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"PRODUCTION . . to the limit of the Nation's resources"

(The following statement was issued September 2 by the Supply Priorities and Allocations Board after its initial meeting):

THE PRESIDENT established the Supply Priorities and Allocations Board to speed all-out defense. The Board realizes the magnitude of its task. It recognizes as well that success requires a vigorous, united effort on its part together with unstinted cooperation from the public in accepting certain responsibilities necessary in the defense of our democratic institutions.

To hasten direct action along lines where action is needed, the Board today charted a general policy designed to broaden and accelerate the defense program and to make it more immediately effective. ★ ★ ★

SPECIFIC ACTIONS will be announced promptly and full explanation given that there may be no doubt or confusion in the public mind concerning the Board's direction and destination.

Our general policy is simple. Production shall be stimulated and organized to the limit of the Nation's resources. Every available man and machine must be employed either on direct defense requirements or at work essential to the civilian economy. Along this road lies protection of our freedom and of the basic economy necessary to maintenance of that freedom.

★ ★ ★

WE MUST FOREGO the less essential that we may have an abundance of the more essential. By less essential industry is meant those industrial activities involving use of materials and production facilities which sap supplies and machinery resources necessary to a realistic all-out defense program. In some cases this may involve only a part of an industry; in other cases it may involve several parts. Wherever possible to convert the less essential to military or essential civilian production this will be done. Every means will be employed to expedite this process with a minimum loss of time for men and machines. But the less essential must go.

This means cutting off the fat and hardening the muscles. The Board holds that defense comes first, and while recognizing that the civilian economy must be stripped of non-essentials, it must be kept in good running order and in more than stand-by condition.

To achieve this twin purpose, the Board will devise promptly appropriate controls to assure equitable distribution of materials under a constructive system of priorities, the basic purpose of which is to assure the wisest use of all our resources for the task at hand.

Those materials, which may be hoarded in the cellars and attics of certain industries and traders, will be routed out and put to use where most needed in military and essential civilian production. In its allocations, the Board will consider existing supplies which have been bought in anticipation of future requirements. This means, of course, that the Board will assemble complete, detailed, and accurate statements of requirements as to military and essential civilian needs to guide its application and enforcement of priorities. It should be emphasized that the demands of military and essential civilian requirements of this hemisphere must be equally recognized and adequately provided for in allocating materials.

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SCARE BUYING against imaginary requirements of the future will be discouraged effectively. Real requirements are too immediate and urgent for us to tolerate the slightest diversion by speculators or others whose actions would destroy our policy of share and share alike the burdens and responsibilities which confront us.

The Board hopes to be able to announce by next week the means adopted to carry out this purpose. There will also be announced shortly a plan for conservation on a national scope of all scarce materials needed in defense production.

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THE GOAL our country must reach to perpetuate our freedom and to assure victory for all who share our democratic philosophy means sacrifice. But we must make certain that sacrifices are not imposed because we are wasteful; because we fail to look ahead or because proper use is not made of all available materials, men, and machines. For this reason, it is the Board's intention to state publicly the basis of each important step taken, insofar as that may be done without affecting our military security adversely.
Review of the Week in Defense

Two major OPM agencies were reorganized last week by Executive order of the President to facilitate the fixing of priorities and the allocation of materials and supplies to both defense and civilian industries.

Created was the Supply Priorities and Allocation Board. Vice President Wallace, who previously had been appointed head of the Economic Defense Board, was appointed chairman. Donald Nelson, formerly OPM Purchases Director, became executive director, as well as Priorities Director in OPM.

Coordinating civilian and defense priority allocations, the order created a Civilian Supply Division within OPM and placed its director, Leon Henderson, on the new board. The lend-lease program was brought more closely into the defense organization by the appointment of Harry L. Hopkins, special aide to the President, to the board. The 4-man OPM council makes up the remaining members.

OPM reorganized

OPM Director General Knudsen a day later announced that OPM will function hereafter through six divisions—civilian supply, labor, materials, priorities, production, and purchases—and predicted the OPM reorganization will expedite defense production. OPACS became OPA as its functions were restricted to price administration. The consumer division was retained, and all price schedules were continued in effect.

The common interests of British and American labor became the keynote of a radio program on Labor Day when the President, the British Minister of Labor, Ernest Bevin, OPM Associate Director Hillman, and spokesmen for the AFL and CIO spoke.

Great Lakes ship stabilization

Meanwhile, the Great Lakes area was brought into the Nation-wide wage-hour stabilization program of the OPM Labor Division.

An emergency national committee on automobile employment was set up to tackle the problem of reemployment and retraining of auto workers forced out by curtailed production.

Chairman William H. Davis, of the National Defense Mediation Board, stated at a press conference that “the emergency should not be used either to build up or tear down unions” as the board obtained two agreements and recommended terms of settling two other cases. Back to work went 3,000 employees of U. S. Gypsum Co. in 17 plants at the board’s request.

Steps to save metal

As the shortage of materials intensified the need for conservation, substitution, and simplification, the newly created OPM Conservation Bureau asked bicycle manufacturers to reduce the number of models.

The OPM-sponsored campaign to obtain more scrap metal from jellies, started in Ohio, prepared to move this week into Chicago, St. Louis, and Kansas City, Mo.

Price Administrator Henderson released a table of “fair maximum” retail prices for “regular” gasoline, advised motorists to pay no more, and asked cooperation of mayors in keeping prices at those levels.

Adequate medical service

The task of assuring adequate medical services for civilian defense was tackled by the Office of Civilian Defense and the Office of the Coordinator of Health, Welfare, and Related Activities.

OCD issued the first of a series of pamphlets telling volunteer organizations how to form emergency medical field units. Security Administrator McNutt disclosed plans for mobilizing physicians and dentists to meet unusual demands created by the defense effort.

The American Civil Defense Mission returned from a trip to England and reported to OCD Director LaGuardia on various phases of civilian defense employed in Britain.

The OCD and OPM jointly announced that 6,700,000 pounds of “pots and pans,” part of the metal donated in the recent aluminum drive, had already been allocated to smelters.

Recognizing the importance of scientific research in defense, the Priorities Division gave a high rating to equipment needed by research laboratories. Five preference orders were issued to restrict the distribution of six chemicals essential to defense. Manila fiber and cordage were placed under full priority control.

Control of tungsten—vital to the manufacture of high-speed cutting tools—was tightened by joint order of the Divisions of Priorities and Civilian Supply.

DEFENSE PROGRESS

MANPOWER

Authorized program.................. $58,557,000,000
Army ................................ 24,607,000,000
Navy .................................. 16,978,000,000
Nonagricultural workers. July 39,241,000

OCCUPATION

Merchant ships In July.................. 8

CONTROVERSY

MAY 4

FEB 1

JAN 1

MAR 1

JULY-DEC.

AVERAGE

1940

JULY-DEC.

AVERAGE

1940

TANKS, ARTILLERY, AND PERSONNEL CARRIERS

(1941 compared with 1940)

Paid on contracts $7,242,000,000
Military aircraft in July................. 1,450
Merchant ships in July................. 8

Number settled................. 33,400

Recognition of the Week in Defense

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Supply Priorities and Allocations Board created; defense reorganized to conform

President Roosevelt on August 28 ordered the creation, within the Office for Emergency Management, of a Supply Priorities and Allocations Board. The Board's duties will be to divide available materials, power, fuel, and other commodities between military needs, defense-aid needs and the total civilian needs of the United States; and to allocate supply among the different civilian uses. OPM will administer the program. Other related changes were made in the defense organization as outlined in the following statement from the White House:

The President today by Executive Order established machinery for fixing priorities and allocation of the supply of materials, fuel, power, and other commodities of all kinds in the United States. The Executive Order takes cognizance of the fact that in many strategic materials, the priorities which must be given to the manufacture of materials for the Army and Navy and for the use of defense-aid to Great Britain, Russia, China, and the other countries resisting aggression, will necessarily create a shortage for civilian use in the United States.

Dividing available supplies

The machinery set up, therefore, is charged with the duty not only of dividing the available supply of materials between military needs, defense-aid needs, and the total civilian needs of the people of the United States; but also will equitably allocate the supply between the different civilian industries and users in the United States. It also will have the power to determine the amount to be allocated to the needs of economic defense recently assigned to the economic defense division of OPM. The head of this division will be Leon Henderson. The function of this division will be to initiate the plans and programs for civilian allocation, which will be submitted through the Office of Production Management to the new Board of seven for final approval or amendment. In this way there will be brought together around one table the agencies which have a major responsibility in distributing the available supply of materials in the United States. The supply of materials will be allocated among military needs, defense-aid needs, economic warfare needs and civilian needs. At the same time the work of the Board will be closely tied in with production in OPM; for priorities and allocations are an essential part of the entire production process and can not be regulated or administered independently of production.

To be administered by OPM

In the general field of civilian needs, this group will make policies and regulations for the allocation of the available supply of materials between the different competing civilian industries and users. To illustrate, if the commodity involved is steel, this Board will determine upon policies and regulations under which steel will be allocated, first for materials required by the Army and Navy of the United States, and then for the defense-aid needs, economic warfare needs and civilian needs. When the total amount determined for civilian needs is arrived at, this Board will determine the policies and make regulations for the amount to be allocated to automobiles, railroad cars, refrigerators, building, typewriters, etc. The actual administration of these policies by way of issuance of priority certificates for the various purposes, will be carried on through the appropriate divisions of OPM. It is, of course, not contemplated that this Board actually will pass on specific priority applications which are filed by the thousands every week. That will continue to be done in the Priorities Division under Donald Nelson. Only broad policies and general regulations for priorities and allocations will be determined by the Board; and pursuant to these policies and regulations the actual day-by-day administration of specific priorities will be carried out by the Priorities Division.

Donald Nelson has been appointed Director of the Division of Priorities of OPM, succeeding Edward Stettinius who has been selected by the President as Lend-Lease Administrator. In this capacity he will have administrative charge of the Lend-Lease Program. Harry L. Hopkins will continue to serve in a supervisory capacity, as Special Assistant to the President, over all defense aid by the United States.

Civilian Supply Division

There is also set up in OPM a separate division to be coordinate with the existing divisions of OPM (procurement, production, priorities and labor), to be known as the Division of Civilian Supply. The head of this division will be Leon Henderson. The function of this division will be to initiate the plans and programs for civilian allocation, which will be submitted through the Office of Production Management to the new Board of seven for final approval or amendment.

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Beard to sit with President

The Board will have jurisdiction to determine the total requirements of materials and commodities needed respec-
tively for defense, civilian, and all other purposes; and to establish policies for the fulfillment of such requirements, and, where necessary, make recommendations to the President relative thereto.

It is expected that from time to time this Board will sit with the President. The Board, of course, will have no power to determine the distribution of finished matériel—such as planes or guns or ships. Its jurisdiction will extend only to the materials, parts, machine tools, etc., required for their manufacture.

Office of Price Administration

The function of price fixing will remain where it is now placed—in the Office of Price Administration, and the name of the existing Office of Price Administration and Civilian Supply is changed to the Office of Price Administration. The personnel, records, etc., now in the Office of Price Administration relating to civilian allocation will be transferred to the Office of Production Management to be located in the Division of Civilian Supply in the Office of Production Management. In this way, the general policy governing civilian supply allocation has been placed in this new Board and the function of price administration has been left in the old office of OPACS.

John D. Biggers, Director of the Division of Production in OPM, is being sent to London to work with the rank of Minister with W. Averell Harriman in their task of facilitating and expediting material aid to the British Empire.

Biggers' particular assignment will be in connection with coordinating British and American production. His experience in OPM makes him uniquely equipped for this work.

He will return to the United States from time to time to report, and to collaborate with Harry Hopkins and Edward Stettinius in carrying out the results of his studies.

Industry committees consolidated

The various industry committees now existing in OPM and OPACS will be consolidated; so that on questions of priorities, allocation, and production, the various industries of the country will have one unified contact with the Government rather than a divided point of contact.

This new and expanded machinery has been worked out in conference, and with the voluntary cooperation of OPM, OPACS, the Secretary of War, and the Secretary of the Navy.

“Some dislocation”

The necessities of granting priorities in materials of which there are present shortages will result in some dislocation—in some shutdowns or curtailment of work in some factories which manufacture nondefense materials. The Office of Production Management is seeking to alleviate the resulting hardships in two ways: First, by promoting subcontracting and “farming out” of defense orders among smaller industries; and second, by helping nondefense plants place themselves in a position to take defense orders by minor changes in equipment and machine tools.

The Labor Division of OPM has set up committees consisting of representatives of management, labor, and Government to deal energetically with such situations.

PRICE AND CONSUMER
ACTIVITIES UNCHANGED

All price schedules issued by the Office of Price Administration and Civilian Supply remain in full force and effect regardless of the change of name announced in the President's Executive order of August 23, Leon Henderson, Administrator of the Office of Price Administration, announced August 30.

At the same time Mr. Henderson explained that activities of the Consumer Division of the Office of Price Administration will not be affected by the transfer of civilian allocation work to the Office of Production Management.

