a certain number of hours per week. If employed on the same shifts as men, who may work any time of the day or night, and overtime considerably in excess of that period of time allowed for women, it means that, at the end of the shift period, women may not report and men may, which leaves management with a partial force for which they cannot make replacement.

Assemblyman Boswell stated the Army had issued a proclamation in September designating areas along the coastline, and had set up rules which provided that identification cards be issued to citizens

within such areas, so they could move freely in and out of any district concerned. He stated that the provisions of the order had never been enforced, but that the Military District Commander had approached certain mayors in Cape May County, had left with them identification cards which required fingerprints and photographs, and had asked them to approach their citizens, seeking their cooperation to report to the City Hall, fill out the different forms, personally attach their own photographs to the identification cards, and to carry the cards with them at all times. Certain mayors questioned the procedure and requested he ascertain whether or not they must comply with the Army mandate. After the meeting, Mr. Ohland called Colonel Charles Stanton, Military District Commander for southern New Jersey, who informed him the Army felt it was desirable that citizens along the coast be provided with identification cards, so that if the proclamation were ever enforced, they would experience no difficulty in going to and from their homes. One of his representatives had taken this up with several mayors in Cape May County, suggesting the mayors have the citizens cooperate by voluntarily appearing, filling out the forms requested, taking the identification cards, attaching their own photographs to them, and being requested to carry the cards at all times. He felt a great deal more could be accomplished by the civil authorities in this manner than by the Military.

/s/ Chas. H. Schoeffel

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GOVERNOR'S WAR CABINET MEETING  
Tuesday, January 19, 1943.

Meeting convened at 11:00 A.M.

Present: Governor Edison; General Bowers; Director Dreyfuss; Mr. Ohland; Colonel Schoeffel; Assemblyman Amlicke, Speaker of the House, who automatically replaced the former Speaker of the House; and Assemblyman Boswell, whom the Governor announced he was appointing as a member of the Cabinet under authority given him in Chapter 251, Laws of 1942.

Absent: Senator Stanger, new member as President of the Senate, who forwarded telegram that he was unable to be present. (Senator Scott ceased to become a member of the Cabinet at the end of his term as President of the Senate.)

The Governor opened the meeting by reading a letter that had been received from General Terry, Second Service Command, stating in part that the war Department has consistently refused to allow the use of military police for the purpose of guarding highway bridges, reiterating the policy adopted that it is the responsibility of the State to protect its property, and closing with regrets that assistance could not be given for the protection of State installations. General Bowers informed the Governor that communication had been received from James L. Hayes, acting Electrical Engineer of the State Highway Department, under date of January 15th, reporting that the United States Army has placed a detachment of ten men, under the command of Sergeant Hohmann, Company "L", 113th Infantry, to guard the Manahawkin Bridge 24 hours a day, that the Sergeant is utilizing the operator's house as his headquarters and sleeping quarters, and that the guard detail are billeted in a tent at the end of the bridge. The guards were placed on duty December 20th, 1942. Inasmuch as this is a State-owned installation, it would appear the War Department's policy was flexible.

Considerable discussion was held on the matter relating to guarding of installations. Colonel Schoeffel stated that certain police departments had guaranteed to protect certain highway bridges, and others had indicated their willingness to make frequent inspection of certain bridges. He also reported that, in a conversation with Commissioner Magee of the Motor Vehicle Department, and Mr. Muir, of the Highway Department, he had been informed there might be made available members of the inspection service of the Motor Vehicle Department and inspectors of the Highway Department for this duty. The situation in the Motor Vehicle Department particularly, due to reduction in the use of automobiles, leaves certain members of the inspection force with little to do. These men are all under Civil Service, they are reliable persons, and for the time being could be diverted to some other work. What makes the use of these men particularly attractive is the fact that the Department head has at his disposal appropriations to pay for these services. He further stated that General Bowers had indicated it might be possible to get coats, coverall suits, and, if the Army would agree, the use of shotguns for State personnel so assigned. Colonel Schoeffel was

authorized to proceed with arrangements looking toward the use of the personnel referred to, and to make report at the next meeting as to results attained.

Mr. Frank Holmes, Secretary, Department of Commerce and Navigation, was next introduced to discuss a demand made by the United States Army upon him to the effect the State immediately pay the balance of the \$100,000. appropriated for the purpose of obtaining the right of way for the Cape May Canal project. Mr. Holmes related matters pertaining to the original discussion of the acquisition of property for the Cape May Canal project, reiterating the fact that the Legislature had appropriated \$100,000 to purchase right of way for this project. A deal had been made with the Army Engineers Corps that these funds would be turned over to them if the Army would assume responsibility of purchase of right of way and construction of the canal. He stated \$91,000 has been spent to date, and approximately \$200,000 more will be spent to acquire the right of way needed, that check had been forwarded to the Army in the amount of \$99,000, and that \$1,000 was withheld as the Army had indicated they would not pay for the riparian rights required by law. It was pointed out that the Department of Commerce and Navigation may sell riparian rights and that all funds received in this manner must be applied to the State School Fund. It is New Jersey's right and a statutory requirement to charge and collect for riparian rights. The amount of money fixed for the acquisition of such rights is according to the value of the land where the purchase is desired to be made. In the past, particularly at Bayonne, there has been no difficulty experienced in collecting for rights so transferred; however, in this instance, the Army Engineers Corps has adopted the attitude that, in the original agreement, the State would turn over to them \$100,000 and forget any of its rights thereafter. Due to that fact, they refuse to pay the \$1,000 sought. The issue at stake is not the amount of money involved but the principle concerned, and Mr. Holmes felt he would like to have the advice of the Governor and his Cabinet as to how to proceed in the matter. It was finally suggested Mr. Holmes present all of the facts involved to the Governor in the form of a memorandum; in the meantime, withhold the balance of the \$100,000, or \$1,000, the Governor to bring the matter before the Secretary of War, endeavoring to have that official interest himself to the point where he would inform the Army to make the payment. The Governor indicated he would take the matter up with the Secretary of War after hearing from Mr. Holmes.

Director Dreyfuss reported that motion picture houses in Princeton had opened Sunday. The Governor stated he had received many protests from the citizens of the community. It was finally determined considerable objection was directed against opening of the theatres Sunday evenings, not particularly Sunday afternoons, as the churches remain open on Sunday evenings. Therefore, he had recommended that the attendance at the theatres be checked both afternoon and evening performance, to determine whether or not evening performances interfered with church services.

Director Dreyfuss stated the United States Health Service had requested that the Governor appoint a Milk Coordinator for New Jersey, that on or about April 1st, sale of ice cream may be prohibited. If this is done many small business men will have to close their

establishments. After giving the matter careful consideration, it was decided to appoint a Milk Committee, and not a Milk Coordinator, the committee to represent the milk interests, agricultural interests, retail business, and labor. This committee met yesterday, and he expects good work from them. He pointed out how involved some of the milk laws are, produced statistics which showed that many milk processors must procure as high as 143 licenses to operate, such licenses costing from \$2 to \$25 each. He also stated that in 1929, an employee distributing milk was paid at the rate of \$26 a week, and carried 353 bottles of milk in one delivery. Today, the same type of work pays the employee \$56 a week, but under union regulations, he can carry but 205 bottles of milk in one delivery. These and many other ramifications of the milk situation must be surmounted to adequately comply with the United States Health Directive.

Director Dreyfuss made report of change in personnel. Mr. George Shay is now the Liaison Officer to OCD from the State of New Jersey, on the Federal payroll, although 2/3 of his time will be spent on work for the State. Mr. Thomas, his immediate assistant will take over his work for the OCBD.

He further stated that 5,400 persons had been trained in forest fire fighting, and pointed out the great value they will be after the war emergency is over. He also stated there are now 262,000 citizens engaged in the protective services of the State, all volunteers. This takes in air raid warning systems, auxiliary police, auxiliary firemen, fire watchers, medical services, etc.

On the matter of holding test blackouts, he reported that General Drum is opposed to having such tests, as there is a meeting on January 27th to change many features of the present OCD plans, including air raid warning signals. He anticipates changes to be effective on or about February 7th.

He related difficulties in maintaining headquarters for some of his district commanders, particularly in Camden, as the United States Army has taken over the Camden Armory where his district commander had his headquarters, and wondered if it was possible to have the Adjutant General arrange for quarters in the Armory or some other State building. General Bowers felt that this could not be done as armories taken over by the Federal Government are exclusively for their use. He recommended the Governor issue an order compelling all motion picture theatres in the State to flash on their screens a message for the information of their audience as to what to do in the event of an air raid alarm. The Governor took this under advisement.

He discussed difficulty of getting out specific regulation permitting cars to park at night without parking lights and referred the matter to Mr. Ohland to work up into executive order for the information of the Governor. It was recommended he consider that an order be issued allowing parking lights to be dispensed with during darkness hours on cars parked anywhere in the State except cars parked on State highways, or where signs prohibiting cars to be parked without lights were displayed.



He submitted a chart of the Newark Air Raid Warning District, explaining how it operated.

He reported that the work of the nine lighting specialists had been of great value, that they are covering all stores in the larger cities, measuring the candle power of the light displayed, and, where they comply with the statute, putting stickers indicating compliance with the law. Where compliance has not yet been had, they are explaining what is necessary.

Mr. Boswell discussed the plan of the Army to have the mayors of Cape May County, in cities along the coast, issue identification cards for the citizens of the towns concerned. This plan is not compulsory, but is most desirable from the standpoint of the Army in the event of an extreme emergency. In effect, citizens carrying identification cards will be readily identified and allowed to proceed to and from their homes. He stated through the information received from Mr. Ohland, this word had been taken back to the mayors, who were satisfied the suggestion of the Army was well intended, and the matter was working out very well.

