resident is a Dabbler in Jewelr

By Jack Anderson

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appeared, Edward O. Sullivan gems listed in the Nixon books. telephoned the jewelers from New York City and spoke to a take in our recent report on partner, John Shaw. Sullivan Civil Aeronautics Board Chairsaid he was authorized by the man Robert Timm's all-expen-ing a cozy weekend with the air-

books at once.

In a matter of hours, he strode in jewelry, which used to be cat- into the store, demanded the cepting Timm's word that his alogued for him by the distin- records and walked out with host, United Aircraft, wasn't guished Washington jewelers, them, "He came right down and regulated by the Civil Aeronaupicked up the books," recalled tics Board. But a report in our column William Dussinger. Neither

We have now identified Sulliker who reportedly insures all Sources close to the First of the Nixon jewels. Except for Family say the President "does confirming he is the First the sale of stock in the helicopa lot of wheeling and dealing in Lady's cousin and an insurance ter line to United Aircraft last jewelry." His close crony, Bebe agent, Sullivan refused to com-

Richard Nixon has liked to ring set for the First Lady. The adorn his womenfolk with jewelry, say our source, ever since has charged that Rebozo paid he presented Pat with an enfor the earrings, in part, with gagement ring in a May Day basket on May 1, 1940.

The First Lady has a taste for Feb. 15. Photographs of the indi- daughters, Tricia Cox and Julie vidual pieces were kept in Eisenhower, also have expen-"thick books," we wrote, "pre- sive collections. Tricia's collecsumably so they can be circu-tion, according to our sources, is dent's faithful secretary, Rose On the same day our column Mary Woods, has several nice

Timm's Trip-We made a mis-

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since he personally approved cal setting. All the bills were summer.

For that matter, a formal petition from United Aircraft is now pending before the CAB. The fellow commissioners not to include United Aircraft in a CAB investigation into the relationship between airlines and investors.

Timm has admitted to us that his Bermuda travel arrangements were made by United Aircraft's chief lobbyist, former Nixon aide Clark MacGregor, who also invited four airline executives along. United Aircraft sition and act accordingly." He sells engines and accessories to these airlines.

Thus Timm wound up spend- Bermuda host.

Nixon family to pick up the ses-paid golfing vacation in Ber-lline bigwigs, who have multimillion-dollar decisions awaft-

> Two of the airlines, Pan American and Trans World Airlines, are also seeking millions in subsidies from Congress. Rep. John Jarman (D-Okla.), whose House

With their wives, they golfed. Timm had to know about this, swam and fished in a paradisipicked up by United Aircraft.

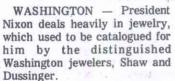
As we reported in our earlier column, former Federal Communications Commission Chairman John Doerfer was forced to resign for vacationing aboard firm has asked Timm and his the yacht of broadcaster George Storer.

> Timm now tells us his approval of United Aircraft's purchase of stock in the helicopter company was "a singular action," which he considers to be "vastly different from regulation." If United Aircraft is still involved in the other case when it comes before the CAB, he promises, "I will review my porefused to say flatly that he would not pass judgment on his

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By JACK ANDERSON



But a report in our column that the jewelers kept "thick books" listing all the First Family's valuable gems brought Pat Nixon's cousin flying to Washington to haul off the records to a safer hiding place.

Sources close to the First Family say that the President "does a lot of wheeling and dealing in jewelry." His close crony, Bebe Rebozo, was involved in the purchase of at least one \$5,650 earring set for the First Lady. The Senate Watergate Committee has charged that Rebozo paid for the earrings, in part, with \$100 bills.

We published the first news of the Nixon jewelry collection on February 15. Photographs of the individual pieces were kept in "thick books," we wrote, "presumably so they can be circulated to police if the gems are lost or stolen."

On the same day our column appeared, Edward O. Sullivan telephoned the jewelers from New York City and spoke to a partner, John Shaw. Sullivan said he was authorized by the Nixon family to pick up the books at once.

In a matter of hours, he strode into the store, demanded the records and walked out with them. "He came right down and picked up the books," recalled William Dussinger. Neither partner "has seen or heard from him since."

We have now identified Sullivan as Pat Nixon's cousin. He is also a New York insurance broker who reportedly insures all of the Nixon jewels. Except for confirming he is the First Lady's cousin and an insurance agent, Sullivan refused to comment on our findings.

Richard Nixon has liked to adorn his womenfolk with jewelry, say our sources, ever since he presented Pat with an engagement ring in a May Day basket on May 1, 1940.

The First Lady has a taste for



small delicate jewelry. Both daughters, Tricia Cox and Julie Eisenhower, also have expensive collections. Tricia's collection, according to our sources, is the largest.

Even the President's faithful secretary, Rose Mary Woods, has several nice gems listed in the Nixon books.

TIMM'S TRIP: We made a mistake in our recent report on Civil Aeronautics Board Chairman Robert Timm's all-expenses-paid golfing vacation in Bermuda.

We made the mistake of accepting Timm's word that his host, United Aircraft, wasn't regulated by the Civil Aeronautics Board.

We have now learned that the CAB regulates the San Francisco-Oakland Helicopter

Airlines, which is partly owned by United Aircraft.

Timm had to know about this, since he personally approved the sale of stock in the helicopter line to United Aircraft last summer.

For that matter, a formal petition from United Aircraft is now pending before the CAB. The firm has asked Timm and his fellow commissioners not to include United Aircraft in a CAB investigation into the relationship between airlines and investors.

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United Aircraft's chief lobbyist, former Nixon aide Clark MacGregor, who also invited four airline executives along. United Aircraft sells engines and accessories to these airlines.

Thus Timm would up spending a cozy weekend with the airline bigwigs, who have multimillion-dollar decisions awaiting CAB action.

Two of the airlines, Pan American and Trans World Airlines, are also seeking millions in subsidies from Congress. Rep. John Jarman, D-Okla., whose House subcommittee is considering these subsidies, was also a guest on the Bermuda junket.

With their wives, they golfed, swam and fished in a paradisical setting. All the bills were picked up by United Aircraft.

As we reported in our earlier column, former Federal Communications Chairman John Doerfer was forced to resign for vacationing aboard the yacht of broadcaster George Storer.

Timm now tells us his approval of United Aircraft's purchase of stock in the helicopter company was "a singular action," which he considers to be "vastly different from regulation." If United Aircraft is still involved in the other case when it comes before the CAB, he promises, "I will review my position and act accordingly." He refused to say flatly that he would not pass judgment on his Bermuda host.

WASHINGTON WHIRL: America's most disaffected and disadvantaged veterans, the men who fought in Vietnam, are receiving orders to report back to duty just as they are beginning to adjust to civilian life. With the end of the draft, the Army reserves are no longer attracting large numbers. The Army has been compelled, therefore, to tap Vietnam veterans to conduct training sessions. . . The National Retail Merchants Association has fired off a memo to all its members urging them to "act promptly" with letters to their senators against the Consumer Protection Agency. But not all retail merchants agree with the association. As Montgomery Ward's president Edward Donnell put it: "For business to always oppose whatever consumers propose, strains the credibility of our public statements that for us the consumer always comes first."