“The Executive order,” Mr. Henderson said, “merely provides that the title of the Office of Price Administration and Civilian Supply shall be changed to Office of Price Administration. It does not affect in any way the powers of the agency in regard to price control. Consequently all price ceiling schedules issued and all other action taken by this agency under the prior name remains effective under our new name.”

Miss Harriet Elliott continues as associate administrator of OPA. Mr. Henderson stated. In that capacity Miss Elliott will continue to direct the broad program of activities which she has developed to protect the interests of consumers during the emergency.

New Army agency begins
spread-the-work contracts

The War Department announced August 23 the authorization for the first contract to be awarded upon advice of the Contract Distribution Division, recently created in the Office of the Under Secretary of War. This new agency, giving effect to an arrangement with the Navy Department and OPM, is designed to meet the vital two-fold problem of distributing the defense load among smaller producers so as to bring more facilities into defense production and to reduce widespread and disastrous unemployment at plants whose normal output has been shut off through emergency diversion of raw materials to defense needs.

The contract, calling for 1,000,000 cases for 37-millimeter shells, has been authorized by the Chief of Ordnance for award to the Aluminum Goods Manufacturing Co. of Manitowoc, Wis. This firm, employing some 4,000 people, forms the chief source of employment in the town; it faced an imminent shutdown due to the aluminum shortage and the priority control of this raw material. The Aluminum Goods Manufacturing Co. formerly made such articles as trays and tea kettles.

The Contract Distribution Division, headed by Lieut. Col. Ray M. Hare, will serve as a point of reference in the Office of Under Secretary of War Robert P. Patterson for interviews and correspondence, but is directed to perform its functions by advice and assistance to the supply arms and services of the Army and its respective procurement offices in the field. These local district offices, and not Washington, therefore continue to be the primary points of contact for manufacturers desiring defense contracts.

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Military to replace amateurs
on 3800-3900 kilocycle band

Temporary cessation of amateur activities in the 3800-3900 kilocycle band, effective December 20 or sooner, if necessary, was ordered by the Federal Communications Commission pursuant to its announcement of July 29 that frequencies would be temporarily withdrawn from the amateur service to make them available for the training of many thousands of additional aircraft pilots in the large number of new airfields throughout the United States.
PRODUCTION . . .

OPM tank unit loaned to Army to arrange facilities for great expansion

The tank unit of OPM is being loaned to the Ordnance Department of the War Department to assist in carrying out swiftly the greatly increased tank program requested recently by President Roosevelt.

Announcing this August 23, Production Director Biggers, OPM, said the arrangement would result in unified control of tank production in this country for both the United States Army and the British. This unified supervision was agreed upon by OPM, the Ordnance Department and British authorities as the best means of expediting the expanding tank program, which is expected to reach $1,000,000,000-a-year proportions in 1942.

The tank unit, headed by W. W. Knight, Jr., was formerly in the Ordnance Branch of OPM under E. F. Johnson. It is being made a part of the Ordnance Department's newly created Tank and Combat Vehicle Division headed by Lt. Col. John K. Christmas.

The tank unit of the Ordnance Department formerly was a subdivision of that Department's Artillery Division.

Army men gratified

The loan of OPM's staff of production men was welcomed by Maj. Gen. C. M. Wesson, Chief of Ordnance, who wrote Mr. Biggers as follows:

"I wish to express my appreciation to you and Mr. Knudsen for arranging things so that the Ordnance Department will have the services of this highly competent group in connection with the tremendous tank and combat vehicle program."

Col. Christmas also expressed gratification at the arrangement.

"The greatly expanded tank program is a big job," he said, "and the OPM is lending us exactly the additional assistance we need—experienced business and production experts. I am sincerely thankful for this help."

Will arrange added facilities

The unit loaned by OPM will be concerned especially with arranging for additional facilities to handle the increased tank program.

The first supplemental national defense appropriation bill, passed by Congress recently includes $2,888,980,486 for additional ordnance items, including a substantial sum for tanks.

Medium (30-ton) tanks are already being produced in quantity by the Chrysler Corporation, Detroit; American Locomotive Co., Schenectady, N. Y.; Baldwin Locomotive Works, Chester, Pa.; Pullman Standard Corporation, Ham-

mond, Ind., and Pressed Steel Car Co., Chicago. An additional company, the Lima Locomotive Works at Lima, Ohio, is scheduled to begin production of medium tanks this fall.

Light (13 1/2-ton) tanks are being made by the American Car and Foundry Co. at Berwick, Pa., and St. Charles, Mo. This firm recently completed its 1,000th tank.

Other armored vehicles are in quantity production by White Motor Co., Cleveland, Ohio; Diamond T Motor Co., Chicago, and Autocar Co., Ardmore, Pa.

First industry-wide request for reduction of models goes to bicycle makers

A voluntary program to conserve materials and manpower for national defense by simplification of design, substitution of materials, and a reduction of the number of bicycle models has been requested by the Conservation Bureau of OPM.

In a letter sent to eleven bicycle manufacturers, Robert E. McConnell, chief of the Conservation Bureau, asked producers to adopt the following measures:

1. Reduce the number of models to a maximum of 10 for each manufacturer. The number of models presently being turned out ranges from about 20 to as many as 40. Juvenile and racing models, under this program, probably will be discontinued.

Metallic decorations eliminated

2. Eliminate all chrome, copper, nickel, and metallic finish for decoration. No estimate is available of the possible savings of these materials but it is expected to be considerable.

3. Reduce the average weight per bicycle by 10 percent of the average weight of 1940 models. This will be accomplished largely by the removal of nonessential equipment and decorative trim.

4. Substitute reclaimed rubber for raw rubber wherever possible.

5. Eliminate white sidewall tires. It is estimated that the elimination of white sidewall tires will reduce the consumption of rubber in the bicycle industry by about 20 percent.

In last war there were 3 models

This program represents the first direct action by OPM to effect savings throughout an entire industry by reduction of nonessential models. It was discussed at a meeting the previous week between Mr. McConnell and bicycle manufacturers, parts suppliers, and retailers. It was generally agreed that the plan is practicable and would be beneficial not only to the defense program but to the industry.

During the World War bicycle models were reduced to three, and such features as fancy bars, stands, truss type forks, and so forth, were eliminated. It was estimated that 2,265 tons of steel were saved by such eliminations and simplification of models.

The bicycle industry produced a record number of approximately 1,329,000 bicycles with an approximate value of $25,000,000 during 1940. It is estimated that there are about 10,000,000 bicycles in operation in the country today.

Stocking makers urged to order nylon in 30 and 40 denier sizes

The special joint OPM-OPACS Commodity Section on Silk announced August 27 that hosiery manufacturers using nylon can help to alleviate the situation caused by the cessation of silk imports by ordering nylon in 30 or 40 denier sizes only. It was explained that a temporary situation exists under which these types can be made available in larger quantities than any other denier sizes.
PRIORITIES . . .

Producers must accept defense orders and put them ahead, under new basic regulation

A series of broad rules and regulations which will apply to priorities orders and actions was issued August 28 in a new basic document—Priorities Regulation No. 1—by OPM Priorities Director Stettinius.

Most important provision of the regulation is that which requires all manufacturers and producers to accept defense orders (subject to a few specific limitations) even if acceptance of these orders will prevent, or delay, deliveries on non-defense orders or defense orders with lower preference ratings.

Defense orders are defined and a requirement that defense orders be accepted is set forth in a six-point formula. This formula is similar to that which appeared for the first time in the pig-iron priority order, but it is now provided that the requirement applies to all manufacturers, producers, distributors and dealers, in whatever category.

To be cited by number in future orders

Since the new regulation lays down a general framework for priorities compliance, future orders issued by the Division will merely cite Regulation No. 1 and will not repeat the full text of the requirements.

However, the specific provisions of any existing or future order issued by the Director of Priorities will control when in conflict with the general provisions of Regulation No. 1. In the absence of such a conflict, Regulation No. 1 will always be applicable to any priorities order.

Summary of provisions

The following is an informal summary of major provisions of the new regulation:

(1) The regulation provides a system under which any defense customer for any material, who is unable to place his order satisfactorily, or whose delivery is delayed, may bring this matter formally before the Director of Priorities who will take appropriate action.

(2) The Director may assign preference ratings to orders which have been placed or which have not been placed, and he may also issue binding instructions regarding deliveries, without assigning preference ratings.

(3) Any person who has defense orders on hand must so schedule his production that deliveries under defense orders will be made on the dates required.

(4) Delivery dates specified in defense orders must not be earlier than required.

(5) Any allocations of material ordered by the Director may be made without regard to preference ratings which may have been assigned to deliveries under particular contracts or purchases, and in such cases specific allocations will take precedence over individual preference rating certificates or blanket ratings.

(6) Intra-company deliveries, except when otherwise specified, are to be subject to the same restrictions which may apply to inter-company deliveries.

(7) Accumulation of excess inventories is prohibited.

(8) All records required to be kept by priority orders are to be open to audit and inspection by representatives of OPM.

(9) Any person making willful false statements may be deprived of deliveries of material; in cases where such action is warranted, the Director may also recommend prosecution under section 35 of the Criminal Code (18 U. S. C. 80).

Warehouse receipt transfers permitted for raw milk

E. R. Stettinius, Jr., Director of Priorities, issued August 27 an interpretation of General Preference Order M-22, which froze all supplies of raw milk.

While the order prohibits the physical delivery of raw silk from one person to another, or from one location to another, the official interpretation explains that changes of title by transfers of negotiable warehouse receipts is permissible, provided no change takes place in the custody or location of raw silk stocks.

This interpretation will facilitate the balancing of their accounts by owners of warehouse stocks of raw silk. It does not affect raw silk in the possession of mills.

Health supplies made eligible for A-10 rating

To assure a plentiful flow of essential health supplies into civilian channels, as well as for military uses, Priorities Director Stettinius announced August 25 the Health Supplies Rating Plan.

Accompanying the order which puts the plan into effect is a list of fourteen categories covering medical, surgical, and dental essentials necessary to public health to which an A-10 rating may be assigned. This list was drawn up by the Health and Medical Committee of the Federal Security Agency, the Office of Price Administration and Civilian Supply, and the Health Supplies Section of the Office of Production Management, in consultation with the Army and Navy Munitions Board.

Must write for form

A manufacturer wishing to avail himself of the assistance offered by this plan should make written application to the Health Supplies Section, Office of Production Management, Washington, D. C., for Form PD-79, "Report of Requirements for Scare Materials," and at the same time file a complete list of all the finished articles he manufactures which may be covered by the plan.

In order to qualify under the plan, a producer must manufacture one or more of the articles appearing on the Health Supplies List. If the manufacturer's application is granted, the priority rating of A-10 will be assigned to his orders for those scarce materials which he has been unable to obtain. If his supplier in turn requires the assistance of the same rating to make possible his delivery to the producer, the order may be extended to assure ultimate delivery. All extensions of the order carry the same rating, A-10.

A-2 rating given to research laboratories

The great importance of scientific research to the defense program and to the public at large was given official recognition August 30 in an order signed by E. R. Settinius, Jr., Director of Priorities, granting the high defense priority rating of A-2 to equipment needed by research laboratories.

The Priorities Division has secured the assistance of the National Academy of Sciences in the operation of the new Research Laboratories Supplies Plan. The Academy will advise upon applications from laboratories for assistance under the plan.

A laboratory experiencing difficulty in securing essential materials, and wishing to qualify for the A-2 rating, should apply to the Chemical Branch, Office of Production Management, Washington, D. C., on Form PD-88.

Can extend to subsuppliers

The preference rating may be extended as far as necessary to assure ultimate delivery of scarce materials to the laboratory. A laboratory, when applying for the rating, should specify the number of copies of the order which will be necessary to enable its suppliers to serve them upon their own subsuppliers. No extensions of the rating to suppliers will be made directly by the Priorities Division. This must be done by the laboratory itself.

In the event that the laboratory finds itself unable to obtain some essential material with the A-2 rating, it should file an application with the Priorities Division on Form PD-1. If the research project is deemed of sufficient importance, the Priorities Division will issue an individual preference rating certificate, assigning a higher rating to a particular delivery of specified material.

** Deadline past, some reports of pig-iron inventory lacking **

Consumers of pig iron who have not yet filed their required inventory reports on Form PD-70 must do so immediately, it was said August 25 by the Iron and Steel Branch of OPM.

Under the terms of the pig iron order, consumers of the metal were required to file inventory reports by August 15.

A number of these reports have not yet been received.

2 alcohols, 2 potassium compounds, and toluene put under full priority control

The Priorities Division on August 30 took six actions affecting the distribution of certain chemicals essential to national defense.

Five new General Preference Orders were issued. These place under full mandatory priority control all supplies of ethyl alcohol, methyl alcohol, potassium perchlorate, potassium permanganate, and toluene.

Formaldehyde, resins under full control

In addition to these new orders, an amendment was issued to General Preference Order, M-28, which placed the formaldehyde and synthetic resins made from them under full priority control.