General Bowers stated that, in connection with conversion of heating from fuel oil to coal in the several armories throughout the State, he had discussed the matter with General Barlow, and they had addressed a communication to the Army Engineers Corps, indicating the State desired to cooperate in every way. They were willing to go ahead with the change, gave a detailed description of what would be necessary in material and equipment, and indicated the cost at approximately \$65,000, which they requested be paid by the Federal Government. No reply had been received to their letter, but the OPA had advised that a sharp curtailment in fuel allotments would be made shortly. This matter had been brought to the attention of General Terry. It was brought out that the Army personnel burned considerably more oil than was ever burned during the occupancy of the armories by the State National Guard, that the personnel are very careless, they do not maintain heat levels consistent with the OPA directives, and that the buildings are heated 24 hours a day instead of evenings only. With this comparison, it is difficult to determine the basis on which fuel oil is rationed. The General reported that in those armories where State Guard reserves report for training, they are reporting one day a week only. They will change clothes at home, which obviates the necessity of heating dressing rooms. He reported nothing further will be done in the matter until he hears from the Army Engineers Corps.

The General read an editorial which appeared in the Army and Navy Journal for January 16th, 1943. It was as follows:

"If there had been any need for demonstration of the value of the National Guard system to the military power of the United States, it was amply furnished this week in General Douglas MacArthur's revelation that elements of two former National Guard Divisions, the Thirty-second and the Forty-first, participated with Australian veterans in the glorious campaign of clearing the Japanese from the Papuan peninsula of New Guinea. These divisions were called into Federal Service in September of 1940; the Thirty-second, from Michigan and Wisconsin, being the first to go into action in New

Guinea, followed by the forty-first from Oregon, Washington, Montana, Wyoming, and Idaho. Both their allies and their enemies were battle-hardened soldiers. The Sixth and Seventh Australian Divisions had participated in the Middle East campaigns, while the Japs led their victorious sweep down the Pacific. However, these gallant National Guardsmen, whose training before induction into federal service, confined to weekly Armory drills and short periods of Summer training, had been supplemented by the strenuous exercises of the National Army, plunged into the steaming, swampy tropical jungles and gave the experienced acclimated Japs the first major defeat of their war. The Japs had succeeded in crossing the Owen Stanley ridge and coming within about 35 miles of the Allied base at Port Moresby, but the great drive, so ably directed by General MacArthur and Lt. Gen. Robert L. Eichelberger, outflanked them by cutting new trails through the mountainous jungles and forcing them back to their bases in the Gona-Buna area where, fighting in deep mud, the Allies completed the task of their extermination. Though unit designations have not been made public, it is known that more National Guard units are carrying the Stars and Stripes in other parts of the Pacific, in Ireland and England, and, doubtless, in Africa. When mobilization of United States' forces began, the National Guard furnished 18 divisions together with a number of valuable independent units. The time these officers and enlisted men gave from their business and leisure to fit themselves for the defense of their nation is paying big dividends."

The purpose of reading this excerpt is to demonstrate the value of the National Guard system to the military power of the United States.

He reported to the Governor on incident which disclosed that State car SG-77, driven by Captain DeVoe, was reported by a citizen as observed at a roadhouse. This had been explained by Captain DeVoe, who divulged he was on an inspection trip of armories, and that he had stopped with Mrs. DeVoe at the St. Cloud Restaurant, West Orange, for dinner. The Armory was not very far out of his ordinary route, and he had proceeded from the Armory directly to his home. He construed the use of the car as for business purposes and not for pleasure. It was the opinion of the General that his excuse should be accepted.

Colonel Schoeffel reported cooperation with the OPA in issuing directive to the police of the State by circularizing mimeographed instructions calling attention to the Governor's Executive Order No. 18 and the method of reporting violations of the 35 mile an hour speed law; also directives issued to the police by order of the Governor pointing out what constituted prohibition against pleasure driving, and directions as to the method of reporting offenses to the OPA.

He reported meeting of the State Highway Traffic Advisory Committee, at which time there was discussed the necessity of having the OPA send a letter to Commissioner Miller requesting the committee to promulgate plans for group riding of employees in large industrial plants and office buildings to conserve gasoline and rubber.

He accompanied Mr. Elliott Daniels, Secretary of the committee, to Newark on Saturday, took this matter up with Mr. Beatty and Mr.

McKenna, of the OPA, who agreed to sponsor a plan to be brought to the attention of management of the several industrial plants and offices throughout the State, calling upon them to adopt a Share-the-ride program in conformity with the program prepared by the Singer Sewing Machine Corporation. The details involved are to be submitted by Mr. Daniels at the earliest opportunity when the mechanics of the matter will be put in motion.

He brought up for discussion recommended executive order creating an emergency assistance control plan appointing deputy State Coordinators to supervise the following services: police, fire, medical, and public works; setting forth regional control areas, area control centers, and local control centers. The plan as proposed by Director Dreyfuss two weeks ago, in the form of a regulation, was opposed as impracticable. Draft brought up for discussion this date was the recommendation of Mr. Ohland and Colonel Schoeffel. The entire matter was tabled at the suggestion of Director Dreyfuss until it had been discussed with members of his Technical Committee.

Mr. Ohland reported that the State Property Custodian, as of January 15th, had received from the Federal Government the following equipment:

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| Mattresses .....          | 2,550      |
| I. S. Mattresses .....    | 450        |
| Hospital Beds .....       | 450        |
| Folding Beds .....        | 2,550      |
| Helmets .....             | 46,210     |
| Firemen's Pants .....     | 1,240      |
| Firemen's Coats .....     | 290        |
| Skid Mounted Pumps .....  | 102        |
| Front Mounted Pumps ..... | 46         |
| Arm Bands .....           | 119,060    |
| 2 1/2" S.J.Hose .....     | 52,200 ft. |
| 1 1/2" S.J.Hose .....     | 27,800 "   |
| Pump Tank Ext. ....       | 28,636     |
| Ladders .....             | 84         |

Sixty-eight communities have received equipment of some kind, and notices of shipment have been received by all with one or two exceptions of the ninety communities who have received allocation.

He also brought out that Colonel Gray has been holding meetings of the municipal property custodian officers as frequently as possible.

In reporting the activities of Mr. Wayne Cox, State Government Mileage Administrator, an agreement had been reached with the OPA at Newark that the State Administrator will certify the amount of gasoline each State employee needs for State business above his basic rationing allowance. The several State Department heads have evolved a plan how to reduce mileage on State-owned vehicles, and will shortly report to Mr. Cox their recommendations. Mr. Ohland pointed out that the State Highway Department had reported that, within 30 days they will have attained a 50% reduction over the same period last year.

He reported that the Mayor of Englewood advised him that persons in his district are compelled to go to Hackensack for inspection of their cars by the Motor Vehicle inspection service. He opposes this order, as many persons have laid up their cars until basic ration has been increased. Nevertheless, under the State law, they must report within a specified time to have their cars inspected, or lose their registration privilege. In discussion that followed it was explained that inspection service is required but once a year, and it was believed that where cars have been laid up, provisions can be made that the inspection be waived. However, where cars are used, it is desirable that inspection be maintained. Beyond the foregoing, most of the inspection stations have been acquired by lease running five years, profit from inspection service in the past year has been close to \$500,000 above operating expense, and the suspending of such an order will mean a large net loss in revenue. It was decided not to take any action in the matter.

Reporting on the progress of the committee inquiring into the advisability of allowing women to work more than 54 hours weekly, Mr. Ohland stated the committee has not yet made final determination to submit memorandum to the Governor. In the meantime, the Lee Manufacturing Company of Trenton, who have a contract for jungle suits, e.g., camouflaged overalls, for the Army, have been requested to increase their production so as to have the order completed in four weeks. They have been unable to get additional help and they wish to increase work of each employee to 60 hours weekly, which is contrary to laws concerning the use of female labor. They asked for relief in this matter. He had taken the matter up with Deputy Commissioner Krueger of the Labor Department, who leaves the impression the Department of Labor was not inclined to permit the extra hours of work for female employees in this instance. Upon inquiry of the Governor as to what the committee would recommend, Mr. Ohland stated that the Women's Committee of the CIO had not yet committed themselves. Considerable discussion was had on the subject. It was finally decided that Mr. Ohland would take up the matter with Commissioner Toohy, suggesting to him that he have the Army write a letter requesting that the Lee Manufacturing Company, for the period indicated, be allowed to use their employees beyond the 54-hour week, until such time as the order for jungle suits was completed and that, if they certify that this is an emergency and essential to the war effort, he refrain from prosecution; indicating to management no charges will be brought against them. Speaker Amlicke stated that certain union interests in Paterson are of the opinion that legislation should be passed allowing women to exceed the 54-hour work week where necessary to maintain production levels that will be of benefit to the armed forces for the duration of the war. The Governor stated he believes the law should not be changed, but that exceptions to the law be made in specific cases, whenever the Army certifies the necessity for such change.

Mr. Ohland reported that a New Jersey Statute passed several years ago allowed alien fugitive physicians from Germany to practice medicine, after successfully passing State examinations, for five years after their declaration of intention to become a citizen. These persons have been under investigation by the FBI since their application to practice has been made. The FBI has not yet reported on any of them, and some 35 are now practicing under the provisions

of this statute. Several of the 35 have passed beyond the 5 year period and have ceased practice. Request has been made by the State Medical Society and the State Board of Medical Examiners that the law be amended to allow two additional years in anticipation of the FBI completing the investigation of these individuals within that period of time. Mr. Ohland brought the matter up for discussion. It was finally decided that the Cabinet would endorse such request, and the matter was turned over to Speaker Amlicke and Mr. Boswell for their consideration to present to the Legislature.

Director Dreyfuss reported on progress of his committee working on the question of care of children of mothers who are employed in war industries. He advised that the Catholic church takes the stand that women having children of pre-school age should not work. He mentioned two disastrous fires that had occurred in North Jersey, the last of which was at Bloomfield, where 4 children of parents who both worked were burned to death during their absence. He advised that the cities of Paterson and Trenton will be used as "guinea pigs" in an experiment being conducted in which women having children who need parents' care will be requested to fill out a card stating the number of children they have, and reporting what provisions have been made to care for them. When labor is needed, the necessity for employment will be determined, the capability of the individual and the home conditions will all be considered. If honest reports are made, it is felt that the matter may be adjusted to some degree in this way.

Director Dreyfuss reported he still experienced considerable difficulty in getting stenographic help, and felt that the State rate of compensation was inadequate. Mr. Ohland brought out the difficulty of Mr. Wayne Cox in getting a stenographer due to the prevailing rate of wage paid for such aid. Speaker Amlicke stated that the Assembly had passed a resolution directing their Appropriation Committee to work out the problem of readjusting State wage rates during the emergency.

