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By Jack Anderson

President Nixon deals heavily in jewelry, which used to be cat-alogued for him by the distinguished Washington jewelers, Shaw and Dussinger.

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 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 Feb. 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

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 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 Family say the President "does confirming he is the First a lot of wheeling and dealing in 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 source, ever since he presented Pat with an engagement ring in a May Day bas-

ket 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 Chairsaid he was authorized by the man Robert Timm's all-expen-

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 in-clude 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 sells engines and accessories to these airlines.

Thus Timm wound up spending a cozy weekend with the air-

Nixon family to pick up the ses-paid golfing vacation in Berline bigwigs, who have multi-books at once. muda. | line bigwigs, who have multi-million-dollar decisions awaitmillion-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 paradisi-cal setting. All the bills were picked up by United Aircraft.

As we reported in our earlier column, former Federal Com-munications Commission 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.

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