The two alcohol orders provide that defense orders for their products must be accepted, and shall be assigned a preference rating of A-10, unless a higher rating is specifically assigned. Both of the alcohols are essential to the making of explosives, and methyl alcohol has further uses in the plastics which may be used as substitutes for metal parts in airplanes.

The same preference rating of A-10, and the requirement that defense orders for these products must be accepted, apply to the two potassium compounds. Potassium perchlorate is used in making flares for aviation and ordnance use. Potassium permanganate is essential as a purifier for metal alloys, which are, of course, of vital importance in the defense program.

Toluene assigned A-10

Toluene is used in making TNT and DNT, high explosives essential in the military field. There is a great demand for this product from the governments of foreign countries whose defense the President has deemed essential to the defense of the United States, and from the Army and Navy. This, together with the huge quantities of certain grades of toluene used in the lacquer and varnish industries, has created a scarcity.

The A-10 rating is assigned to all deliveries of toluene under defense orders, which must be accepted and filled ahead of all other orders.

For radio cabinets—B-8

The amendment to the formaldehyde order assigns a rating of B-4 to deliveries of synthetic resins essential to the civilian articles enumerated in Classification 1 of the original order, and the rating of B-8 to those in Classification 2.

The amendment further provides for the assignment of the B-8 rating until September 30, 1941, on deliveries of synthetic resins molding powder to radio manufacturers in an amount not exceeding 75 percent of a manufacturer's requirements, for molded radio cabinets for September, if these requirements were covered by firm order on or before August 23, 1941.

It further permits, until September 30, 1941, radio manufacturers who produce their own synthetic resins molding powder to use up to 75 percent of the amount scheduled prior to August 22, 1941, for September use.

** Manila fiber and cordage under full priority control **

Manila fiber and manila cordage were placed under full priority control on August 30 by the Division of Priorities to conserve the available supply and imports of this fiber for vital national defense needs.

The order sets up three classes of cordage—Class A, the best grade; class B, next best grade; and class C, which must contain no more than 50 percent manila fiber—and stipulates that manila fiber may only be processed for these three uses.

The better classes of manila cordage—Class A and class B—may only be processed for sale or delivery to certain specified uses, the order provides. These uses are:

Defense orders; marine use for ships, towing, commercial fishing, and on inland waterways; oil lines—for use as drilling cables, catlines, spinning lines, and torpedo lines; mining—for use for hoisting and transmission of power.

Class C cordage may be sold without restriction, and therefore, will be available for civilian uses. Since it contains only 50 percent manila fiber, it will not interfere with conservation.

Manila fiber (abaca) is grown only in the Philippine Islands. It is essential for naval rope and for other defense purposes.

There is a shortage of manila fiber for these purposes and stockpiles held by the industry and by Federal agencies are to be increased.
PRICES AND CIVILIAN SUPPLIES . . .

Fair maximum retail gasoline prices quoted by OPACS as dealers boost margin

Moving to provide price standards for the protection of motorists and service station operators during the period of curtailed gasoline supply in the Northeastern and Middle Atlantic States, a table of fair maximum retail prices for "regular" gasoline in 40 major cities in this area was made public August 28 by Leon Henderson, administrator, Office of Price Administration and Civilian Supply.

Action was taken following widespread increases in retail prices. These increases, which have ranged from one to two cents per gallon, result from a widening of dealers' margins and not from increases in the tank wagon prices at which suppliers sell to service stations. The situation developed as an outgrowth of the 10 percent curtailment of gasoline supplies in the Atlantic coast area. This curtailment, in turn, has resulted from increased use of tankers moving oil products from the Gulf for transport of gasoline destined for Great Britain.

Many prices expected to be lower

The retail prices tabulated by OPACS are designed to serve as a guide to both motorists and service-station operators. They are the maximum prices which motorists should pay. It was expected that in many cases initial prices will be below those listed, particularly over the Labor Day week end.

On the one hand the tabulations will enable motorists buying gasoline in these 40 cities to determine whether advantage is being taken of them by dealers. It is hoped that motorists will protest vigorously against prices higher than those listed for these cities. Motorists are invited to report by letter to OPACS any cases in these cities where they are charged more for "regular" gasoline than the prices listed. Prices for grades other than "regular" gasoline are expected to be maintained at their normal differentials.

Coverage to be extended

It is planned to extend coverage of the table of prices as rapidly as possible to smaller cities in the Atlantic coast area though for the most part these will conform to the prices for the nearest large city. This will be done first for cities in Massachusetts where prices have risen more generally in the past few days than in other areas.

The retail prices listed for each city are the aggregate of the following three cost factors: (1) the tank wagon price now being charged by major oil companies; (2) State and Federal taxes now in effect; and (3) a uniform dealer margin of four cents per gallon.

For most of these cities the retail prices listed are those which prevailed August 1. The current upswing had not started on that date. In a few cities the prices listed are higher than those prevailing August 1.

In these cities price wars were causing unusually low prices and correspondingly reduced dealer margins on that date. It is not the policy of the OPACS to insist on the continuation of such distress prices. This is in line with the policy of helping the small operator to remain in business during the present difficult period.

The prices listed for Richmond, Philadelphia, New York City, Boston and most other Massachusetts cities are lower than those now being charged by most dealers. In those cities motorists may properly expect service-station operators to bring prices down to those listed and should urge the operators to do so.

Tank wagon prices not raised

The tank wagon prices used in making up the retail prices are those which have prevailed for the past several months. The major companies have an informal agreement with OPACS not to raise these tank wagon prices without prior consultation with that agency. The companies, in accordance with that understanding, have not raised their tank wagon prices.

State and Federal gasoline taxes added in determining the retail prices are fixed by statute and are not affected by the current demand-supply situation.

The dealer margin, or the difference between what the dealer pays and what he sells for, of 4 cents per gallon is considered reasonable at this time. This margin is lower than that prevailing in most areas where increases in retail prices have occurred in the last few days, but is higher than the margin prevailing in many cities prior to curtailment of supplies.

This margin of four cents is believed justified by the lower volume of sales on which stations will have to operate as long as supplies are curtailed. However, it is not intended to serve as a standard when the emergency is over.

Mr. Henderson urged all motorists to familiarize themselves with the prices for their areas as listed. Those traveling between cities along the Eastern seaboard should carry with them a copy of the price list. "The first step in preventing unjustified increases," he said, "is a properly informed consuming public. Today's action places in the consumer's hands the information essential for his own protection."
Henderson acts to control industrial solvent prices

Producers, dealers, and purchasers of industrial solvents were asked August 30 by Leon Henderson, Administrator, Office of Price Administration, not to raise prices on these chemicals above the July 29, 1941 level without prior consultation with the OPA.

Price schedules are now being prepared for a number of these products. It is unlikely that the schedules will be above July 29 prices as reported in reputable trade journals and in some cases may be lower than prices then prevailing.

Among the solvents involved are acetone, acetic acid, acetic anhydride, methyl acetone, ethyl acetate, normal and secondary butyl acetate, dibutyl phthalate, methyl alcohol of all grades, ethyl alcohol, isopropyl alcohol, and normal and secondary butyl alcohol.

Pipe line given right of eminent domain

President Roosevelt has authorized the builders of the Plantation pipe line, which will run from Baton Rouge, La., to near Greensboro, N. C., to exercise the right of eminent domain in obtaining right-of-way. Acting Defense Petroleum Coordinator Ralph K. Davies announced that this application of the Cole Act is expected to permit completion of the project, which is designed to deliver 60,000 to 90,000 barrels of petroleum products daily, in December. According to oil industry spokesmen, it will release 10 or more tankers which will therefore become available to help relieve the shortage in the North Atlantic States.

Tanker Control Board formed by oil coordinator, Maritime chief

The formation of a Tanker Control Board to coordinate the operations and use of American oil tankers was announced jointly August 27 by the offices of Defense Petroleum Coordinator Harold L. Ickes and Admiral Emory S. Land, Chairman of the United States Maritime Commission.

The duty of the Board will be "to coordinate all effort bearing on the allocation and utilization of tankers owned or controlled by American companies."

OPACS moves to spread wastepaper stocks, overcome circumventions of price pacts

Agreements designed to relieve an unbalanced distribution of wastepaper stocks in the East, which already has forced some consuming mills in that area to close down, were announced August 27 by OPACS.

Twenty-seven companies consuming large quantities of wastepaper have agreed individually with OPACS to allow wastepaper dealers or brokers under commitment to them to divert wastepaper supplies to other mills whose inventories are dangerously low. According to the understanding, each mill permitting such diversion first must have an adequate surplus inventory for its own requirements.

At the same time, OPACS made public a telegram which has been sent to approximately 60 wastepaper dealers and about 20 wastepaper consuming companies in the East calling attention to their previous individual agreements not to charge or bid more for the three basic grades of wastepaper than the prices as of June 16, 1941, plus differentials and charges then in effect. No additional charges are to be imposed, the message said.

Misunderstandings cleared up

Because of certain misunderstandings of the situation, OPACS Administrator Henderson undertook to clarify in detail the various steps taken by his office to stabilize the wastepaper market. These steps follow:

1. On June 18, 1941, individual understandings to abide by wastepaper prices prevailing on June 16th and the differentials and charges then in effect were reached at a meeting with Eastern wastepaper dealers.

2. These understandings were reaffirmed at a further meeting July 25, with the effective date of the agreement extended to October 1.

3. At a meeting on August 8, 20 prominent wastepaper consuming companies in the New York area agreed individually with OPACS not to bid more for wastepaper than the prices previously agreed upon between OPACS and individual wastepaper dealers in that area.

It was understood that prices f. o. b. truck should be 50 cents per ton less than the f. o. b. freight car prices previously announced for the Eastern area. This differential was determined by OPACS field investigators to be consistent with existing trade practices.

Circumventions developed

In the face of these agreements, there developed in certain trade quarters methods designed to circumvent the maximum prices. Among these methods were the imposition and payment of "special service charges" which were not in effect on June 16; adoption of additional ordinary grades of wastepaper, thus creating new price classes; or even the buying and selling of one grade or type of wastepaper under a billing providing for a different and more expensive type.

By these means and others certain wastepaper dealers have attempted to force consumers to pay more than the prices determined by OPACS and the wastepaper dealers themselves to be fair and reasonable.

Where resistance has been encountered from consumers seeking to conform to their agreements with OPACS, supplies in some cases have been diverted or withheld, thus creating an unbalanced inventory situation that has forced some plants to close for want of wastepaper.

Alleviation of this dangerous condition is expected to follow the latest understandings, which were reached at a meeting with the twenty-seven large consuming companies on August 22.

Names of the Eastern companies agreeing to emergency diversion follow:


Mr. Henderson pointed out that almost unanimous adherence to similar agreements has been obtained by OPACS from wastepaper dealers and consumers in the Middle West, with result that no mill in that area has been compelled to shut down because of shortage in supplies of wastepaper.
Speculative disruption of fat, oil prices banned; cotton relieved of “threat”

Special action designed to eliminate speculative practices that tend to disrupt the price structure of the entire fats and oils field was announced August 29 by OPACS Administrator Henderson.

At the same time he withdrew an earlier statement by his office that ceiling prices would be placed on cottonseed oil. If action becomes necessary in face of a runaway price situation it will cover both cottonseed oil and competing products. Mr. Henderson stated that no such situation was now expected.

The August 29 action, which takes the form of Schedule No. 25, “Elimination of Speculative and Inflationary Price Practices” in fats and oils and their products, was arrived at after intensive study by OPACS in the course of which consultation was had with cotton planters, cottonseed crushers, sellers and consumers of the various oils and fats, Commodity Credit Corporation, the Department of Agriculture, the Federal Tariff Commission, and the Department of Commerce.

Four corrective measures

Four corrective measures are contained in the schedule as follows:

1. Purchases of fats and oils purely for the purpose of speculative resale at a profit are prohibited. This provision does not apply to futures trading on organized commodity exchange for hedging purposes or to purchases or sales in the course of recognized manufacturing and distributing functions.

2. Deliveries against forward purchases must be completed within 45 days of commitment. However, forward sales of crude oils by crushing mills are specifically excluded, as are forward sales of imported oils and fish oils.

3. “Guarantees” on the part of sellers of fats and oils or their products against future price declines are eliminated, with the exception that wholesalers, jobbers, and retailers are allowed to obtain such guarantees as regards their floor stocks.

4. A device sometimes employed to circulate fictitious price quotations in the trade is outlawed. "Through these measures, which have the support of the trade, we hope to be in a position to cope successfully with a type of speculation that, if not brought under control, might affect adversely both our civilian population and that part of our farm population for which cottonseed is a "cash crop,"" Mr. Henderson stated. "Supplies of fats and oils are ample, but because of speculation and hoarding over recent months, the spectre of shortage has made its appearance. As a result, prices have been influenced artificially to the detriment of the public interest and the defense effort.

"Continued instability in the prices of these important commodities can only serve to contribute to inflation."