Meeting adjourned at 12:55 P.M.

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MEETING OF GOVERNOR'S WAR CABINET  
TUESDAY, JANUARY 26, 1943.

Meeting convened at 11:00 A.M.

Present: Governor Edison, Senator Stanger, Assemblyman Amlicke, Assemblyman Boswell, General Bowers, Director Dreyfuss, Mr. Ohland, and Colonel Schoeffel. Senator Stanger was welcomed to the meeting by the Governor.

The Governor opened the meeting by stating Assemblyman McClave is interested in determining whether there was any legislation needed on matters pertaining to the State defense, or concerning the conduct of the war. Considerable discussion was held on the advisability of requesting legislation on:

(1) allowing alien fugitive physicians, who have been allowed to practice during the past five years after successfully passing State medical examinations, and their declaration of intention to become citizens, to continue their practice. Period of time stated above has elapsed in the case of two or three physicians. The State Medical Society and the State Board of Medical Examiners are interested in amending the present law to allow those concerned to practice for two additional years, anticipating that, by the end of that time, the FBI will have completed the investigation of these individuals, or the need for the services of these physicians will not be so acute.

(2) the relaxation of labor laws regarding the work hours of women.

(3) changing the present volunteer fire act to allow volunteer firemen to be employed between the ages of 17 and 55 instead of the present age bracket of 18 to 35.

On the first question, on the recommendation of Assemblyman Boswell, resolution was passed that Senate President Stanger, House Speaker Amlicke, and Assemblyman Boswell be named as a committee to present to the Legislature the matter regarding alien physicians; in the meantime, that the Governor exercise his war time powers to authorize the State Medical Board to allow those physicians whose time had expired under the law to continue practice for a period not in excess of 60 days, anticipating legislation would be passed extending the practicing period for an additional two years.

On the second question, the resolution of Mr. Ohland was voted upon and unanimously approved. The resolution follows: "Upon certification by appropriate Federal agency that an emergency exists, the Commissioner of Labor will investigate the facts presented and will recommend to the Governor whether or not there should be a suspension of the present labor laws to allow women to work beyond the 54 hour period in any one week, for a specific period of time and for a specific number of persons. If the recommendation of the Labor Commissioner is approved by the Governor, the management of the corporation or company concerned may proceed under such orders."

Speaker Amlicke felt that, inasmuch as there was some question regarding the Governor's war time powers to suspend specific laws, it might be desirable to amend some of the acts concerned, or that the Legislature pass a bill giving the Governor power to suspend or relax the law relating to women's work hours. He mentioned this as a matter for the record, but finally concurred with the rest of the Cabinet in accepting the resolution offered by Mr. Ohland.

A communication addressed to the State Labor Commissioners of the several states by James P. Mitchell, Director, Civilian Personnel Division, Headquarters, Services of Supply, Washington, D. C., dated December 31st, 1942, and communication addressed to Mr. John J. Toohey, Jr., Commissioner, New Jersey Department of Labor, by the Honorable Frances Perkins, Secretary of Labor, Washington, D. C., were presented to the Cabinet members. It was pointed out that, in both communications, the Federal Government indicated by their representatives that State laws and regulations containing basic principles of a maximum 48-hour week, an 8-hour day, and other features of the women's work bill, be preserved, except where modification may be necessary during the war period to insure maximum production. The communication of Mr. Mitchell stated, in part, "Temporary modification of certain labor standards have been permitted under proper safeguards, and at the same time, maximum long time production has been aided by preserving laws regulating hours of work and establishing safe working conditions. In some states it has been necessary to enact legislation authorizing such action for the war period; in other states temporary modification has been authorized under existing laws or under the emergency powers of the Governor. This operating experience demonstrates that there is no need for blanket suspension or lowering of the labor standards as stated above in any state."

Speaker Amlicke stated on the above question that, in December, 1942, members of the independent union of the Wright Aeronautical Company had approached him recommending that legislation be passed which would allow women the same benefits as men on the subject of work hours and wages, and he stated that, while he felt legislation was desirable on this subject, he would concur with the Cabinet in their opinion.

On the third question, Director Dreyfuss offered in the form of a resolution that the subject of the extension of the age bracket for volunteer firemen be considered on the basis that the age limit be changed from 18 to 35 years to 17 to 55 years; however, those below the age of 18 and above the age of 35 would be considered for compensation in the event of injuries sustained while on duty, but would not be allowed the benefits of the several pension acts now enjoyed by those in the volunteer forces who were accepted as volunteers under the provisions of the present statute. The members of the Cabinet were unanimous in accepting the resolution.

Senator Stanger requested that consideration be given to the closing of schools in the rural sections at an earlier date than present school regulations require. He brought out that there is a serious problem confronting the farmers in planting, harvesting, and transporting agricultural products. A considerable amount of adult labor has been diverted by Selective Service and into war industries.

It is essential that farm children be released from school during the planting season. He stressed the fact he is not in favor of allowing abuse of the use of child labor, and that careful thought should be given to this particular subject. It was decided by members of the Cabinet that Assemblyman Boswell would take the matter up with the Farm Bureau and agriculturists who were meeting in the Assembly Chamber, requesting them to pass whatever resolutions they felt necessary regarding the matter, and to present them to the Governor at the earliest opportunity. In the meantime, Senator Stanger and Assemblyman Boswell were to act as a committee to inquire into the several phases of the problem, and to report to the Cabinet the results of their inquiry.

On recommendation of one of the members, Director Dreyfuss was detailed to consult with Mr. Theodore Backes as to how the law giving the Governor war powers could be strengthened so that problems of the nature mentioned above, and others of a similar nature which will arise in the future, could be definitely handled by executive order, without the question of their legality being raised.

General Bowers reported that the Army Engineers Corps had not yet definitely indicated that they were in favor of converting from fuel oil to coal heat in the several armories of the State. (See previous minutes on this subject.) In reporting progress, he stated he had prepared a telegram to the District Engineers Office of the Army pointing out the action of the OPA in reducing the fuel oil allowance, but had not yet heard from this message. While the Engineers Corps Office believes conversion is possible, they will not authorize the State to proceed. He further related that, should the State assume the obligation of converting from fuel oil to coal in those armories which are still being used by the State Guard and civilian agencies, the cost involved would be \$40,000. Inasmuch as equipment for such conversion could not be obtained before Spring, he will not recommend that we proceed. He further stated he had provided the Finance Commissioner, Mr. Frank Walsh, with all of the details on the conversion plan, setting forth the facts as presented above and in the last meeting's minutes. He brought out the fact that, should it be necessary to convert to the use of coal, the overhead expense will definitely increase, as manpower will be needed to take care of the coal installations.

The General reported that the enlisted strength of the Permanent Duty Battalion was 28 men, which necessitated the withdrawal of all Guards from State-owned installations. On Monday, January 25th, guard had been withdrawn from the Pulaski Skyway, the Hackensack River Bridge, and the Passaic River Bridge, and these are now unguarded. He is of the opinion that it will be possible to close out all records and accounts of the Permanent Duty Battalion on February 15th.

Mr. Ohland reported for State Mileage Administrator Wayne Cox that 80% of the departments who operate State transportation have to date agreed to cooperate in reducing mileage on automobiles. The State Highway Department has effected reduction of 40% to 50%. All departments have reported a reduction of approximately 25% of the mileage over the year 1941.



Mr. Ohland reported that, on the problem of removing hulks and the repair of the pier at Little Basin, Jersey City, Mr. Frank Holmes, Secretary, Department of Commerce and Navigation, Mr. Sackett Dickinson, and Mr. Robert Peacock, both of the Attorney General's Department, have made careful inquiry as to procedure. They advise that the Quartermaster General of the State may proceed with advertising to have the work done; however, it must be determined where the \$13,000 necessary for this work is to be obtained. He advised that the Navy Department, which has ordered clearing of the basin, insists that the work be done quickly, and that they have been checking each week as to the progress of the State. Previous minutes indicate the matter was to be referred to the Finance Commissioner, who would report on ways and means of determining where the money would be obtained.

Colonel Schoeffel reported having sent a circular letter to all enforcement agencies in the State, prosecutors, sheriffs, and other interested agencies, at the direction of the Governor, on January 21st, to determine whether there was any suffering, illness, or death from lack of heat in fuel oil heated homes. Up to the present time, some 50 police departments had reported by letter giving instances of suffering or illness; 144 municipalities had been checked by members of the State Police, and daily reports were coming in. The Governor directed that the matter be taken up with Mr. Kerney, of the OPA, and his cooperation obtained to see that persons who were suffering or who were ill from lack of fuel oil be provided this commodity as quickly as possible. (This matter was taken care of January 26th by telephone, Mr. William McKenna acting for Mr. Kerney.)

Colonel Schoeffel reported meeting with Commissioner Magee on the subject of providing personnel from the inspectors force and the maintenance inspection service division for the guarding of important State installations. Further meeting is to be had this afternoon to determine manpower available from these two sections of the Motor vehicle Department. He stated he would need coats, coveralls, hats, and shotguns for persons so assigned, and requested the Adjutant General take this under consideration. Final report as to progress will be made next week.

He submitted for approval new Emergency Control Plan, embodied in a proposed executive order to be promulgated by the Governor. He reported on two meetings had with Mr. Ohland, representing the Governor, Mr. William Stickel, Chairman of the Technical Committee, for Director Dreyfuss, Mr. Carpenter, Bell Telephone Company, Mr. N. Mitchell Bannerman, and Mr. Leon A. Watson. Report submitted was the final recommendation of the group referred to above. It was decided to send a copy of the report to each of the War Cabinet members for their perusal, and the matter to be discussed at the next Cabinet meeting.

Assemblyman Boswell returned from conferring with the agriculturists meeting in the Assembly Chamber. He reported that Mr. John Sica stated that no particular resolutions were anticipated on the subject of child labor or the early closing of schools; however, the subject might be discussed later. In the event there is any discussion on these two matters, copies of the resolutions or reports will be forwarded to Senator Stanger and Assemblyman Boswell for presentation to the War Cabinet.

