

Pentagon Spied Out of Frustration

By Jack Anderson

Perhaps we can shed more light on how Henry Kissinger and his military aides wound up spying on one another.

It grew out of the frustration of the Joint Chiefs over President Nixon's obsessive secrecy. They were often kept in the dark about world moves which affected the armed forces.

To keep better informed, Adm. Thomas Moorer, the Joint Chiefs' chairman, set up his own pipeline into the White House. He received photocopies of documents that had been filched right out of Kissinger's secret files.

These were delivered by the Joint Chiefs' liaison officer at the White House, Rear Adm. Robert O. Welander, to Moorer's executive assistant, Capt. Arthur K. Knoizen, who presumably turned them over to Moorer.

Knoizen also circulated some of the documents to the other military chiefs. Nothing appeared in writing to indicate the documents had been copied from Kissinger's files. But sometimes Knoizen sent a cover memo warning of the "sensitivity" of the material.

Another Navy officer, Capt. Howard N. Kay, represented the Joint Chiefs at meetings of Kissinger's hush-hush Washington Special Action Group. Afterward, Kay submitted reports of the meetings, stamped "Secret-Sensitive," to Knoizen.

Separate sets of minutes, intended for the Pentagon's official use, were signed jointly by G. Warren Nutter, then an assistant defense secretary, and James H. Noyes, a deputy assistant secretary. But unknown to the civilian leaders, Kay's more detailed minutes were routed out-of-channel directly to the Joint Chiefs.

In December, 1971, we quoted from secret documents to prove that Mr. Nixon and Kissinger had lied to the American people about the U.S. role in the India-Pakistan conflict. This led to an intensive search for our sources by the President's undercover "plumbers."

The investigation, directed by former Kissinger aide David R. Young Jr., utilized wiretaps, lie detectors and other quasi-legal tactics. But instead of uncovering our sources, the "plumbers" stumbled upon the Pentagon spy ring.

Footnote: Capt. Knoizen told us there had been absolutely nothing surreptitious nor sinister about the documents he received from the White House and circulated to the Joint Chiefs. Capt. Kay acknowledged that he had written memos for the Joint Chiefs summarizing Kissinger's meetings. He insisted this was perfectly proper since he had been the "action officer" for the Joint Chiefs. Neither Welander nor Kissinger could be reached for

comment, although Kissinger told us earlier he had no knowledge of Young's activities after he joined the "plumbers."

Autos and antitrust—Senate trustbusters are readying plans to strip General Motors, Ford and, to a lesser extent, Chrysler of their subsidiaries. The groundwork will be laid at public hearings next month.

Chopping down the motor monsters to a more competitive size, the trustbusters believe, would have saved the automobile industry from the economic impact of the fuel crisis.

Now, dealers are stuck with 100-day backlogs of unsold gas guzzlers. This has forced the manufacturers to shut down production lines, idling almost 100,000 auto workers.

General Motors, with only a quarter of its production in small cars, anticipates a sales drop of 8 to 12 per cent this year. Ford and Chrysler are desperately trying to turn 50 per cent of their production to smaller, gas-saving cars.

This will be explored in open testimony next month by Sen. Philip Hart's antitrust subcommittee. The subcommittee's secret study indicates that if more smaller companies like American Motors manufactured cars, parts and accessories, the abrupt shift from big to small cars would be far less painful.

Hart, a Democrat from the motor state of Michigan, will chair the hearings. But the back-

ground for the first week-long session will come largely from a young lawyer, Bradford Snell, who for months has been working 12-hour days on a strategy for breaking up the auto giants without harming the economy.

Hart's plan is not to split General Motors into independent companies for Chevrolets, Pontiacs, Buicks and Cadillacs, respectively, or to break up Ford into separate Ford, Mercury and Lincoln companies.

Instead, he believes the enormous economic power of the "Big Two" can be curbed simply by requiring them to give up their dealerships, their parts and accessories subsidiaries, their truck divisions and financing and insurance interests.

Snell has worked out an elaborate divestment plan, which is now locked up in the subcommittee's safe.

For the February hearings, Hart plans to call in experts from the federal government, business world and academic community to present their ideas for improving competition in the auto industry and avoiding such economic catastrophes as the fuel crisis has brought on.

Later, the auto moguls will be invited to present their views at another round of hearings.

Footnote: After he is through with the auto industry, Sen. Hart will hold hearings on how to split up the steel and energy industries. Then he will tackle the communications giant, American Telephone and Telegraph.

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