1,800 important fats and oils

There are approximately 1,000 fats and oils (excluding mineral, essential and chemical oils) that are essential to a wide range of American uses. Their annual consumption (referred to as "disappearance") in the United States exceeds 9,000,000,000 pounds. Excluding butter, which is not affected by the new OPACS schedule, the "disappearance" of fats and oils in 1949 was close to 7,500,000,000 pounds. Over 85 percent of this huge total was made up of 18 major forms, of which the most important are lard, cottonseed oil, and inedible tallow and grease, all of domestic origin. Following these leaders in order of their relative "disappearance" are coconut oil, linseed oil, marine animal oil (whale oil, menhaden oil, sardine oil, codliver oil, etc.), soybean oil, palm oil, corn oil, tung oil, edible tallow, peanut oil, castor oil, olive oil, babassu oil, and perilla oil.

"Threat" removed from cotton oil

"Because of its economic importance to the Cotton Belt and the key position it holds in the food industry, cottonseed oil has been the subject of close attention from my office for some time past," Mr. Henderson said. "The sharp price advances of the winter and early spring led to a threat of ceiling prices at levels considerably lower than those prevailing at the time. This warning served to stabilize cottonseed oil prices over the weeks preceding the season when new run seed begins to flow to the crushing mills. Intensive study of the problem, including exhaustive field investigations, has made it clear, however, that ceiling action on cottonseed oil which did not extend to competitive fats and oils would be unwise and also discriminatory.

"Since new run seed is now beginning to flow to the mills, it is desirable that the threat of specific action directed toward cottonseed oil be removed. In this connection consideration has been given to the fact that cottonseed is the source of the only unpledged income of a large number of small producers. Today's action will permit them to sell this year's crop at prices which represent a fair and proper relation to other fats and oils or oil bearing products."

Fictitious price system forbidden

An unsettling influence on prices has been the offering of fats and oils or their products by a seller through a broker, subject to the seller's confirmation. Brokers have arranged such sales, only to have the seller refuse to confirm the transaction. The intended price, having been circulated in the trade, has been taken as an actual price and quotations throughout the market have been adjusted to a new, though artificial level.

In section 1343.4 of the new schedule, practices of this kind are forbidden.

An advisory panel, which will include representatives of crushers, refiners, manufacturers, processors, and distributors (including retailers) of all of the products involved, as well as representatives of the consuming public, will be appointed by OPACS to consider any hardships, inequities or other problems arising from operation of the schedule and any adjustments, modifications or supplements that may be warranted.

Fats and oils have increased more in price in recent months than most other food commodities and corrective measures will be instituted as a supplement to the August 29 schedule should there be any indication of a further runaway situation.

Ceiling put on three types of domestic animal hair

Ceiling prices on three types of domestic animal hair used in high-grade mattresses are established in a price schedule announced August 16 by OPACS.

Maximum prices of 45 cents a pound and 8 cents a pound, respectively, are set for domestic washed candle tail hair and domestic processed winter hog hair, while a top price of $69 a ton is fixed for domestic coil dried winter hog hair.

The schedule does not apply to hair of these types when imported from a foreign country.

Domestic cattle tail hair and winter hog hair, processed and curled, are used in mattresses by the Navy and by numerous public institutions. Stimulated by heavy demand, prices for this hair have become excessive.
Amendment clarifies lake copper's status

Such misunderstanding as may have arisen over the status of lake copper in the copper price schedule is eliminated by an amendment announced September 2 by OPA.

In the amendment an exact specification for lake copper is added to appendix A and it is stipulated that the same delivery differentials shall apply to lake copper as are provided for electrolytic copper.

Prior to issuance of the copper price schedule, lake copper sold at a small premium over electrolytic copper in the Connecticut Valley and at a slight discount below electrolytic in the Chicago area. By placing electrolytic and lake copper on the same basis at all points, operation of the priorities order of OPM was facilitated.

The schedule also has been changed so as to place casting copper on an f. o. b. refinery basis, instead of a delivered Connecticut Valley basis, thus recognizing prevailing industry practice and preserving the differential between electrolytic and casting copper.

A further refinement of the schedule is embodied in a change of the word "bought" to "acquired" in that section dealing with prior commitments. By this change dealers may apply to OPA for permission to complete less-than-carload lots at higher than ceiling prices where the copper involved was purchased in carload lots prior to July 1, 1941, but was delivered on or after that date. This will protect dealers in such a position from inventory loss.

Provision also is made under the amendment to allow completion of certain firm commitments before December 31, 1941, through application to OPA.

Scrap ceiling to be enforced strictly

It was announced August 28 that a mandatory priority order for iron and steel scrap would be forthcoming within the next several days and strict enforcement of the iron and steel scrap schedule would begin on September 2. The announcements were made at a meeting of scrap brokers and dealers and representatives of steel mills and foundries called jointly by the OPM and the Office of Price Administration and Civilian Supply.

The scrap priority order, which will be issued by OPM, will follow the fundamental principles contained in the pig iron priority order and, in effect will provide for a "kitty" based upon a percentage of the scrap made by users of steel and the amount of scrap flowing through dealers' hands. In addition, a special emergency pool, moderate in size, will be established with scrap originating from Government sources.

Leon Henderson, OPACS administrator, said that scrap ceiling prices had been widely ignored in recent weeks, a condition which must be corrected.

Scrap schedule amended

The iron and steel scrap schedule has been amended to add Cinncinati as a basing point, establish net f. o. b. line prices for "rerolling" rail on certain railroads, and provide uniform shipping point prices at various Gulf ports, OPACS announced August 27.

By adding Cincinnati, OPACS now has provided basing points for the major scrap consuming areas in the United States.

The amendment having to do with "rerolling" rail permits railroads not operating in a basing point to sell such rail f. o. b. lines at the average price of their f. o. b. lines sales during the period from September 1, 1940, to January 31, 1941. Rerolling mills may absorb all transportation charges necessary to obtain delivery of the rail. This permission to absorb freight applies to rerolling mills only, since in no case may rails of rerolling quality be diverted for melting purposes.

The term "rerolling" is applied to a type of scrap rail which is reprocessed by the mills into reinforcing bars. This product is in great demand for heavy construction of all kinds.

Auto junking drive to reach 3 more areas this week

A campaign to increase the junking of worn-out automobiles and thus provide additional scrap iron and steel needed urgently for defense production will be extended this week to the Chicago, St. Louis, and Kansas City areas, the Office of Production Management announced August 30.

At meetings in the three cities, Government officials will appeal to automobile wreckers and scrap dealers to strip derelict cars now in their yards of salable parts and scrap the bodies and engine blocks immediately.

Government officials attending the forthcoming meetings will include R. H. Ridgway, assistant to R. C. Allen, deputy chief of the Iron and Steel Branch of OPM in charge of raw materials, and Maj. E. T. Butler of the Army and Navy Munitions Board.

The schedule of meetings follows:

Chicago—Sherman Hotel, 1 p.m., Wednesday, September 3, with automobile wreckers and scrap dealers from northern Illinois, including Peoria. William Homer Harts, coordinator of OPM's Defense Contract Service at Chicago, will preside.

St. Louis—Statler Hotel, 2 p.m., Thursday, September 4, with automobile wreckers and scrap dealers from southern Illinois, south of Peoria, and eastern Missouri. Harry B. Wallace, coordinator for the Defense Contract Service at St. Louis, will preside.

Kansas City—Muehlebach Hotel, 1 p.m., Friday, September 5, with automobile wreckers and scrap dealers from Kansas and western Missouri. Kenneth A. Spencer, coordinator of the Defense Contract Service at Kansas City, will preside.

Cadmium producers willing to keep 90- and 95-cent prices

Major producers of cadmium have indicated to the Office of Price Administration their willingness to continue to sell that metal at prices not above 90 cents a pound for sticks and 95 cents a pound for anodes, in the case of direct sales to users, and to sell to dealers at discounts which will permit resale to consumers at not above 90 cents and 95 cents, Administrator Leon Henderson announced August 30.

Prices above these levels are considered excessive and consumers are requested not to pay them.

If cadmium is needed urgently and cannot be obtained at 90 cents a pound for sticks and 55 cents a pound for anodes, Mr. Henderson suggested that consumers communicate with the Office of Production Management.
LABOR . . .

Shipbuilding stabilization complete for U. S. with wage and no-strike pact for Lakes

Nation-wide stabilization of the shipbuilding industry for the duration of the emergency was completed, Associate Director General Hillman announced August 29, with ratification by the Great Lakes Metal Trades District Council (AFL) of zone standards approved for the Great Lakes district by the OPM, the Navy, and the Maritime Commission. The ratification was signed by John J. Murphy, president of the District Council, and submitted to Morris L. Cooke, chairman of OPM’s Shipbuilding Stabilization Committee.

Covers new ships and repair

The zone agreement, similar to previous pacts effected in the Pacific, Atlantic, and Gulf Coast regions, covers working conditions on new ship construction and repair in the Great Lakes area. In addition to the creation of grievance machinery for union members, the agreement also bans strikes and lockouts.

Provisions of the agreement are:

1. A basic hourly wage of $1.12 for standard first-class mechanics, with corresponding percentage increases for all other hourly paid employees.
2. Time-and-a-half pay for more than 8 hours in 1 day or more than 40 hours in 1 week, and for all Saturday work. Double time for Sundays and holidays.
3. Shift work to be permitted, with a 40-cent premium for second and third shift workers for each full shift period.
4. Restriction of the use of “premium men.” Premiums now being paid for special skills above basic mechanic’s wage will be maintained, but the number of premium men or the amount of the premium will not be increased without official Navy and/or Maritime Commission approval.
5. Establishment of machinery for adjustment of grievances and arbitration of disputes.
6. A ban on strikes and lockouts.
7. A guarantee against limitation or curtailment of production.
8. Provision for training all types of workers.
9. Standards to be in effect for two years and “thereafter by mutual agreement.” Basic wage rates to be adjusted at the end of the first year and at six-month intervals thereafter, provided living costs have changed 5 percent or more.

On April 23, the Great Lakes Shipbuilding Zone Conference, with Walter T. Fisher as chairman, met in Chicago for preliminary discussion of standards. Standards drafted by a subcommittee were approved by the full conference on July 11. In accordance with the policy of OPM’s Shipbuilding Stabilization Committee, the labor organization with the majority of organized workers in the region represents labor in the drafting of zone standards. Consequently, the labor representatives on the Great Lakes Conference subcommittee were named by the Metal Trades Department of the AFL.

Building Stabilization Board members announced

Associate Director General Hillman, OPM, announced August 26 the three members of the Building Trades Stabilization Board of Review established by the July 24 agreement between the Government and the AFL building and construction trades engaged in defense work.

John Coyne, president of the AFL Building and Construction Trades Department, was designated by that organization.

James P. Mitchell, chief of labor relations of the construction division, Office of the Quartermaster General, was named to represent the Interested Government agencies.

J. Douglas Brown, chief of the OPM’s Labor Priorities section, was designated by OPM.

The Board’s function is to adjust disputes arising under the agreement. The agreement also specifies that in a dispute involving a particular Governmental agency, that agency may designate a representative as a temporary member of the Board for the mediation of the dispute.

The agreement provides for the stabilizing of working conditions and pledges against work stoppages “on account of jurisdictional disputes or for any other cause.”

Discrimination complaints to be heard on West Coast in October

Hearings on complaints of discrimination against minority groups in defense employment on the West Coast will be held in Los Angeles, October 1 and 2, the President’s Committee on Fair Employment Practice announced August 28.

Similar hearings will be held later in New York City and Chicago. Dates have not been set.

Five of the six members of the committee have indicated they will attend—Mark Ethridge, Earl Dickerson, David Sarnoff, Milton P. Webster, and John Brophy, sitting for Philip Murray who is ill.

Discrimination reported in several areas

The committee revealed that it had received reports of discriminatory hiring practices in several areas, including the West Coast aviation industries. In open sessions, the committee will hear complaints from organizations and individuals and then hold conferences on the problems presented with the Government’s training, labor supply, and employment agencies in that area.

Col. P. J. McSherry, director of OPM’s Defense Training branch, told the committee that he is immediately placing 200 new Negro trainees in West Coast schools in anticipation of future needs resulting from changed employment policies on the part of some defense industries.

Committee takes New York cases

The committee on August 27 associated itself with the recommendations of the Council of Personnel Administration that the President send a directive letter to each of the 32 Government agencies and departments instructing them to comply with the President’s executive order of June 25. The order bans discrimination in Government employment as well as in defense industries.

Complaints of discriminatory practices by four companies in New York City were certified to the committee by OPM after that agency failed to effect a change in their employment policies. Chairman Ethridge and executive secretary Lawrence Cramer were instructed to prepare these cases for action by the committee.
National committee on auto employment asks immediate survey of local conditions

Formation of an emergency national committee on automobile employment within OPM's Labor Division was announced August 28 by Associate Director General Hillman, to cooperate with labor and industry committees on reemployment and retraining of workers for defense jobs, and to carry out field operations in local dislocations as they arise.

Eric Nicol, associate chief of Labor Supply Branch, and former industrial relations and personnel adviser for large industries in Philadelphia and elsewhere, was designated by Mr. Hillman to head the committee. Robert Barnett, also of the Labor Supply Branch, is executive secretary.