Director Dreyfuss read a proposed proclamation calling upon all persons in the State to comply with a modified regulation concerning the use of parking lights during darkness hours. In substance, it stated that the present motor vehicle law on the use of parking lights was modified to the extent that during darkness hours cars would not be lighted, except on State highways or where posted stating lights were to be used. There was some discussion on this and it was finally decided that the Director work out final recommendation with Commissioner Magee and Colonel Schoeffel. It is realized it is almost impossible to issue any order on this subject which will serve the purpose in mind.

He reported on a meeting to be held Wednesday, January 27th, with General Drum, at which time new rules will be issued regarding the use of air raid warning signals and the alerting of the population. He stated that few municipalities have the equipment to comply with the regulations anticipated; however, it is believed something can be worked out which will serve the purpose of the regulations to be promulgated.

He presented for the Governor's signature a rule and regulation he recommended that theatres in the State be directed to present on the screen at each performance an executive order instructing the audience what to do in the event of an air raid.

He requested information regarding a bill that had been submitted by Mr. Croft, Assistant State Water Coordinator for New Jersey, who asked for reimbursement of funds to pay for stenographic aid in compiling an inventory of stocks on hand of water companies. The matter will be referred to the Finance Commissioner.

He submitted request from Mr. William McKinley, of the American Legion, who asked that the Governor declare that, during the emergency, members of the Legion could hold their regular meetings. After some discussion, it was felt this was a matter for Federal regulation, and not State regulation.

He stated he will need \$7,000 to \$8,000 for stenographic aid due to the point rationing system which is to be effected, the forming of civilian defense workers into instructors operating on the block plan to aid housewives, and other matters. Assemblyman Boswell suggested that the Director submit civil defense expenditures for New Jersey and other states along the eastern seaboard so that a comparison could be made as to the funds spent in each state. He felt New Jersey was most conservative, and thought the comparison would be most interesting. Director Dreyfuss read the expenditures for a number of the states that he was familiar with, and New Jersey spent about 33-1/3% less than the lowest of the group referred to.

He read communication received from the municipality of Bogota stating that municipal funds were no longer available to continue defense work, requesting aid from the State. He read suggested letter in reply, pointing out the necessity for the municipalities maintaining their local services at their own expense, stressing the fact they were benefiting themselves by maintaining these services, and pointing out that the State could not be responsible for local problems. His letter met with the approval of the Cabinet and he was advised to forward it.

Meeting adjourned at 1:05 P.M.

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MEETING OF GOVERNOR'S WAR CABINET  
TUESDAY, FEBRUARY 2, 1943.

Meeting convened at 11:00 A.M.

Present: Governor Edison, Senator Stanger, Assemblyman Amlicke, Assemblyman Boswell, General Bowers, Director Dreyfuss, Mr. Ohland, and Colonel Schoeffel.

The Governor opened the meeting by reading a letter from Major General T. A. Terry, Second Service Command, requesting his assistance in obtaining for the use of the War Department all available hand arms, including sub-machine guns, which have been confiscated from criminals by law enforcement officials and are no longer needed as evidence. The matter was referred to Colonel Schoeffel to communicate with the police of the State in an effort to collect what arms were available.

The Governor read a letter from General Terry enclosing the new Air Raid Regulations of the Second Service Command, together with Proclamation No. 4 of the Eastern Defense Command, requesting that the Governor, by executive order or otherwise, give these regulations as promulgated the force of State law, and the enforcement of these regulations be added to the duties of all enforcement agencies in the State. Some discussion was had on this matter. It was decided no action would be taken until such time as the Civilian Defense Director was prepared to issue an exact interpretation of the regulations referred to and of the proclamation indicated.

Director Dreyfuss reported conference in New York on January 27th with General Hugh Drum and members of his staff. In conformity with Air Raid Regulations No. 1 of the Second Service Command, most of the rules regarding air raid warning signals, movement of traffic during blackout, etc., have been changed. He is of the opinion that considerable confusion will be caused by these changes. He pointed out that the new regulations make no provision to notify the civilian population that the All Clear signal has been given. He issued a chart showing changes in the signal alarms to each member of the Cabinet, a copy of the Air Raid Regulations referred to above, and copy of Proclamation No. 4. He stated that, under the new rules, no car can now be parked unattended with lights. This, in effect, makes it unnecessary to issue an executive order concerning parking automobiles. However, on the question of trucks putting out flares as provided by State statute, presuming they are always attended in such cases, he sees no difficulty.

He advised there had been a meeting of the Technical Committee all day yesterday, to discuss the Air Raid Regulations, and that they had found it difficult to make a number of decisions so as to clearly state what is intended. The regulations provide, in part, that on the Blue warning signal, the audible alarm will be sounded, vehicles will be permitted to move provided they use depressed beam or low beam headlight, street lights will remain on, but lights in buildings will be put out; however, street lights that do not comply with the dimout regulation, whether in the dimout area or not, will not be permitted to remain on. In effect, New Jersey would have to

dim out the entire State to leave street lights on when the Blue air raid alarm signal is given. He reported calling General Terry on this matter, and the General advised the Army would not at this time insist that the dimout regulations on street lighting be complied with outside of the dimout area, that determination as to the necessity therefor would be made on the occasion of the first practice blackout. The amount of sky glow would determine whether change should be made.

The committee recommended that citizens be informed that, immediately upon the receipt of an audible alarm signal, practice blackout or otherwise, they turn their radio to specific commercial radio stations, which will be named. While commercial stations will not be allowed to broadcast during regular blackouts, it is known they will be allowed to broadcast at the time the All Clear signal is given, and arrangements will be made with certain stations to broadcast the All Clear signal through commercial radio announcement. It is impossible for the audible alarm signal devices to use three different types of warnings. Therefore, sirens and whistles will be used exclusively for audible alarm signalling on Blue and Red signals only.

The Director further stated that, in talking to General Terry this morning, he was informed that General Drum had stated military necessity made the changes referred to important; that the civilians must do the job concerned or the Army could not hope to cover all phases of civilian protection. Director Dreyfuss requested that a letter be forwarded stating that when his office has finally issued rules and regulations based on the new proclamation, such rules as issued will not be substantially changed by the Army. He felt that constant changes put his office in a bad light, and made the people of the State wonder whether the Army and the Civilian Defense Director actually knew what was wanted. He related that, at the conference with General Drum on January 27th, Connecticut's State Defense Director Sturgis, Dean of Yale University, and Mr. Farley, Defense Director of the State of Massachusetts, were quite concerned about the changes referred to.

Senator Stanger asked a question as to how radio stations could sound the All Clear signal. It was explained that the Army contemplates holding the All Clear signal until enemy raiders are 300 miles at sea, or away from the district concerned, and there would be no specific reason for withholding commercial announcements at this time. In effect, the Air Raid Regulations recommend All Clear announcement through commercial radio.

Director Dreyfuss reported for the record that the booth that had been set up at the Truck Control Station at Raritan had been struck by a truck and demolished, and the two Motor Vehicle Inspectors doing duty therein had been injured.

He read a letter from the local defense council at Park Ridge, New Jersey, reporting that the town must depend on the Gamewell system of notification of audible alarm signals, and that they cannot comply with regulations as to the warbling note on the Blue. He felt this was a local matter and could be adjusted.

He stated that he would shortly issue the new kitchen card, basing the new card on the regulations to be promulgated under Air

Raid Regulations No. 1.

He recommended for consideration that the name of Defense Council be changed to War Council. The Governor felt that this name might be confusing, inasmuch as he has a War Cabinet. Director Dreyfuss stated he believed the change should be made at the local level, as most of the states have adopted the title of War Council. The matter was laid over.

In discussing the air raid warning signals, he brought up that some thought should be given to the rule that buses must be emptied of passengers during a blackout. Considerable discussion was had on the subject, and it was finally decided the matter would be clarified in new State regulations to be issued later. Senator Stanger reported an instance where, at Hammonton, New Jersey, a busload of shipyard workers were stopped for 15 minutes, which unquestionably resulted in this group reporting 15 minutes late for work, and he wondered if it was necessary that they be delayed. It was felt that one rule must apply to all classes of bus riders, or a chaotic condition would prevail.

Director Dreyfuss reported that Senate Bill No. 335, now Chapter 298, Laws of 1942, had been passed, "An act prohibiting discrimination by refusal of shelter during air raids or during practice air raid alarm." The act reads as follows:

"WHEREAS, During the present state of war it is required under civilian defense regulations that all persons remove themselves from public highways and seek the nearest shelter; therefore,

"Be it enacted by the Senate and General Assembly of the State of New Jersey:

"1. It shall be unlawful for any person to refuse to another person access to a place of safety or shelter, or to refuse to permit a person to remain in a place of safety or shelter, during an air raid or an air raid practice alarm, by reason of race, creed, or color.

"2. Any person who violates this act shall be guilty of a misdemeanor and punishable by a fine of not less than one hundred dollars (\$100.00) nor more than five hundred dollars (\$500.00), or imprisonment for not more than six months, or both.

"3. 'Person' as used in this act includes an individual, a corporation or partnership.

"4. This act shall take effect immediately.

"Approved and effective Oct. 3, 1942."

The question was brought up as to whether or not an amendment should be made to the act. In effect, it violates the Constitutional privilege of the home owner by stating that no person may refuse to another person access to a place of safety or shelter. It was the opinion of the Cabinet that the amendment should read "no person

shall refuse to another person access to a public place" as no law may specify that strangers shall be admitted to a private home without the consent of the owner. It was finally decided that the three legislative members of the Cabinet determine whether an amendment is necessary; in the meantime, that the Director, answering inquiries regarding the statute, point out owners of private homes may refuse shelter to any person if they see fit. It was also stated that the bill was predicated on an instance which occurred in South Jersey, where some white people refused admittance to some colored people to a public shelter.

He reported that the Metropolitan Military District Commander had issued a form letter to 573 industrial plants in the State, stating that industrial plants using lights for protection against exterior sabotage must put out such lights during a blackout or air raid, but may put such lights on again within one minute. If the plant is not exempt from complying with blackout regulations, they must keep their inside lights out until the blackout is over. The Director felt this would cause considerable confusion, that it wasn't necessary, and he hoped to have the Army rescind the order referred to.

He advised that application had been received from the heads of the CIO and the AFL for representation on the Milk Committee and he is looking into the situation, although he is of the opinion representation should be given to labor.

He brought up for review the fact that the Army and Navy are allowing exemption from blackout regulations to some 39 plants, many of them very small, but has refused such exemption to the Botany Worsted Mills, who employ a considerable number of persons, who have a very large plant, who are 100% Army production, and who have complained that, when blackout occurs and power is shut off, all cloth that is in vats becomes a loss. He felt that this matter should be taken up with the proper authorities, and exemption allowed for this plant.

Assemblyman Boswell reported that Mr. Ohland and Mr. Goldmann have been of considerable aid in preparing legislation to amend the State law allowing alien physicians to continue practicing for two more years, pending report of the FBI as to whether or not they should be granted citizenship. Speaker Amlicke stated that the amendment had passed the Assembly Monday evening, and felt certain that the Senate would pass the amendment next Monday evening.

Colonel Schoeffel reported conference with Commissioner Magee and Chief Inspector Zeigler to determine whether or not members of their Testing Division and/or Motor Vehicle Inspectors could be made available for the guarding of certain vital highway facilities. Commissioner Magee explained that 119 of the original 300 members of the Testing Division had been drafted, voluntarily enlisted, or left to accept other positions. No replacements had been made of this force, and the remaining 180 would be needed to conduct motor vehicle examinations. However, he did arrange that 20 Motor Vehicle Inspectors would be assigned to bridge inspection work. Colonel Schoeffel stated that many of the police departments had agreed to inspect certain of the highway facilities referred to; however, in

all cases, the inspection would be very thorough of the upper part of the structures, and of that part of the structure that could be reached by automobile. It would not take care of the inaccessible portions of the bridges, elevated highways, and viaducts on the vital list. In discussion that followed on this subject, it was brought out by General Bowers that the Army apparently was not familiar with Public Roads Administration Memorandum No. 10 setting forth vital highway facilities for the War Department. It was also brought out that in several of the other states along the Atlantic seacoast, no attempt is being made to guard vital highway installations, and we wonder if it is necessary to maintain permanent guard forces on structures of this nature. The Governor stated that, inasmuch as General Terry has requested that guards be provided for certain highway installations, we should do everything possible to comply with the order, and where it was impossible to perform an efficient and practical service, bring to the General's attention the impossibility of meeting his request.

He reported on the fuel oil situation and stated that the State Department of Health was contacting all of its field representatives, requesting they report as to any known suffering, illness, or death, due to lack of heat in fuel oil heated homes. He states that, of the 78 municipalities reporting, 19 specific cases of illness were related and 7 cases of suffering; that of the 144 municipalities checked by the State Police, together with those responding by letter, giving a total of 222 municipalities, indications are there is no particular health problem involved. However, he will prepare report for the Governor shortly on the entire situation.

Mr. Ohland stated he had consulted Doctor Elliott on the advisability of closing public schools for one week during the month of February to conserve fuel oil, and suspending the Easter vacation so that no school days would be lost. Doctor Elliott informed him 90% of all our schools heat with coal, and that they have sufficient supply on hand for normal consumption. He sees no particular advantage, nor does he think it advisable to change the schedule. However, he was interested in looking into the possibility of closing schools in the rural area at an earlier date than normal if the farmers consider that child labor thus gained would be an advantage, to aid in their planting and preparation of farm lands. Mr. Ohland will submit report to Senator Stanger and Assemblyman Boswell on this conference. Senator Stanger stated that many farmers will bring considerable pressure to have the schools closed earlier, but at their recent agricultural conference the matter of closing schools was not discussed, even though Assemblyman Boswell had contacted them, requesting they prepare recommendations or resolutions on the subject if they desired the War Cabinet to act in the matter. A week has elapsed but no recommendations or resolutions have yet been received. The Governor stated that one of the reasons he was not inclined to be hasty about adopting new legislation whenever it was suggested was the fact that persons presumably interested in matters of the kind related above will not take the initiative in recommending such changes.

He reported that Mr. Willis Morgan, State Director of Food Administration, a Mr. Highland, and Mr. Bevans, of the Agricultural

Extension Service, New Brunswick, had conferred with him on the preparation of a canning program, putting up of foodstuffs grown in victory gardens. He stated they were greatly concerned that improper canning would destroy large quantities of food, and recommended thought be given to allocation of adequate funds to purchase pressure cookers which could be used for demonstration purposes in schools throughout the State.

Mr. Ohland stated that State Mileage Coordinator Wayne Cox had been requested to determine whether State departments should loan cars to other departments. He cited the case of the State Highway Department which, over a period of years had loaned cars to other State agencies, being in a position where they wished to reduce mileage, but consistently being called upon by agencies without automobiles to provide cars for them. It was finally decided that, while some abuse of the use of cars by State employees exists, the problem was not one for solution by the War Cabinet. It is a matter that concerns the heads of the several departments.

Assemblyman Boswell recommended that a survey be made to determine if cars now in storage by any of the State departments could be turned over to other State departments who are requesting new cars. He mentioned the case of Assistant Attorney General John Bruther requesting a new automobile, and felt that some of the cars now in storage could be turned over to him. Mr. Ohland will take this up with Mr. Cox.

Mr. Ohland reported that the following OCD equipment has been received to date:

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|------------------------|---------|
| Helmets                | 53,970  |
| Ladders, 14 ft.        | 391     |
| Ladders, 24 ft.        | 15      |
| Firemen's Pants        | 1,240   |
| Firemen's Coats        | 2,090   |
| Front Mounted Pumps    | 55      |
| Skid Mounted Pumps     | 136     |
| Suction Hose           | 318     |
| 2½" Single Jacket Hose | 59,800  |
| 1½" Single Jacket hose | 45,600  |
| Pump Tanks Ext.        | 35,400  |
| Arm Bands              | 119,080 |

He reported the Army Engineers Office had prohibited shad fishing in the Hudson River south of Yonkers, due to the stream being used for anchorage of vessels. Inquiry of Admiral Parker, Coast Guard, revealed he was not familiar with this order. He stated his predecessor might have requested the Army to issue the order concerned. However, he was not averse to seeing it changed, as he felt this would not interfere with shad fishing in any way. Mr. Ohland has arranged for Mr. George Warren, Fish and Game Commissioner, to meet with him this week to discuss the matter. It was pointed out that more than 1,000,000 pounds of shad are netted each year from the area concerned, and it would definitely affect a large industry important to the State if the Army order had to be complied with.

He stated that Mr. Joseph Conlon, of the War Transportation Committee is having considerable difficulty in getting the Share-the-



Ride program over to the several industrial plants throughout the State who will cooperate in setting up such a program. He desires funds to pay for a field representative to contact the industrial plants concerned. While the Cabinet felt that this was desirable and he should have the manpower needed, they also felt that there are enough State departments having available manpower to do the job, and they should first be contacted. It was specifically mentioned that the Highway Department might have some Inspectors available, or that the Comptroller might have manpower available. Mr. Ohland will contact both agencies.

General Bowers reported on conversion of fuel oil to coal at the several armories that General Barlow had performed a creditable job in this respect. He had persuaded General Terry to communicate with the Director of Petroleum Administration, Channing Building, New York, indicating that troops of the United States Army are now completely occupying 19 armories and other military facilities of the State of New Jersey, that these facilities represent the only shelter available for troops, and that no additional construction for troop housing is authorized by the Second Service Command; that even though authorization could be obtained, it would not be possible to have the buildings erected and ready for occupancy prior to next summer. The General further stated that the State of New Jersey, being unable to maintain and heat the aforesaid facilities, the Second Service Command will take over operation and maintenance of the facilities as a war necessity and will proceed with the conversion of the heating plants therein from oil to coal at the earliest practicable time. He further requested an engineer be assigned to assist his engineers to determine needs for the contemplated conversion, and that sufficient fuel be released to the Army until conversion could be completed. The General reported this would save the State \$140,000 if adopted.

General Bowers reported that the Federal authorities will provide an extra water tower at Camp Edison, Sea Girt. Additional water supply is needed as the Signal Corps now has 6,000 men stationed there. The State will lease 1/10 acre of land to the Federal government for the erection of the tower referred to. Approximate cost of this development will be \$45,000.

Speaker of the House, Mr. Amlicke, stated he had found considerable pleasure in attending the last two Cabinet meetings. It was quite helpful to him to be able to discuss contemplated legislation before bills were submitted, as it made him familiar with the contents of the measures and the thought of the Governor respecting the several legislative acts, and that he was better able to inform his constituents regarding the measures when they came up for discussion. He felt his presence at the meetings in this respect would be helpful to the Cabinet generally, but he felt he should sit on the sidelines when other matters were brought up for discussion. The Governor informed him he appreciated his expression of good will, but wanted him to know he was a bona fide member of the Cabinet, and should participate in all of its deliberations regardless of their nature, and was quite welcome to do so.

Colonel Schoeffel reported to the Governor that each member of the War Cabinet had received a copy of the recommended Emergency

Control Plan, and asked that the matter be brought up for vote to see whether the plan should be adopted. After a few moments' discussion of the necessity of listing the several municipalities which would be within the area control centers, the Governor requested the pleasure of the Cabinet, and it was decided unanimously that the plan be adopted.

The Governor read executive order which will be issued calling upon all theatres in the State to show a "trailer" for the duration of the present emergency after each performance informing the audience what to do in the event of an air raid alarm.

The order reads as follows: "For the duration of the emergency, every motion picture theatre in the State of New Jersey shall present upon the screen before each show a trailer advising the patrons of the theatre of the proper conduct during the period of an air raid or test air raid. Copies of the trailer are available through the Office of Civilian Defense Director. This rule and regulation shall become effective March 15, 1943."

Meeting adjourned at 12:55 P.M.

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MEETING OF GOVERNOR'S WAR CABINET  
TUESDAY, FEBRUARY 9, 1943.

Meeting convened at 11:00 A.M.

Present: Governor Edison, Senator Stanger, Assemblyman Amlicke, Assemblyman Boswell, General Bowers, Director Dreyfuss, Mr. Uhland, and Colonel Schoeffel.