Immediate survey planned


An immediate survey, to determine the extent and location of the immediate furloughs and lay-offs to result from the production cut in the industry, is being conducted by the committee. The regional labor supply committees of OPM's Labor Division will make the survey, through the facilities of the United States Employment Service, which has direct contact with the industries and plants involved.

Action to be on local and regional levels

Through local cooperation of management and labor, the operations will be conducted on community and regional levels as much as possible, by promoting registration of workers in employment offices prior to their layoffs, and the establishment of necessary special training courses to open up new opportunities for reemployment.

Mr. Hillman announced that information on pending and prospective labor displacements, as fast as it is obtained through Employment Service channels, will be sent to the Priorities Branch of the Labor Division, and forwarded to the Defense Contract Service to guide it in its subcontracting and farming-out activities. Under this procedure, the Priorities Branch will certify to the Defense Contract Service that labor is threatened with loss of jobs, because of material shortages, in certain nondefense plants, industries, or communities. The Defense Contract Service will propose the negotiation of contracts, waiving the usual bidding procedure, or other methods of awarding defense jobs for the plants or industries affected.

Representatives sent at once

The committee is sending its representatives to Detroit and other automobile centers at once to prepare the ground work.

Employment Service regional directors, now serving as active chairmen of the recently created regional Labor Supply committees, will head and carry out the Government operations necessary to registering, retraining, and reemploying the displaced workers. This is in accordance with programs as proposed by the United Automobile Workers, CIO, and by AFL unions in the industry.

First attention will be given to one-industry localities where automobile industry work predominates and no defense contracts have yet been placed. Automobile parts plants, which are major industries in many small cities, will be given equal attention with the big assembly centers of the industry.

AFL auto representatives invited to Washington

Associate Director General Hillman, OPM, last week invited five representatives of AFL labor unions in the automobile industry to a meeting in Washington September 3 to discuss unemployment and other labor problems arising from the curtailment of passenger-car production.

98 percent of stocking mills have cut week to 40 hours

Associate Director General Hillman, OPM, reported August 28 that 98 to 99 percent of the Nation's hosiery mills have limited their shifts to 40 hours per week per worker, in accordance with an OPM request which followed the freezing of Japanese silk imports.

"This is very gratifying, and I hope that the few mills working 48-hour and 50-hour shifts will soon fall in line to make this action unanimous," Hillman said.
MEDIATION BOARD . . .

Car and Foundry dispute settled; Gypsum strikers return to work

The National Defense Mediation Board last week (August 25-31) obtained an agreement settling the issues in one case, made recommendations in two others, and received certification of one new dispute.

Aluminum Co. of America

On August 27, after 4 days of hearings, a panel, headed by William H. Davis representing the public, with Cy Ching and James B. Carey representing employers and employees respectively, issued interim findings and recommendations in the dispute between the Aluminum Co. of America and the International Union of Aluminum Workers of America, CIO. A threatened strike that would have affected 5 plants of the company and involved about 18,000 workers, had been postponed at the request of the Board. The dispute arose over demands by the union that the wage differential between the northern and southern plants of the company be abolished, and that the afternoon and night shift workers at the company's New Kensington, Pa., plant be granted a 10-cent per hour bonus.

The recommendations provide for the appointment of a special representative to investigate these issues and report his findings to the Board by October 11. When the report has been received the Board will resume consideration of the issues to try to effect a settlement by agreement. Failing agreement, recommendations will then be made by the Board. Paul R. Hays of the New York State Mediation Board has been named as the Board's agent.

United States Gypsum Co.

Recommendations issued August 23 by the Mediation Board on the dispute between the United States Gypsum Co. and 3,000 striking employees represented by the gas, byproducts, coke, and chemical workers, CIO, were accepted by the union. The men, who had been on strike at 17 plants of the company since June 26, started back to work immediately. This return to work resulted from a request by the Board for the appointment of a special representative to investigate four issues still in dispute between the company and the union. The report by the representative is to be made to the Board within 30 days after his appointment. The panel, composed of Dr. Frank Graham for the public, Charles Adams for employers, and Emil Riefe for employees, will then reconvene the hearings and attempt to settle the dispute by agreement. Failing this, the Board will then make recommendations.

An interim recommendation issued earlier in the case denying the union's request for a master agreement covering all 17 plants and recommending that both company and union representatives come to Washington for the negotiation of separate plant contracts had been accepted by the union and rejected by the company.

On August 30 at 2:30 in the morning, an agreement was reached between the American Car & Foundry Co. of Chicago, III., and the United Automobile Workers of America, CIO. The hearings began on August 27 before a panel consisting of Walter T. Fisher for the public; Roger Lapham for employers and Hugh Lyons for employees.

A strike of 600 employees on July 10 was called off at the request of the Board and the men returned to work on August 22 a few days after the case had been certified. The dispute arose over the company's wage incentive program.

The terms of the agreement, which is subject to ratification by the union membership, were not made public.

The new case certified to the Board involves the Haskell and Barker plant of the Pullman Standard Car Mfg. Co. at Michigan City, Ind., and the Brotherhood of Railway Carmen, AFL. A hearing is scheduled for September 8.

Filling of civilian cutting-tool orders permitted if defense does not suffer

Two orders affecting the production and delivery of cutting tools were issued August 31 by the Priorities Division, OPM.

Supplementary Order E-2-a supplements General Preference Order E-2, the original order imposing priority control on distribution of cutting tools.

The new order, unlike the original, permits the acceptance and filling of non-defense orders, provided that production and deliveries of defense orders are not prejudiced. It covers regular, as well as special cutting tools, and assigns a preference rating of A-10 to all defense orders to which a higher rating has not been specifically assigned, and requires that deliveries of these tools be made in accordance with preference ratings.

Permits building of stocks

To enable a distributor to obtain stocks of cutting tools the order assigns the A-10 rating to deliveries to him for the purpose of filling defense orders, and permits him to obtain these tools prior to having defense orders on his books. Cutting tools obtained by a distributor with the special rating may not be disposed of by him to fill any but defense orders.

The order further provides, as did General Preference Order E-2, that where immediate compliance with a higher preference rating would interfere with work in actual production, compliance may be deferred (except with respect to orders bearing an AA rating) until completion of that stage of production in which the work in process finds itself at the time the higher rating preference becomes available, provided that the deferment does not exceed 10 days.

Materials order changed

The second order in the cutting tools field, Preference Rating Order P-18-a, supersedes Preference Rating Order P-18. It is a limited blanket rating order issued to manufacturers of cutting tools, assigning an A-1-a rating to facilitate their procurement of certain listed materials to enable them to manufacture cutting tools; required to fill defense orders, but limited to these.

The material to which the A-1-a rating is applicable are:

- High speed steel, carbon tool steel, and alloy steel bars, sheets, rods, shapes, forgings, and castings; cutting tools, including cemented carbides; abrasives; measuring instruments and gages; maintenance and shop supplies (restricted to items necessary for proper operation and maintenance of manufacturing equipment and facilities).
News for Retailers

Installment Regulations

Restrictions on installment selling as issued by the Federal Reserve Board, which went into effect on September 1, have two broad purposes. One is to aid, in concert with other Governmental measures, as a brake on current inflationary tendencies, and the second is to discourage consumer competition with the defense effort for fully employed productive resources and scarce materials. Whole-hearted cooperation of retailers in the program may prevent the introduction of more drastic measures later, it is pointed out.

Installment credit controls as a deflationary device are one phase of a program which includes an extension of the taxing program and the voluntary sale of savings bonds and savings stamps. The latter aid in meeting the cost of defense, as well as in siphoning off buying power. Installment control and defense bonds and stamps are expected to be of service in cushioning the period of post-war readjustment as well. The bonds and stamps will provide purchasing power at a future date, while the tightening up of installment payments discourages overextension of credit, and minimizes the costly liquidations and disruptions to normal purchasing attendant to such periods.

The severity of the announced installment regulation varies according to the degree to which the products covered compete with national defense production. Thus automobiles, aircraft, and powerboats, whose manufacture requires the use of many materials, plants, and men needed directly for defense, are subject to a 33 1/3 percent down payment, while new household furniture (including refrigerators, bedsprings, and mattresses, but excluding floor coverings, wall coverings, draperies, and bed coverings), pianos, and household electric organs, which compete less directly, are subject to a 10 percent minimum down payment.

All of the commodities covered by the regulation are subject to a maximum payment period of 10 months. Although the plan went into effect on September 1, registration of firms or persons granting installment credit will not be required until January 1, 1942.

New England Coal Shortage Threatens

Fuel allocation officials of the Office of Production Management are seeking to avert a coal shortage that is threatening the New England area this winter.

Drought in the New England states limited the amount of hydroelectric energy available this summer and resulted in a greater than usual consumption of coal for power-generating purposes. Heavy demands are also being made by coal-consuming defense industries that are operating now at relatively high levels.

Three of the ships usually plying the New England route on a year-round basis have been diverted to defense uses, and eight of the boats which normally enter the coal trade for several months in the peak fall season have been requisitioned by the Maritime Commission for defense shipping.

Consumers receiving coal by rail from the docks can help the situation by an early shifting to all-rail delivery, and thus reduce the burden on the collier fleet.

Meetings have been held by OPA with a committee appointed by the governors of the New England States in order to work out estimates of winter coal requirements, and with representatives of the collier companies in the New England trade to explore means of facilitating delivery by water.

In the meetings with the collier companies, a general agreement was reached that the steamship companies would seek to have the load lines on their colliers raised. This will allow the ships to carry more coal, but it also means that the colliers will float lower in the water, making them more sluggish and less maneuverable.

The possibility of a coal shortage which may develop in the Upper Great Lakes area around Duluth, unless the Great Lakes ore boats can make up the deficit later this season, is also being watched.

Allocation officials point out that, because of these expected shortages, it is particularly important that retailers and consumers in these deficit areas heed the suggestion of Harriet Elliott, head of the Consumer Division, for the summer buying of coal, and the prevention of waste in heating homes and places of business.

Instruction for the building of extra bins in basements are printed in the June issue of Consumer Prices. Information on the proper care and feeding of coal furnaces will be given in a forthcoming issue.

Rate of Shoe Buying

Purchasing of shoes by the Army and the Navy is expected to proceed at about the same rate during the next 6 months as during the recent period, according to information released by the Purchases Division, OFPM. This would indicate that no increased call upon materials for shoe manufacture or plant capacity above present levels is likely to be made, barring any considerable increase in the size of the armed force.

The present rate of purchasing is at the level of approximately 1,750,000 pairs a month. The Navy is taking shoes at the rate of from 100,000 to 120,000 pairs a month. The Army orders account for the remainder. Of Army purchases, about 1 million pairs are for regular service shoes, some 400,000 for oxfords and smaller quantities of special types of shoes for ski troops, tank corps, etc.

The possible source of trouble with reference to shoe production is in relation to the hide supply. A subcommittee of the industry committee of the Purchases Division has been appointed to work on this problem. Should the source of supply in South America be interfered with by reason of increased military activities in Africa, the industry would have to make plans to meet the situation. The subcommittee is considering how a stock pile of hides could be created if necessary. There is at the present time no indication, of course, that shipments of hides will be curtailed.

A second subcommittee has been appointed to survey the possibilities of the shoe industry with reference to supplying shoes to England under the terms of the Lease-Lend Act.
PURCHASES . . .

170 Certificates of Necessity for plant expansion from August 1 through August 15

From August 1 to 15, inclusive, 170 certificates of necessity were issued to 173 corporations, the National Defense Advisory Commission announced this week. The certificates were issued in connection with the construction and acquisition of new plant and manufacturing facilities, the estimated cost of which was $28,800,000.