The Governor opened the meeting by discussing a proposal advanced by Princeton University for the creation of a War Records Commission to be headed by the State Librarian. After a few moments' discussion, Mr. Downes, the Librarian, was presented to the members of the Cabinet and asked to discuss the proposal, which follows:

"It is proposed that a commission be appointed to encourage and supervise the preservation of records of civilian participation in this war and of other records of an unofficial nature which otherwise might be lost to posterity.

"It is proposed that this commission, to be named by the Governor under his war Powers, by and with the consent of the War Cabinet, be known as the war records Commission.

"It is further proposed that the work of this commission be financed out of the War Cabinet's funds.

"It is essential that records of the above type now being made about this war be preserved: (1) for their own intrinsic value; (2) to serve as a guide for the future; (3) for the use of historians; (4) as a means of enriching the State's archives.

"Other States have already launched such programs, notably Ohio, North Carolina, Iowa, Minnesota, and New York. The National Archives and the National Committee for the Conservation of Cultural Resources are very desirous that each state initiate such a project."

Mr. Downes elaborated on the foregoing. A copy of the proposal is attached. In the discussion that followed, General Bowers stated that existing agencies might be of assistance, and named the following: the Historic Sites Commission, War History Commission, and the War Records Division of the Adjutant General's office. The Cabinet was generally in favor of the proposal and the appointment of a War Records Commission, and felt that the matter of funds could be adequately dealt with as the work progressed. Director Dreyfuss explained that the budget requested for the new year has not taken into consideration the creation of new commissions such as the one proposed, which will require \$6,000 for the work involved beginning July 1st, 1943, and approximately \$1,800 for the balance of this fiscal year. He recommended that Mr. Downes seek the aid of Princeton University and Rutgers University to determine if they would contribute personnel and trained historians to assist in the work. There was some discussion as to the advisability of having the Historic Sites Commission allocate a portion of their appropriations for this work. It was finally determined this would not be feasible.

Another proposal was that Director Dreyfuss approach the Federal authorities to determine if existing Federal funds might be diverted for this work. The Governor finally called for a vote on the proposal that had been made that Director Dreyfuss, Mr. Ohland, and Mr. Downes be appointed a committee of three to survey the proposal from every angle, including possibility of obtaining funds, and to report to the Cabinet at the next meeting specifically what could be done. Proposal was approved and committee appointed.

Mr. Ohland reported progress in having the Coast Guard relax their prohibition against shad fishing in the Hudson River. Admiral Parker and Commissioner George Warren, of the Fish and Game Commission have had two conferences. A survey is being made of the river, and the Coast Guard, who are sympathetic toward the idea of relaxing the present regulations, anticipate that some solution may be worked out which will allow shad fishing beginning March 15th, which is the opening day of the season.

He reported a conference with the Federal Food Administration authorities on the matter of community canning centers, and submitted a voluminous report setting forth the proposals of the committee, and requesting \$34,000 be allocated from State funds for this work. The matter was referred to the legislative members of the Cabinet for study, and to take up with the Appropriations Committee for their consideration. Primarily, the program would set up fifty food centers to train housewives in the method of canning by pressure, and would also provide and continue free lunches for school children. The State Board of Education and the State Department of Agriculture, who are very much interested in seeing the program adopted, advised that the Federal government will give a proportionate share of the amount of money needed, if the State will match such monies. Director Dreyfuss suggested that the matter be laid over for one week, so that he could obtain a report from Doctor Hillier, of Rutgers University, who informed him verbally that the plan as advocated is not practicable. The matter was deferred until the next meeting.

Mr. Ohland reported receiving letter from the National Safety Council advocating the formation of a committee to operate a program for man conservation through safety; in substance, calling for a coordinated action by State officials to accomplish the purposes set forth. No action was taken on this request.

Mr. Ohland reported on the conference held by 17 Atlantic seaboard states, January 26th, at Baltimore Maryland, on the petroleum situation affecting the states concerned. Copy of letter attached. No action taken in this matter.

Colonel Schoeffel reported on the fuel oil situation, stating that he was of the opinion that, while there are individual cases of suffering from the lack of heat in fuel oil heated homes, he is of the opinion that the State OPA head is doing everything that is possible to alleviate suffering where it is known to exist. He reported that, of 17 investigations made by the Camden office of OPA, 10 of the families reported as suffering from lack of fuel oil had failed to make application for auxiliary ration; of the remaining 7, 6 who had made application were given additional fuel oil, 1 was

refused. Central New Jersey district reported a few cases, which had been adjusted. The Northern New Jersey district reported satisfactory adjustment in all cases reported, but brought out that many of the cases investigated as the result of reports to the Board of Health and the police were unquestionably the fault of the individuals concerned, as they failed to properly budget their oil allotment and, where inadequate oil has been allotted, they failed to make application for relief. There is a definite shortage of kerosene, but the OPA is doing everything in its power to have deliveries to New Jersey expedited.

Colonel Schoeffel reported that he had circularized the police departments of the State requesting they inform his office in the event there are small arms of any nature available for Army use. Up to the date of the meeting, he had had one response indicating four weapons were available, but they were not fit for use. He felt very little information would be received on this appeal, as the police had been forwarding most of their arms to the British Purchasing Commission in New York.

He reported attending meeting of the Regional Committee on Motor Truck Problems at the Hotel Roosevelt, New York City, with members of the I.C.C. and other State Police heads of the North Atlantic states, in an effort to reach an agreement as to what was necessary for the escort of trucks of the Ordnance Department that cart dangerous explosives.

He reported meeting with officials of Station WOR, New York City, Mr. Jack Poppele, Chief Engineer, Mr. Dave Driscoll, head of the Broadcasting Division, and Mr. Harker, to seek their cooperation in utilizing commercial broadcasting facilities for sounding the all-clear signal in the event of regular, test, or practice blackouts.

He reported arrangements had been made with Mr. Hazen to have 6,200 copies of Executive Order No. 21 printed for distribution to the following agencies: Mayors or City Councils; Defense Councils (including medical services); Police, Sheriffs, Prosecutors, etc.; all fire Departments; officials of O.C.D., State Defense Council, State agencies, etc.; heads of public works companies likely to be called upon for equipment to any point; volunteer ambulance corps; Red Cross chapters.

He submitted request for Mr. Edward McCloskey, OPA office, 20 Washington Place, Newark, that some State agency arrange with the Mayors of the several municipalities to prevail upon service stations, particularly in Union County, to handle kerosene, so that persons using kerosene for fuel oil purposes could deal directly with the retailer in the purchase of this commodity. The larger oil companies no longer have service stations; all of them are operating on individual lease basis, and it is the recommendation of the larger oil companies concerned that the retailers be approached by municipal authorities to set up distribution centers. It was recommended that the matter be referred to Major Joseph McLaughlin, Petroleum Coordinator for New Jersey.

General Bowers reported that the Permanent Duty Battalion of the State Guard has been disbanded entirely. He had retained a Supply Officer and two civilian clerks, who will make an accounting of equipment, and to clean up loose ends regarding records of billeting, clothing, food, etc. He submitted the following for the record. The Permanent Duty Battalion had been recruited to a total strength of 737 persons; 50% of this number have joined the armed forces, 15% have deserted or been dismissed with discharges other than honorable, and 35% were released on their own request to obtain employment in war production plants, or to obtain more lucrative employment due to dependency.

He reported that, on the change of oil to coal in the armories, the Engineers Office now states that New Jersey should pay for such change. This is directly contrary to what General Terry indicated Second Service Command might be able to do. The matter is being held in abeyance.

He related that, at the time the guard was stationed on vital installations in Hudson County, 125 men had been billeted at the Marion Gardens, National Housing development in Jersey City. These men occupied new apartments at very nominal rent, considerably below that charged civilians, and during their occupancy, caused considerable damage to the property. Major Mack, of his office, submitted a report that repairs would cost approximately \$3,300. He now has a board of inquiry looking into the matter. He is of the opinion the State may have to pay the claim. Judge Richard Hartshorn of the Essex County Common Pleas Court, Judge Advocate General of the Guard, heads the board of inquiry.

He reported that, in the case of James Murray, member of the State Guard, killed by a Pennsylvania Railroad train while on duty in Newark, settlement had been made in the amount of \$350, in so far as State responsibility was concerned, and the family was advised to sue the Pennsylvania Railroad authorities. He pointed out that the State held responsibility to some extent, and that settlement by the State in no wise prejudiced the case against the railroad.

He related another court case as result of the injury of four non-commissioned officers December 1939. These men were on duty at Sea Girt, having been called out by the Federal authorities for one week's training. While on leave one evening, they had become involved in an automobile accident. All of them sustained injuries, some of a disabling nature. The State had paid the hospital bills and the doctor bills, and counsel for them was pressing claim for permanent disability in the case of all of them. The sum requested is \$14,000. The General stated his office had refused to pay this amount for permanent disability, and when the attorneys brought up the question of suing the State, they were advised they could not do so. However, the General had agreed that the matter be reviewed before the State Supreme Court. Briefs now filed will be reviewed shortly. It is his opinion that a decision on this subject should be made, and the question of State responsibility so settled.

Director Dreyfuss stated an agreement had been made with Mr. James Kerney, head of the OPA in New Jersey, to provide gasoline

for defense workers upon recommendation of the local defense council that such extra ration is necessary. Upon certification of the local defense council to Mr. Kerney and Director Dreyfuss, and their approval having been obtained, the local rationing board will be compelled to make the arrangements necessary.

He reported that conference with General Drum, scheduled for February 11th, had been cancelled, but that General Terry would hold the conference to determine questions not clear to the Defense Director as regards the air raid regulations issued January 27th. He will report back next Tuesday the agreement reached on these matters.

He read a newspaper clipping stating that 40 to 50 Army officers would review a trial blackout at the Edison plants in West Orange. He stated that, if the article in the newspaper was correct, use of the audible alarm signal in this case was contrary to State regulations. He stated this was one of the matters he would discuss with General Terry, and request that the Army prohibit the several agencies from proceeding with trial blackouts and other matters which violate the Defense Council rules.