A compilation for the first half of August follows:

Ace Hardware Manufacturing Corporation, Philadelphia, Pa.; tools, dies, jigs, etc.; $27,000.
The Acme Machine Tool Co., Cincinnati, Ohio; machines and shop machinery; $14,000.
Alton Box Board Co., Alton, Ill.; paper box board; $2,000,000.
Aluminum Ore Co., Pittsburgh, Pa.; alumina, aluminum fluoride, cryolite and fluor spar; $490,000.
American Chain & Cable Co., Inc., Mone
esee, N. Y.; stainless steel electrodes; $34,000.
American Steel Castings Co., Chicago, Ill.; steel castings; $8,000.
Amico Metal, Inc., Milwaukee, Wis.; air
eplane parts; $111,000.
Anconad Wire & Cable Co, New York, N. Y.; shipboard and degaussing cable; $16,000.
Ashland Oil & Refining Co., Ashland, Ky.; water transportation of petroleum products; $663,000.
The Baltimore & Ohio Railroad Co., Balti
tmore, Md.; transportation; $280,000.
Barclay & Oliver, Inc., Cleveland, Ohio; turret lathes; $69,000.
Bath Iron Works Corporation, Bath, Maine; ships; $30,000.
Baum Machine Tool Co., Springfield, Mass.; drilling, boring, and reaming machines; $13,000.
Bell Aircraft Corporation, Buffalo, N. Y.; gas and liquid engines, propeller blades, jet engines; $143,000.
Beaumier & Lake Erie Railroad Co., Pitts
burgh, Pa.; iron ore transportation; $5,410,000.
Bill-Knox Co., Pittsburgh, Pa.; machine
ing of armor cast steel; $74,000.
Blue Ridge Plumbing, Inc., Harvey, Ill.; cold finished steel; $66,000.
Bohn Aluminum & Brass Corporation, Detro
it, Mich.; aircraft brass and aluminum rods, aluminum forgings and fuse nozes; $113,000.
Borg-Warner Corporation, Detroit, Mich.; aircraft engine clutch sets; $4,000.
The Bradford Machine Tool Co., Cincin
nati, Ohio; lathes and automatic drilling ma
achines; $14,000.
Braseburn Alloy Steel Corporation, Brea
burn, Pa.; carbon tool steel and stainless steel alloys; $60,000.
Bridgeport Brass Co., Bridgeport, Conn.; 
ammunition and cartridge cases; $169,000.
Bruckner & Newell, Inc., New York, N. Y.; precision tools, bullet dies and gages; $277,000.
Buffalen Lumber & Mfg. Co., Tacoma, Wash.; fir plywood; $179,000.
Burns Products, Inc., New York, N. Y.; jigs, fixtures, tools, gear reduction mecha
nism, etc.; $6,000.
The Caterpillar Tractor Co., Peoria, Ill.; tractors, diesel and gasoline engines; $667,000.
The Cleveland Crane & Engineering Co., Wickliffe, Ohio; cranes, presses, and tran
rail systems; $16,000.
The Cleveland Graphite Bronze Co., Cleve
land, Ohio; aircraft engine parts; $160,000.
Clifford Manufacturing Co., Boston, Mass.; airplane radiator cooler tubes; $115,000.
Cogswell Twist Drill Co., Inc., Detroit, Mich.; metal cutting tools and twist drills and reamers; $32,000.
Colby Insulated Wire Co., Pawtucket, R. I.; shipboard cable; $25,000.
Crucible Steel Co. of America, New York, N. Y.; tool, highspeed and aircraft steels and stainless steel sheets; $1,120,000.
Douglas Oil & Refining Co., Los Angeles, Calif.; alkylate; $383,000.
Dravo Corporation, Pittsburgh, Pa.; sheet metal work; $8,000.
Dresser Manufacturing Co., Bradford, Pa.; steam engines, forging and machining of shells; $76,000.
E. I. du Pont de Nemours & Co., Wilmington, Del.; aniline and diphenylamine; $71,000.
Thomas A. Edison, Inc., West Orange, N. J.; mechanical tooling and dies; $80,000.
Eliott Jeanette, Pa.; power plant equipment for naval vessels; $260,000.
Ellwood City Forge Co., Ellwood City, Pa.; Diesel engine parts; $123,000.
Eureka Fire Brick Works, Pittsburgh, Pa.; fire bricks; $67,000.
Exposition Cotton Mills Co., Atlanta, Ga.; cotton textile fabrics; $577,000.
Farmers Elevator, Inc., Temple, Ohio; storage of grain; $8,000.
The Fulton Syphon Co., Knoxville, Tenn.; fuses, projectiles and cartridge cases; $8,000.
The Garrett Corporation, Los Angeles, Calif.; aircraft coolers and seaplane anchors; $85,000.
Garrison Milling Co., Inc., Oklahoma City, Okla.; storage of grain; $45,000.
The Gear Grinding Machine Co., Ham
trech, Mich.; gear grinding machines; $10,000.
General Electric Co., Schenectady, N. Y.; reduction gears and steam turbine equipment; $138,000.
General Mills, Inc., Minneapolis, Minn.; naval gun mounts and ordnance materials; $14,000.
General Motors Corporation, Detroit, Mich.; Diesel engines; $22,000.
The G. A. Gray Co., Cincinnati, Ohio; ma
chine tools; $10,000.
Great Northern Railway Co., St. Paul, Minn.; iron ore transportation; $164,000.

The Great American fire engine will be a more subdued and modest creation before this defense program goes much further. It will put out fires just as well, but it won't dazzle the eye nearly as much as it has in the past. There's going to be a big change in the matter of using brass, aluminum, copper and similar metals to make the fire engine handsome.

A good deal has been done already. Leading manufacturers have conferred with the Office of Production Manage-
$194,432,502 War Department contracts cleared August 21 through August 27

Defense contracts totaling $194,432,502 were awarded by the War Department and cleared by the Division of Purchases, Office of Production Management, during the period August 21 through August 27. This compares with a total of $165,272,665 for the previous week. For contracts for construction amounted to $52,667,997; contracts for ordnance to $23,894,007; contracts for aircraft to $106,023,431 and contracts for equipment and supplies to $11,822,067. A compilation of contract announcements for the week follows:

ORDNANCE


AIRCRAFT


CONSTRUCTION


Texas & New Orleans Railroad Co., Houston, Tex.; transportation; $1,000. The Henry G. Thompson & Son Co., New Haven, Conn.; sand blast houses; $4,000. The Timken Roller Bearing Co., Canton, Ohio; electric furnace steels and roller bearings; $1,521,000. Transit Grain & Commission Co., Fort Worth, Texas; storage of grain; $30,000. Trenton Transit Co., Trenton, N. J.; transportation; $150,000. Union Hardware & Metal Co., Los Angeles, Calif.; distributor of supplies; $150,000. Unicon Pacific Aviation Co., Omaha, Nebr.; transportation; $1,000. U. S. Hammered Piston Ring Co., Inc., Sturbridge, Mass.; aircraft piston rings and engine parts; $28,000.

EQUIPMENT AND SUPPLIES


SERVICE CONTRACTS

New York Central Co., New York, N. Y.; architectural and engineering services in connection with construction of Voorheesville, N. Y., General Depot and Replacing Station. Hercules Powder Co., Wilmington, Del.; management services, testing personnel, operating unit for 1 year's production of TNT; $1,724,942.

The Whitney Chain & Mfg. Co., Hartford, Conn.; sand blast houses and equipment; $18,000. Standard Parachute Corporation, San Diego, Calif.; parachutes and parts; $10,000. B. Turecamo Contracting Co., Chicago, Ill.; contracts for all work at Aviation Mechanic's School, Wichita Falls, Tex.; $7,553,568. (Total contract now $124,442,450.)


Two contractors: Gulf Bitulithic Co., Houston, Tex., Austin Road Co., Dallas, Tex., and T. M. Strider Co., Dallas, Tex.; supplementary contract for grading, drainage, etc., at Elgin Field, Tex.; $1,877,795. Three contractors: Gulf Bitulithic Co., Houston, Tex., Austin Road Co., Dallas, Tex., and T. M. Strider Co., Dallas, Tex.; supplementary contract for grading, drainage, etc., at Elgin Field, Tex.; $1,877,795.

Three contractors: Gulf Bitulithic Co., Houston, Tex., Austin Road Co., Dallas, Tex., and T. M. Strider Co., Dallas, Tex.; supplementary contract for grading, drainage, etc., at Elgin Field, Tex.; $1,877,795.
TRANSPORTATION . . .

We mustn’t lose battle “for want of a nail for the shoe of the iron horse”—Budd

The dread sequence of events chronicled by Poor Richard must not happen here “for the want of a nail for the shoe of the iron horse.” Transportation Commissioner Budd, OEM, told the National Association of Railroad and Utilities Commissioners August 26 in St. Paul. Excerpts from his speech follow:

Traffic had been increasing for about a year at the time the (Transportation) office was established, and early consideration was given to the probable further increase in traffic and how quickly it would come. For this purpose the Bureau of Research and Statistics of the Advisory Commission, the Bureau of Railway Economics, the Shippers’ Regional Advisory Boards, and others have prepared estimates of future demands from time to time. It is well known that all such estimates have been revised upwards to keep pace with the enlarged defense program. Knowledge of what to prepare for continues to be most important, but it is also most difficult to determine with any degree of accuracy.

Program will fall 20,000 cars short

Speaking now of railroads, because they are handling about two-thirds of the country’s traffic, on June 1, 1940 they owned a total of 1,648,696 freight cars. In July 1940 it was decided that the ownership should be built up to 1,700,000 cars by October 1, 1941. Normally, about 80,000 cars are retired every year through age or accident, but it was decided to repair as many of the old cars as practicable so that they could be used for four or five years longer. In this way retirements have been reduced by about one half. The new car building program in order to raise the ownership to 1,700,000 called for about 100,000 new cars by October 1, 1941. From June 1, 1940 to June 1, 1941, orders were actually placed for 112,320 cars. Owing to inability to obtain material for carrying out this car building program, I regret to say that on October 1, 1941 the program will fall about 20,000 cars short.

1,800,000 planned for October 1942

Early this year, plans were made to bring the total railroad ownership to 1,800,000 cars by October 1, 1942. If this goal is to be reached, about 160,000 new cars must be built between October 1, 1941 and October 1, 1942.

There is a phase of the program for better utilization of equipment in which the shippers and the regulatory bodies are not able to participate and cannot be expected to assist or cooperate, and that is the maintenance of the properties in good condition so as to render full and efficient service. This is a duty of the carriers themselves.

In ordinary times an increase in traffic such as has taken place would be provided for by them without any question. At present a serious complication has arisen through the control of steel and other metals by the issuance of Government priority orders. This has interfered seriously with carriers of all types in obtaining materials and supplies for current maintenance, and for making necessary additions to their plants. I have already referred to the inability of the railroad car builders to keep up the car building program. This program is now being carried on at about one-half the scheduled rate set up to meet the needs of anticipated traffic. That lag means that the proposed expansion to 1,800,000 cars by October 1, 1942 will fail 100,000 short unless some way is immediately found to supply more steel, iron, lumber, and other essential material to the railroads and to the car builders. New locomotives are also badly behind promised delivery dates. Deliveries of maintenance and repair parts not only for cars, but also for locomotives, and to a necessary extent for repair to tracks, bridges, and structures have slowed down and now threaten seriously to impair the operation of the railroads. It is true the roads have not failed yet, and their record to date indicates that they will not fail if arrangements can be made promptly for securing the necessary material, but otherwise failure is inevitable.

Must solve priority problem

No one unfamiliar with the almost insuperable difficulties of allocating essential materials to the hundreds of thousands of users engaged in all degrees of defense work, can appreciate the priority problem. Upon its solution, however, depends the continued success of the national transportation system. If our industries as a whole may be considered as a vast factory, the various transportation agencies constitute the conveyors, and it is as necessary to maintain them as it is to keep the conveyors in good condition in the factory line.

The great precision of our mass production methods enables this national production line to extend from one end of the country to the other. Some parts of the same bomber or tank or shell or automobile may be made in the East, some in the North, some in the South, and others in the West, but when all of them finally are brought together in the assembly plant the finest machine, involving the most precise integration, will result.

Poor Richard said:

“For the want of a nail the shoe was lost, For want of a shoe the horse was lost, For the want of a horse the rider was lost, For want of a rider the battle was lost, For the want of a battle the kingdom was lost—And all for the want of a horseshoe nail.”

Today we must not permit any such thing to happen for the want of A Nail For The Shoe Of The Iron Horse.

CARLOADINGS INCREASE

Railroad revenue freight carloadings during the week ended August 23 totaled 899,750 cars, an increase of 15.2 percent over the 781,168 cars loaded during the corresponding week in 1940 and an increase of 9,376 cars or 1 percent over the preceding week when loadings totaled 890,374 cars. Increases over the corresponding week in 1940 were recorded in all major commodities with the exception of grain and grain products which showed a decrease of 1.5 percent, and livestock which showed a decrease of 11.1 percent. The details follow:

CARLOADINGS—WEEK ENDED AUGUST 23

<table>
<thead>
<tr>
<th>Commodity</th>
<th>1941</th>
<th>1940</th>
<th>Percent Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grain and grain products</td>
<td>43,625</td>
<td>44,310</td>
<td>1.5%</td>
</tr>
<tr>
<td>Livestock</td>
<td>12,013</td>
<td>12,979</td>
<td>7.5%</td>
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<tr>
<td>Coal</td>
<td>169,653</td>
<td>132,962</td>
<td>27.7%</td>
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<tr>
<td>Coke</td>
<td>15,979</td>
<td>20,636</td>
<td>21.8%</td>
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<tr>
<td>Forest products</td>
<td>77,019</td>
<td>66,986</td>
<td>15.7%</td>
</tr>
<tr>
<td>Ore</td>
<td>77,019</td>
<td>66,986</td>
<td>15.7%</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>312,102</td>
<td>221,190</td>
<td>40.8%</td>
</tr>
<tr>
<td>Total</td>
<td>899,750</td>
<td>781,168</td>
<td>15.2%</td>
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</table>

Cumulative (34 weeks) 1941 1940 Percent Increase

<table>
<thead>
<tr>
<th>Commodity</th>
<th>1941</th>
<th>1940</th>
<th>Percent Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grain and grain products</td>
<td>117,811</td>
<td>100,810</td>
<td>16.9%</td>
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<tr>
<td>Livestock</td>
<td>26,811</td>
<td>20,080</td>
<td>33.9%</td>
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<tr>
<td>Coal</td>
<td>210,684</td>
<td>167,102</td>
<td>25.8%</td>
</tr>
<tr>
<td>Coke</td>
<td>209,547</td>
<td>209,547</td>
<td>0.0%</td>
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<tr>
<td>Forest products</td>
<td>208,608</td>
<td>208,608</td>
<td>0.0%</td>
</tr>
<tr>
<td>Ore</td>
<td>208,608</td>
<td>208,608</td>
<td>0.0%</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>302,155</td>
<td>252,053</td>
<td>19.9%</td>
</tr>
<tr>
<td>Total</td>
<td>880,750</td>
<td>761,108</td>
<td>15.2%</td>
</tr>
</tbody>
</table>

1 Decrease.
HEALTH AND WELFARE...

Unified assignment of doctors, dentists sought as recruiting drains localities

Plans have been approved for the mobilization of physicians and dentists to meet the special demands for medical care which may arise as the national defense effort approaches its maximum, Paul V. McNutt, Federal Security Administrator and Coordinator of Health, Welfare and Related Defense Activities, announced August 29.

"The major principle of the plans, which recognizes the need for a systematic approach to the mobilization of the medical resources of the country," Mr. McNutt stated, "has the full sanction of the American Medical Association, as well as that of the Health and Medical Committee of my office, and steps are being taken through appropriate channels to obtain necessary enabling legislation."

Community resources drained

"Already," the Administrator said, "the demands for physicians and dentists imposed by the needs of the Army and Navy particularly, and to only a slightly lesser degree, by the major defense industries, have resulted in recruitment policies which are seriously draining many communities of their medical personnel. In the event of full mobilization, the problem will inevitably become critical.

WPA undertakes removal of rails from streets; OPM to direct disposal of steel

Howard O. Hunter, Commissioner of Work Projects, announced August 27 a program for removal of abandoned, publicly owned streetcar rails by WPA to salvage the steel for defense production.

He directed all State WPA administrators to expedite requests of local governments for assistance and to give the work first priority in the WPA program. The plan was prepared at the request of Ralph Budd, Transportation Commissioner of the Office for Emergency Management, who has estimated that more than 200,000 tons of publicly owned rails alone lie abandoned in city streets.

City must cooperate with OPM

WPA rail-removal operations under this program are conditional on the local government's submitting a statement that it will dispose of the steel as directed by the Office of Production Management and a certificate that the rails are public and not traction company property.

To assure maximum returns in steel for defense, Mr. Hunter also urged cities where rail removal operations are currently being carried out under WPA projects to dispose of the scrap metal as desired by OPM. Salvaged car rails are considered an important type of scrap steel because they can be formed into other articles with a minimum of processing.

Unit can restore street

Under the plan as outlined by Mr. Hunter, a local government which already has a WPA street project may set up a unit of the project for rail removal and restoration of the street to a serviceable condition. Where there is no current street project, prompt consideration will be given an application for a WPA rail-removal project.

Under arrangements with OPM, the scrap will be shipped by the local government, charges collect, to a steel mill or other assembly point designated by OPM. The steel company will send the city a check at the maximum mill price established by the Office of Price Administration after deducting the transportation cost. The city will apply the receipts as a sponsor's contribution toward the cost of the WPA project.

Mr. Hunter stated that for the present the program need not be extended to the removal of rails which are completely embedded in permanent pavements where the condition of the pavement does not warrant restoration in the near future.

"Obviously the principal need is for a general recruitment program which takes into account such factors as the distribution of physicians and dentists in relation to the population of the communities in which they reside, their training and experience, and their availability for service in the defense program."

A single assignment agency

"To administer the mobilization of medical and dental personnel, a single recruitment and assignment agency would be set up in cooperation with the Army, Navy, and the Public Health Service," Mr. McNutt said.

"The plans for this service are designed to meet," the Administrator emphasized, "both military and civilian needs."

The Administrator explained that the advisability of establishing such an agency has been under lengthy consideration by the Health and Medical Committee. After this group had reached an agreement, the proposal was submitted to the American Medical Association by Dr. Irvin Abell, of Louisville, Ky., chairman of the Health and Medical Committee.

The American Medical Association adopted a resolution recommending that "The U. S. Government be urged to plan and arrange immediately for the establishing of a central authority with representatives of the civilian medical profession to be known as the Procurement and Assignment Agency."

English model proposed

Mr. McNutt said the proposed central agency probably would be modeled along the lines of an organization created for this purpose in England and known as the Medical Procurement Board, which represents civilian and military authorities. Much of the basic information which would be applied to an intelligent procurement program of doctors and dentists has already been obtained by the American Medical Association and the American Dental Association. The Administrator stated that the real essence of the plan is to set up under official auspices a body which can make the fullest use of this information.

AGRICULTURE...

Plans for food production in 1942 to be discussed throughout U. S.

Plans for assuring the production of sufficient food in 1942 both for the United States and for countries resisting aggression will be the chief business of four regional agricultural conferences scheduled for September in line with agriculture's effort to carry out its share of the defense work.

Representatives of the Department of Agriculture, the State Agricultural Planning Committees, chairmen and members of the State USDA Defense Boards, representatives of farm organizations, and others will participate in the conferences. All the 48 States will be represented at one or another of the two-day sessions.

Wickard to attend
Secretary of Agriculture Claude R. Wickard plans to attend each conference.
Following are the places where conferences will be held, the dates, and the States that will take part:
Chicago, September 18 and 19—North Dakota, South Dakota, Nebraska, Kansas, Missouri, Illinois, Iowa, Wisconsin, Minnesota, Michigan, Indiana, and Ohio.
Memphis, September 29 and 30—Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Texas, Arkansas, Oklahoma, Tennessee, and Kentucky.

Simple flue gas analyzer saves 12.6 percent of heating oil in test

A saving of more than one-eighth in the amount of fuel oil used in heating homes can be made by proper adjustment of the burner with an instrument known as a flue gas analyzer, says the Department of Agriculture. The analyzer, an inexpensive instrument, can be operated successfully by the average service man.

Since the vast majority of the 2,000,000 house-heating oil burners are east of the Alleghenies, this new economy can be of great importance in solving a defense problem in the region where there is the most likelihood of an oil shortage.

Correct mixture reduces consumption

Studies of the various types of oil burners by the Bureau of Agricultural Chemistry and Engineering show that the relative amounts of air and oil supplied to the oil-burner fire greatly affect the efficiency of the burner and, of course, the fuel consumption. According to A. H. Senner, engineer in charge of this research work for the Bureau, the best way to take advantage of this knowledge of burner operation is by use of the analyzer.

After analysis with this simple instrument, any burner can be quickly set to give its maximum efficiency. The appearance of the flame cannot be used as a measure of efficiency, Mr. Senner says, since air leaking through ill-fitting doors and poorly sealed boiler sections can lower efficiency without changing the flame.

Demonstrated in 7,000 homes

A practical, large-scale demonstration of the value of flue-gas testing for this purpose was made during the 1940-41 heating season by a Baltimore oil company servicing more than 7,000 home-heating burners. The company equipped its service men with flue-gas analyzers and adjusted all of the burners. Analysis of the results at the end of the heating season showed an average saving of 12.6 percent. This figure was obtained after due allowance had been made for the re-distribution of oil consumption resulting from higher average outside temperatures over the previous year. The company records were analyzed by the research engineers and found correct.

Poultymen asked to save 139,000 pounds of aluminum

The Department of Agriculture has announced that poultry breeders, commercial hatcheries, and poultry marketing agencies throughout the Nation are being asked to save and return all used aluminum wing and leg bands for reprocessing into wing bands for future use. The bands are used to identify poultry breeding birds.

At the same time, the Department announced through its Poultry Committee that the poultry industry had already agreed to use substitutes for the aluminum normally used in leg bands. No satisfactory substitute has been found for aluminum as wing bands.

This program of conservation and substitution is making it possible for the industry to operate with about 11,000 pounds of aluminum, only 7 percent of the 150,000 pounds used last year for wing and leg bands. The 11,000 pounds are being made available to the industry over a period of several months by the Office of Production Management for exclusive use as wing bands. This poundage will supply more than 7 million wing bands.

The Office is releasing aluminum for this special purpose because eggs are one of the important defense foods, and poultrymen are being urged to do a better job of management, breeding, and feeding.

The conservation and substitution program was worked out cooperatively by the Poultry Committee, the Office of Agricultural Defense Relations, the OPM, and the Office of Price Administration and Civilian Supply.

Forest chief scores needlessly destructive cutting

In order to meet essential defense demands, the rate of timber cutting all over the country is growing by "leaps and bounds," according to Earle H. Clapp, acting chief of the Department of Agriculture's Forest Service.

"Most of this cutting is destructive, when it could easily be constructive," Clapp said in an address at Cedy, Wyo., commemorating the 50th anniversary of the first national forest.

Clapp called for bold, drastic conservation measures, including Nation-wide regulation of timber cutting to stop further destruction and deterioration.
HOUSING...

700 dormitory units ready in Hawaii; week’s completions of defense homes, 1,403

Over 1,800 homes for defense workers and enlisted personnel were completed, 1,403 completed, and 835 placed under construction contract the week ending August 23, Charles F. Palmer, Coordinator of Defense Housing, announced.

Allocations were made for 400 homes for civilian workers and 85 for enlisted personnel in Long Beach, Calif., 356 in Rockford, Ill., and 300 in Freeport, Tex., for civilian defense workers. In addition, 352 homes at Newport News, Va., and 300 at Keyport, Wash., were allocated for civilian workers and enlisted personnel. All of these homes were assigned to the Federal Works Agency for immediate construction.

284 completed at Charleston

Among the completions reported for the week are 284 homes at Charleston, S. C., constructed by the United States Housing Authority for civilian workers, the Public Buildings Administration constructed 190 homes for enlisted personnel at Tampa, Fla., 98 at Orlando, Fla., and 100 for civilian workers at Wichita, Kans.

Construction contracts were let in Fairfield, Conn., for 300 homes, New Britain, Conn., for 256 homes, and Bridgeport, Conn., for 130, under the supervision of the Federal Works Agency. These homes are for civilian defense workers.

700 dormitory units finished

Progress was reported in the temporary shelter program, with 700 dormitory units completed by the Navy in Hawaii for civilian defense workers. In addition, 100 trailers were allocated for defense workers employed at the Ordnance Depot at Umatilla, Ore.

As of August 23, homes numbering 111,545 had been allocated for defense workers and enlisted personnel. More than 80,000 of these homes have been placed under construction contract, and approximately 31,000 have been completed. In addition, 4,254 trailers and 8,985 dormitory units have been completed. Of these, 1,875 trailers and 4,254 dormitory units have been completed.

STATUS OF PUBLIC DEFENSE HOUSING CONSTRUCTION, AUG. 23, 1941

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<thead>
<tr>
<th>STATUS OF PUBLIC DEFENSE HOUSING CONSTRUCTION, AUG. 23, 1941</th>
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</thead>
<tbody>
<tr>
<td>Funds allocated</td>
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<tr>
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<td>Civilian industrial workers in private defense industry</td>
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<td>Other civilians, employed by the Army and Navy</td>
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<td>Married enlisted personnel</td>
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U. S. nurses to help Ecuador in public health, welfare work

The Office of the Coordinator of Inter-American Affairs announced August 28 that two public health nurses would go to Quito, Ecuador, at the request of the government of Ecuador to assist in public health and maternal and child welfare programs in that country.

The nurses are being sent by the Coordinator's Office in collaboration with the Pan American Sanitary Bureau and with the assistance of the United States Public Health Service and the Children’s Bureau of the United States Department of Labor.

The two nurses are Miss Anne B. Cacioppo, of New York, and Miss Bertha Maura Marsch, of San Antonio, Tex. They were to sail from New York on the SS Santa Elena on August 29.

Defense homes allocated are equal to total of houses in eight cities

The number of new homes for defense workers and families of enlisted men for which Government funds have been allocated reached 111,383 on August 23, 1941. This figure is equivalent to the total number of houses in the following cities combined—Salem, Mass.; Pasadena, Calif.; Mobile, Ala.; Charlotte, N. C.; Reno, Nev.; Joliet, Ill.; Canton, Ohio; and Little Rock, Ark.

California leads the list of States, with allocations made for 13,329 new homes. These are necessary because of the enormous expansion of the aircraft industries and others, and military and naval activity in the State.

The second largest number of new homes will be built in Pennsylvania, where allocations have been made for 10,055. Steel plants, shipbuilding, and varied manufacturing activities account for the need of these homes.

Virginia, with 9,202, Maryland, with 6,525, and Connecticut, with 5,525 houses to be built by the Government, finish the list of the top 5 States. Next are Texas, 4,976; New Jersey, 3,865; Washington, 2,957; Hawaiian Islands, 3,963; and Florida, 3,264.

67,535 in 10 States

Allocations for those 10 States total 67,535.