He reported conference with the Appropriations Committee on the occasion of his budget hearing, and as a matter of record, stated that \$9,000 in salaries alone had been saved during the past year since he took office.

He requested the Cabinet consider recommending Executive Order to prevent smoking in buses by drivers and passengers. He states no attempt is being made to observe the smoking ban, and that lack of such observance, which is the result of a general relaxation of common sense rules due to the war, has been the cause of a number of serious accidents. It was finally decided that Mr. Ohland will take the matter up with the Public Utility Commission at the first opportunity.

Director Dreyfuss exhibited copy of a certificate that is being sent to all local defense councils who have complied with State regulations in every respect. He stated that, of the 566 defense councils, 376 have qualified for the certificate.

He submitted a recommendation of the Northern New Jersey Wartime Business conference, representing 98 trade organizations, who are of the opinion there should be a uniform closing hour of all stores in New Jersey. They contend their proposal is the outcome of a resolution adopted by 400 business leaders representing various trades throughout the State. They were primarily interested in closing all mercantile stores at 6:00 P.M. each evening, except Wednesday and Saturday, when they would close at 10:00 P.M. Copy of recommendation is attached. After some discussion, it was felt the recommendation was not practicable, and the sponsors should be so informed.

Director Dreyfuss read the order directed to the several theatres of the State quoting trailer to be used at the end of each

performance. The trailer follows:

"In the event of an Air Raid Alarm while the show is in progress:-

1. REMAIN CALM. REMAIN SEATED.
2. You will not be PERMITTED on the STREETS.
3. The MANAGEMENT of this theatre has taken steps to protect you.
4. If it should become necessary to evacuate this theatre, FOLLOW the instructions of the THEATRE AIR RAID WARDENS - WALK - DO NOT RUN - DO NOT PUSH.
5. You are safer under SHELTER than OUTSIDE.
6. The SHOW will go on.

Charles Edison,  
Governor."

Meeting adjourned at 12:50 P.M.



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MEETING OF GOVERNOR'S WAR CABINET  
TUESDAY, FEBRUARY 16, 1943.

Meeting convened at 11:00 A.M.

Present: Governor Edison, Senator Stanger, Assemblyman Amlicke, Assemblyman Boswell, General Bowers, Director Dreyfuss, Mr. Ohland and Colonel Schoerfel.

The Governor opened the meeting, and announced that Mr. L. B. Davis, Director of Marketing, P.A.W., together with the following named members of the P.A.W., would talk to the Cabinet on the fuel oil situation at about 12:30 P.M.

W. Alton Jones, Chairman, P.A.W. Trans. Com.  
President Cities Service Co.  
Bert Breaves, Vice Chairman, P.A.W. Trans. Com.  
Ex-Vice Pres. Tidewater Oil Co.  
James Dwyer, Secretary, Trans. Com. P.A.W.

He read a letter from Mr. Jeffers, Rubber Czar of W.P.B., who wrote requesting that the Governor consider closing all horse racing tracks to conserve fuel oil and rubber; specifically, he requested the Governor use his influence to prevent opening of all suburban tracks where patrons would have to use buses or private cars to reach the track. He is not primarily interested in tracks located in cities where existing transportation facilities are available for those attending. Senator Stanger requested that decision in the matter be held up. He knows that the Garden State Race Track Association is interested in operating provided they can determine a means of transportation from the several railroad stations to the track, and have indicated they may provide horse drawn vehicles for patrons. Races will not be held until July. He is of the opinion that all other race tracks and fair associations where races are held have decided not to open their facilities this year. The matter was laid over for further study, and Mr. Ohland was instructed to prepare letter to Mr. Jeffers advising him that no race track meets are planned until July and that the Governor will attempt to work out a solution that will prevent the use of pleasure cars or buses to transport patrons.

The Governor reported that the United States Department of Agriculture Food Distribution Administration has advised that temporary food distributing committees will be appointed for the purpose of giving more equitable food distribution throughout the State. The Governor stated we will be glad to cooperate if the State can handle the work of the committees as it has done previously with other matters of this sort referred to the State by Federal agencies.

The Governor reported he was informed that the Senate did not act on the alien doctors bill. Senator Stanger explained that he had received many telephone calls and letters from representatives of the State Medical Society and individual doctors who complain that the alien physicians should not be allowed to practice. They are of the opinion that the Army should take these men for military service. Mr. Ohland pointed out that a naturalized person must be a citizen for ten years

before he can get a commission in the Army, Navy, or Marine Corps, and he is of the belief that is the reason why the armed forces have not utilized the services of such aliens. The legislative members of the Cabinet were of the opinion that if a clear explanation were made to the members of the Senate Committee they would ultimately pass the bill. It was decided that for the time being, the Governor, by Executive Order, would allow such alien physicians to continue in practice for a period of sixty days.

Director Dreyfuss reported there would be a practice blackout on Thursday, February 18th, cooperating with the State of New York. The public will be given full details through the medium of the press. Colonel Schoeffel inquired whether the Governor desired to be notified of test and practice air raid alarms and blackouts where he had previous knowledge of them. The Governor stated this would not be necessary, but does wish to be notified of regular air raid alarms or blackouts initiated by the Fighter Command.

Director Dreyfuss reported meeting at 90 Church Street, New York City, attended by Civilian Defense Directors of the Second Service Command, at which Test Problem No. 1 simulating an enemy air raid was conducted by the Public Relations Office, Eastern Defense Command, First Army. By mimeographed folder, showing sequence of events, maps and charts, the Army instructed the visitors how civilian agencies are notified in the event enemy planes approach. Notification is progressive according to flight of the planes and direction. They also discussed notification to radios, which are silenced when planes are 150 miles away, and discussed method of keeping the press and radio advised of progress and occurrences as deemed necessary for civilian consumption. He recommended Colonel Schoeffel attend the next demonstration to be held February 18th, at 10 A.M.

He stated that the Army had promised to issue an order allowing the use of low beam headlights on automobiles in the dimout area, but he had not yet been able to get this information in writing. He advised that he is going to request that every car in the State be compelled to black out the upper half of their headlights. If the Army agrees, he will issue such a rule from Defense Headquarters. He has conferred with Commissioner Magee on this matter, and he has indicated his willingness to have headlights inspected by the Testing Division when cars are brought in for examination.

He discussed the rule that had been issued concerning the dimout of exterior lighting for defense plants for one minute whenever air raid alarm was given. He stated he is opposed to such rule. He believes the danger of fifth column activities would be greatly increased, and has requested General Terry to withdraw the order.

He reported having requested a telephone connection from the Second Service Command Headquarters to the State Police Headquarters in Trenton, the same as that established with the State of New York at Albany. General Terry, contending there was an overload on the line, refused to consider the request, but has indicated consideration of establishing an open line for installation between Second Service Command and the State Police if it is possible to do so.

He reported conversation with Mr. William Allen, Department of Agriculture, Mr. Bevans of the Agricultural Extension Service, New Brunswick, and Doctor Hillier, on the subject of the State sponsoring the canning program and the Victory Garden program. All of this is a matter of previous minutes. He stated he is of the opinion now that New Jersey should cooperate and match Federal funds which can be obtained for the program referred to. He firmly believes it is essential we cooperate, as the Federal Government has indicated, and the Kiplinger Washington Agency just recently stated that within four months, only 50% of the foodstuffs available a year ago will be available for civilian consumption. He stated New Jersey would motivate the program, but would not have to take the responsibility of teacher training, etc. This will be taken over by the Department of Agriculture. They are not so much interested in teaching canning in the slum districts where it would be impossible to raise foodstuffs, nor in the farming districts, where the housewife is familiar with canning operations, but they would like to reach those urban areas and small communities that have available land to establish Victory Gardens, and in the revised program which he recommends, \$21,000 would be needed; \$15,000 for the canning plan, and \$6,000 for the Victory Garden plan. He is of the opinion that the money could be advanced from defense funds if there was a guarantee that the Legislature would return such money by supplemental appropriation to the defense funds at a later date. He recommends this as we must act quickly to put the plan into effect. On the Victory Garden plan, 160 teachers would tour the State, explaining how to operate them. He brings out that in New York State appropriation of \$70,000 has been made, and they believe the program worth while.

It was the belief of Senator Stanger and Assemblyman Boswell that 2/3 of the canned goods anticipated from the housewives under the plan would spoil. Mr. Ohland stated that during the depression there were 3,800 small truck gardens established in Essex County on railroad property and vacant lots, that they were farmed very successfully, and the persons farming them were taught by community workers how to can the commodities. He is of the opinion the plan would work out very well. The Governor stated that at one of the Edison plants at Belleville, a 12 acre lot adjacent to the plan had been farmed by a tenant, who very successfully disposed of the entire crop. On inquiry of Speaker Amlicke as to whether fertilizers would be available, Director Dreyfuss stated he believed they would be in sufficient quantities to establish the Victory Gardens.

Assemblyman Boswell reported that the Appropriation Committee last week had turned down the original proposal; however, they are willing to review the matter later should additional information regarding the plan be presented. He is of the opinion that the State should support the plan proposed, and believes that the Appropriation Committee will feel likewise. On the question of funds, it was brought out that the Federal government must match any contribution made by New Jersey. Upon resolution of Mr. Ohland that civilian defense funds be used to set up the program and an appeal be made to the Legislature for supplemental funds to reimburse the defense funds, the Governor called for a vote. Resolution was approved.

Director Dreyfuss reported that the disbanding of the W.P.A. had resulted in the loss of 218 employees assigned to the several State Civilian Defense offices. There were seven assigned to the Mailing Department at the Armory, and he reported that four of them will be retained and put on the State payroll. They will endeavor to do without the services of the others.

General Bowers reported he has handled 254 applications for deferments for members of the State Police. Results so far have been most satisfactory. 124 requests have been acted upon favorably, and 3 (all men with less than 2 years service) unfavorably. He has not yet heard concerning the remainder.

He reported that on the conversion of oil to coal for heating purposes at the Armories, the matter is not yet settled. He has informed Mr. Beaman, District Engineer's Office, that the State will cancel the leases unless the Federal government assumes all costs involved in the conversion.

He reported meeting to be called in New York this coming week regarding the protection necessary for interstate bridges.

Colonel Schoerrel reported for Judge Richard Hartshorne, whom he accompanied to a conference called by the Joint Legislative Committee on Interstate Cooperation in New York City, February 12th, to discuss cooperation of the several states in adopting an Emergency Transportation Act, an agreement for the handling of dangerous explosives being trucked by the Ordnance Department, and the adoption of certain war traffic control measures. On the first subject, adoption of an Emergency Transportation Act, proposed legislation to consider weights and sizes of motor vehicles, reciprocity between states, group riding, speed limits, and programs of staggered hours, representatives of New Jersey had voted against the adoption of these measures in so far as legislation was concerned, feeling that all of them could be met, and the government satisfied, by the Governor issuing Executive Orders where he agreed the proposal advanced under the Act was essential to the war effort. On the second measure, agreement was reached whereby State Police would provide motorcycle or car escort for all vehicles carting dangerous explosives travelling within the State. On the war time traffic program, all of the recommendations of the Federal government are being complied with in some manner by the several State agencies interested, and legislation is considered unnecessary. The Governor indicated his approval of the action of his committee.

Colonel Schoerrel requested committee be appointed to select a room in his headquarters to be used as a State Emergency Control Center under the Emergency Control Plan. He is desirous of setting up telephone equipment as quickly as possible. It was agreed that in the event of large scale catastrophe, or the putting into effect of the Emergency Control Plan due to bombing or other incident of this nature, State Police Headquarters at 152 West State Street would be the State Emergency Control Center. The Governor would take over the Superintendent's office, and the members of the War Cabinet would assemble there as quickly as possible. The Governor named a committee of General Bowers, Director Dreyfuss, and Colonel Schoeffel.

Addendum

Mr. L. B. Davis opened the discussion by referring to the work of his bureau, which is engaged in an effort to maintain adequate fuel oil supplies for the civilians of the country and the military forces. He stated that Secretary Ickes desires industry to cooperate as far as possible, and that the fuel oil industrial groups had assisted materially. There has been some difficulty with the supply of fuel oil, particularly in North Jersey, New York, and the southern part of Connecticut. There is a shortage of about 21% of heating oil, 33-1/3% of kerosene, and 15% of heavy oils. It is hoped that within 30 days relief will be obtained. Until that time, unquestionably there will be some discomfort and suffering due to the lack of sufficient fuel oil commodities. On or about March 15th, it is believed there will be sufficient supply to meet normal demand.

He introduced the other members of his staff, Mr. James Dwyer, Mr. Bert Breaves, and Mr. W. Alton Jones. These men had been selected by the fuel oil industry to represent them in coordinating the government's program. Mr. Jones was the next speaker. He stated that the Federal government and the fuel oil industry are attempting to meet a most difficult situation through a closely coordinated and cooperative plan. He is of the opinion that we have passed through the winter without any grave suffering, but admits there has been some hardship experienced. He exhibited numerous charts, which will be discussed hereafter. He stated we are primarily interested in District No. 1 of the P.A.W. (Petroleum Administrator for War). This district comprises the entire Atlantic seaboard area from Florida to Maine, a total of 17 states and the District of Columbia. For each one of the coordination districts, the Petroleum Coordinator has established functioning committees for each of the natural divisions of the industry: (1) Production; (2) Transportation; (3) Refining; (4) Marketing; and (5) Natural Gasoline.

Under a peace time economy, the petroleum industry on the Atlantic seaboard had developed a highly efficient, economical, and more than adequate transportation system. Approximately 95% of the requirements were delivered to the respective ports along the seaboard by ocean tanker.

The diversion of tankers for defense and lend-lease purposes in 1941, and subsequent military needs and losses by enemy action along the Atlantic seaboard and in the Gulf and Caribbean waters brought the delivery by tankers from a peak average of 1,500,000 barrels daily down to about 7% of that quantity. The demands and events of the war produced other serious dislocation, placing enormous burdens on other methods called upon to provide the volume previously transported by tankers.

The problems created by the disruption of normal transportation were not unanticipated by the petroleum industry or by the Petroleum Coordinator. As far back as July 1940 Secretary Ickes proposed the construction of a large pipeline from Texas to the Atlantic coast area,

as well as the construction of additional tankers. The industry agreed to finance privately, construct, and operate emergency pipelines from the southwestern oil fields to the Atlantic seaboard. Plans were completed and formal signed contracts entered into, but the necessary critical materials were not made available, and plans were deferred. Events of the first six months of 1942 compelled reexamination of the program, and as a result, the W.P.B. allocated sufficient materials and, funds being provided, the project was finally gotten under way.

He exhibited chart showing the flow of oil by tanker for the two year period ending June 30, 1941. The volume brought into the district over that period was approximately 1,000,000,000 barrels, or an average of 1,370,000 barrels per day. The chart showed division of the movement as between crude and principal products. Since the summer of 1941 and the diversion of tankers from the area, the flow of petroleum products has been completely revolutionized. Substitutes for tanker transportation have been largely railroad tank cars. Movement by substitutes for tanker transportation was shown on Chart No. 3. While splendid results have been accomplished through the cooperation of the industry, transportation companies, and regulated governmental agencies, the combined results have fallen short of the demand in the area, which, before rationing, was approximately 1,500,000 barrels per day.

He stated that the industry, prior to the war, had adequate transportation facilities to move into the area from Texas all the petroleum products needed, and that the area itself produced 80,000 barrels of oil daily. The tank car movements were practically nil in January 1941. At the present time, there are approximately 852,000 barrels a day reaching this district by tank car. He showed charts giving daily average receipts of petroleum movement by barge, petroleum movement by lake tankers, and petroleum movement by tank car shipments. He is of the opinion that the 70,000 tank cars being used to bring fuel oil into the district is about the peak that can be reached. Railroads have stripped other parts of the country of this equipment where it is not essential at the moment. Of course, there have been some economic repercussions. It was previously possible to ship oil by tanker from Arruba, Venezuela, and Mexico at approximately  $\frac{1}{2}$ ¢ a gallon for transportation costs. The present freight rate is 6¢ a gallon for transportation costs by tank cars, and today petroleum products must frequently be sold for less than the freight rate alone. He states they finally prevailed upon Leon Henderson to adjust some of the prices to simplify matters, but the cure-all is not yet in sight. Most of the small companies have been forced into bankruptcy or compelled to discontinue their services. While the large companies still survive, this \$50,000,000 investment is experiencing extreme difficulty in operating. The O.P.A. has been slow and bungling in approaching the problems facing the fuel oil industry.

He related some of the difficulties in building the 24-inch pipeline from Longview, Texas to Norris City, Illinois, the line known as the "Big Inch." He recited difficulties of construction, weather, and other factors. He stated that the construction of the line is continuing, and will ultimately terminate in a completed line from Texas to the metropolitan north Jersey area, bringing into this area.

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approximately 300,000 barrels of oil daily. He stated that, in addition to this pipeline, surveys had been made, and the facilities increased by the use of barges, transport trucks, lake tankers, and the movement of kerosene in car load lots in drums. He pointed out that the industry, in financing the pipeline referred to, has pledged themselves to spend \$100,000,000. He emphasized the fact that this is not Federal funds.

It is hoped to complete the project by July 1st, 1943. An interesting point he developed was the fact that the 24-inch line can be used for crude oil, heating oil, gasoline, kerosene, or whatever is needed. An emulsion is put into the line between the different type fuels that are to be sent through it. There is some pollution as a result of this for approximately a 20 mile area which will need refining again, but that is considered a small matter and of no particular concern.

He also stated the industry has the approval for the first part of a new 20-inch line, which will materially assist in increased deliveries, and which will also move anything in the line of petroleum products. The source of supply will be Texas, which has some 10 billion barrels of oil in the region, out of 14 billion that has been discovered in this country so far. This line will also terminate in New Jersey. At the present time, 60% of the materials necessary for the line have been approved.

He exhibited other charts, which are all a part of volumes I and II, showing Emergency Pipeline Projects and Text and General Exhibits. He stressed the fact that in this coming year, the picture may be better; that no degree of rationing greater than this year is anticipated. While they cannot anticipate with certainty exactly what will happen, they are of the belief that, if the off-shore movement of petroleum products for the Army is not greater than at the present time, there will be made available a larger supply of petroleum products for civilian use. He pointed out that we have ample petroleum products in the country, and that the problem is primarily one of transportation, not refining capacity of the commodity.

The Governor asked what had created kerosene shortage. He touched on the coal problem as it affects the State. Mr. Jones stated that they were not concerned with solid fuels, but he is of the opinion that Secretary Ickes is more concerned about coal shortage next winter than oil shortage, and again it would appear to be due to the lack of adequate transportation. He stated that on the kerosene situation, Mr. Davis might have the explanation.

Mr. Davis responded by stating there will be difficulty in getting sufficient kerosene into this district for the next 6 weeks. The lowest ebb right now has been brought about by the lack of reserve stocks, which have all been used. A very serious situation had developed in Boston, which compelled the movement of kerosene in drums by box cars, and deliveries were being made at the rate of 9,000 to 10,000 barrels daily in this manner. He stated a recent survey had shown there were no more than 35 cold houses in Boston, and 100 in New York City. He stated it might be interesting to know that, of the 3,000,000 homes north of the State of Mississippi heated by fuel oils,



1,500,000 were heated by kerosene, and 1,400,000 were heated by fuel oil number 2. He stated that most of the run-outs are about normal with the situation during the years 1938 and 1939. However, present shortage is blamed on the war, rather than on a normal factor. He went into the problem of present shortages, giving in terms of percentages what it was all about. He requested the opinion of the members of the Cabinet as to whether or not persons holding ration tickets for fuel oil should have such rations, particularly period 4, reduced from 8 to 6 gallons each. It was the opinion of some of the members that, from a psychological standpoint, this would not be desirable.

During the discussion, both by Mr. Jones and Mr. Davis, considerable statistical data was given. No attempt is being made to incorporate it within these minutes, as all of the data referred to is a part of Volume I, Text and General Exhibits, and Volume II, Emergency Pipeline Projects, prepared by the Transportation Committee, P.A.W. District #1, which were passed out to members of the Cabinet, and which are a part of the original copy of these minutes.

Meeting adjourned at 2 o'clock.