Following is a list of the remaining States and Territories in which housing has been programmed, with the number of homes for which Government funds have been made available:

Alabama, 2,354; Arizona, 265; Colorado, 175; Delaware, 30; District of Columbia, 1,470; Georgia, 2,252; Idaho, 100; Illinois, 2,216; Indiana, 2,275; Iowa, 575; Kansas, 1,515; Kentucky, 850; Louisiana, 1,014; Maine, 330; Massachusetts, 1,900; Michigan, 1,680; Mississippi, 1,025; Missouri, 950; Nevada, 175; New Hampshire, 1,644; New Mexico, 100; New York, 2,527.

Also, North Carolina, 2,610; Ohio, 2-299; Oklahoma, 150; Oregon, 170; Rhode Island, 1,924; South Carolina, 2,356; South Dakota, 35; Tennessee, 1,350; Utah, 150; West Virginia, 950; Wisconsin, 400; Alaska, 1,080; Canal Zone, 2-425; Cuba, 200; Puerto Rico, 1,180; Samoa, 6; Virgin Islands, 59.
CIVILIAN DEFENSE . . .

Mission returns from England, makes 25 preliminary recommendations

The American Civil Defense Mission which has been in England studying the effect of total war on the civilian populations presented last week to Mayor F. H. LaGuardia, Director of the Office of Civilian Defense, its preliminary report and recommendations.

The mission, which left New York on the Clipper July 12, and returned August 17, observed all phases of civilian defense in virtually every part of England. Members of the mission, which consisted of two police officers, two city engineers, a health commissioner, and an expert on building and building, all outstanding authorities in their own fields, reported that they had received all possible co-operation from English officials. "Many British subjects," they said, "expressed their appreciation for what the United States is contributing to the war."

Twelve of recommendations in effect

Twelve of the mission's recommendations to Mayor LaGuardia are already in operation and five others are under study. Each member of the group will soon submit a comprehensive report and recommendations based on his particular study, including the preparation of material for such technical, detailed pamphlets as may be required.

The mission recommended continuation of the present organizational set-up of regional directors of civilian defense coordinated with local authorities, State and municipal administrative personnel being selected locally but subject to confirmation by the Director of the U. S. Office of Civilian Defense. It urged that the nucleus of civilian defense personnel should be paid, full-time employees, supplemented by part-time volunteers, and that whenever possible operational functions such as the work of air wardens be placed under the direct control of the police.

Fire, police exemptions urged

The mission's report recommended that "provision should be made for the exemption from military service of necessary civilian defense personnel, including the fire and police services." The matter of such exemptions already has been studied by OCD. The mission also reported that the fingerprinting of the entire population of the U. S. for identification of casualties is "deemed necessary" and that there should be a special attaché representing the OCD at the U. S. Embassy, London.

Members of the Mission

Capt. Donald S. Leonard, of the Michigan State Police; Harry M. Prince, consulting architect of the New York Housing Authority; Glenn C. Richards, Secretary of the Department of Public Works, Detroit; Major Frank M. Rosessing, Director of the Department of Public Works, Pittsburgh; Arthur W. Wallander, Deputy Chief Inspector, New York Police Department; and Huntington Williams, M. D., Commissioner of Health, Baltimore.

Text of the mission's report follows:

I. Organization and personnel: Continuation of the present organizational set-up of regional directors of civilian defense areas coordinated with local authorities is recommended. Administrative personnel in both States and municipalities should be selected locally but subject to confirmation by the Director of the U. S. Office of Civilian Defense.

II. Voluntary, compulsory, paid services: The nucleus of civilian defense personnel should be paid, full-time employees, supplemented by part-time volunteers. In the event of war, there should be proportionate increase of paid workers and consideration should be given to compulsory retention of all personnel for the duration.

III. Discipline must be maintained

IV. Warden and auxiliary services: That whenever possible, the operational functions of civilian defense services should be supervised by the police; and that the wardens, incident officers, shelter marshals, and messengers be placed under their direct control.

V. Military exemption of civilian defense personnel: Provision should be made for the exemption from military service of necessary civilian defense personnel, including the fire and police services.

VI. Mutual assistance: Plans for mutual aid and assistance should be developed between all local and regional authorities.

Training schools for instructors

VII. Training schools: Immediate steps should be taken to establish central and regional training schools for the purpose of training instructors and lecturers.

VIII. Research laboratory: A national testing and experimental research laboratory dealing exclusively with problems of civilian defense should be established.

IX. Primary services: Chief consideration in setting up facilities for civilian defense should be given to water, firefighting apparatus, and communications.

X. Medical services: Physicians, first-aid workers, ambulance and hospital services, should be very closely integrated. Flexibility in these medical services is essential to meet unpredictable local situations. The "incident Doctor" is very valuable in the vital matter of the morale of casualties and workers. The U. S. Public Health Service should collaborate actively with the Office of Civilian Defense in the regional administration of medical services. The Medical Research Council should aid in the work and studies of the Office of Civilian Defense.

XI. Organization charts: Typical charts for local civilian defense should be prepared for distribution to State and local authorities where needed.

XII. Maps, inventories, surveys: All municipalities should be urged to start the immediate preparation of the following: A. Complete maps; B. Inventories of all important repair supplies for public utilities; C. Stocks for emergency repairs; D. Surveys of buildings and structures.

Guarding vital points

XIII. Protection of sensitive points: Plans should be made for the use of military police as guards for the protection of sensitive points, to supplement the city, county, and State police.

XIV. Shelters: Complete plans should be available for building of shelters in vulnerable areas, in the event that the use of shelters is found to be necessary.

XV. Evacuation and rehousing: Plans
should be made to study the best method of providing maximum protection for children in danger zones. This should include a survey of reception areas and facilities.

XXVI. Requisition of properties: The police or other designated authority should immediately earmark buildings for requisitioning for civilian defense purposes.

XXVII. Air raid warning: A plan of air raid signals should be worked out in every detail.

Cooperation with Communications Board

XXVIII. Communications: Liaison should be completed with Defense Communications Board for immediate report on communication facilities available for civilian defense purposes. The use of ultra-high two-way voice radio is recommended for communication between bombing incident and control center; also for emergency point to point communication when line service fails.

XXIX. Bulletins and pamphlets: Copy for bulletins, pamphlets, and posters covering civilian defense should be prepared now so that it will be available for printing when necessary. It is strongly recommended that nonofficial publications relating to civilian defense should be discouraged.

XXX. Vital records: Consideration should be given to the duplicating and safe storing of vital records.

XXXI. Casualty bureau: One central casualty clearing bureau should be established for each local authority or municipality under control of the police for identifying and recording the injured and dead.

Finger printing found necessary

XXXII. Finger printing: Finger printing of entire population for identification of casualties is deemed necessary.

XXXIII. Office of Civilian Defense Attaché, U.S. Embassy, London: There should be a special attaché at the U.S. Embassy, London, representing the Office of Civilian Defense. This is necessary for the prompt reporting and exchanging of improved techniques in civilian defense.

XXXIV. Priorities: High priorities should be established for the purchase of supplies and equipment for civilian defense.

XXXV. Blackouts: Further study in conjunction with the military should be made as to the advisability of complete blackouts or lighting control, under war conditions.

Pamphlet describes working program for emergency medical service

The first of a series of pamphlets outlining medical provisions for civilian defense, designed for the organization of civilian medical field units, entitled "Emergency Medical Service for Civilian Defense" Bulletin No. 1, was issued August 27 by the Office of Civilian Defense.

English experience cited

In a foreword to the pamphlet, OCD Director, LaGuardia, quotes from a similar official bulletin issued in England in 1938, prior to the beginning of hostilities as follows:

"The need for these measures is not related to any belief that war is imminent. It arises from the fact that the risk of attack from the air, however remote it may be, is a risk that cannot be ignored, and because of preparations to minimize the consequences of attack from the air, cannot be improvised on the spur of the moment but must be made, if they are to be effective, in time of peace."

Mayor LaGuardia concludes his preface to the pamphlet as follows: "Whether or not we regard danger to the lives and property of our people as imminent, I would urge that immediate steps be taken to carry out these recommendations of the Office of Civilian Defense in every state along our seaboards and in industrial areas in the interior."

Medical field units hold fundamental

The pamphlet declares that providing for medical service to casualties through establishment of medical field units must be a fundamental part of the civilian defense program. The pamphlet describes in detail the basic organization plan of the Emergency Medical Service under the following subheadings:

1. Local Chief of Emergency Medical Service (responsible for coordinating all local emergency medical facilities.)

2. Local Medical Advisory Council on Civilian Defense (includes representation from the health department, hospital field, local Red Cross Chapter, and municipal and voluntary agencies).

3. Emergency Medical Field Units.

Under each subheading the functions of the several divisions are described in detail.

The pamphlet prescribes the personnel of the Emergency Field Unit, divided into squads on call for each 12 hour shift, including physicians, nurses, and nursing auxiliaries.

The squads are designed for communities varying in population from 25,000, 50,000 and 100,000.

Monthly drills urged

Under the heading, "Casualty Stations and First Aid Posts," the Bulletin describes the operation of these Emergency Medical Field Units as follows:

They respond promptly to the call of the control center and are dispatched from the nearest hospitals in ambulances or other vehicles. They establish Casualty Stations at certain predetermined sites in the vicinity of the disaster. For this purpose, the Chief of Emergency Medical Service will provide a spot map of the community on which is recorded the available sites for casualty stations.

From such casualty stations, teams of one or more physicians, nurses and auxiliaries may be split off for the purpose of establishing subsidiary First Aid Posts at other favorable sites.

"Rescue squads" and "stretcher teams" bring the injured out of the danger zone and conduct or transport them on stretchers to the casualty stations and first aid posts. The Bulletin emphasizes the necessity for field drills of these units at least once each month.

Evacuation hospitals

Under the heading "Base and Evacuation or Clearance Hospitals" the Bulletin outlines an inventory to be made by the Chief of Emergency Medical Service of hospitals, convalescent homes and other institutions within a radius of 50 or more miles of each locality. These may be required in the event of an emergency, to release hospital beds within the city.

Under the subheading "Transportation," the pamphlet describes essential means of transporting casualties in station wagons, trucks, ambulances, and passenger vehicles.

The pamphlet concludes with a description of first aid courses which have been revised by the OCD in collaboration with the American National Red Cross.

The pamphlet declares it is the purpose of this program to provide first aid instruction at first for 5 percent of the personnel of every factory, business establishment and Governmental department, who should comprise the "First Aid Corps" of their organization. From this group, instruction should spread to all other employees and into every home in the United States.
600,000 words of propaganda daily betray coming events to FCC's radio listeners

Created at the instigation of the Defense Communications Board, the Foreign Broadcast Monitoring Service of the Federal Communications Commission is now recording and reporting on foreign propaganda short-wave broadcasts from all quarters of the world.

Four listening posts tune in from 600,000 to 900,000 words from abroad daily. One at Portland, Oreg., concerns itself with Far Eastern broadcasts; another, at Kingsville, Tex., listens to Latin-American events; the third, at Santurce, Puerto Rico, watches Eastern European trends; while the fourth, at Guilford, Md., covers the rest of Europe and all of Africa and the Near East.

Work 24 hours a day

Working in three shifts, 24 hours of the day, a special force of technicians, translators, analysts, and other experts watches newscasts, talks, and even musical programs for intelligence and trends, which are speedily reported to Government officials responsible for counter-propaganda, or other action, if necessary.

The work of the Foreign Broadcast Monitoring Service indicates that all propaganda instigated abroad invariably first shows itself in broadcasts. Consequently it is necessary for our Government to have knowledge of the short wave "model."

At the same time, a considerable amount of news and intelligence information comes over the short wave which is not available from other sources, and which must be transmitted immediately to the proper Government officials. The value of short-wave sources increases as it becomes more difficult to obtain news from various countries by other means.

Broadcasts presage almost every move

Today almost every political, diplomatic, or military move is presaged by shifts in propaganda treatment. Consequently, through study of propaganda trends it is often possible to predict such moves. A new course in policy can be reflected in broadcasts long before it is announced officially, or rumored in the press. Indeed, the altered tone of certain foreign broadcasts gave the first indication that Germany was about to invade Russia, and that Japan intended to occupy Indo-China.

6,700,000 pounds of "pots and pans" already on way toward defense production

A total of 6,700,000 pounds of "pots and pans" donated in the Nation-wide defense aluminum collection by housewives has already moved toward defense production, it was announced August 27 by Production Director Biggers, OPM, and Civilian Defense Director LaGuardia.

This total represents 124 separate Government-directed allocations from concentration points to smelters having defense preference ratings.

OPM has received final reports from 7 States and the District of Columbia, and reports more than three-fourths complete from 10 additional States.

Enough for 2,800 fighting planes indicated

These results to date indicate an estimated average collection of nearly half a pound of scrap per occupied dwelling. This "per family" estimate projected on a Nation-wide basis indicates a national collection of nearly 14,000,000 pounds of "pots and pans."

OPM experts estimate that 14,000,000 pounds of scrap metal would yield about 10,500,000 pounds of aluminum.

OFFICE FOR EMERGENCY MANAGEMENT

WATIE COY, Liaison Officer

Central Administrative Services: Sidney Sherwood, Director.


Defense Communications Board: James Lawrence Fly, Chairman.

Defense Housing Division: G. F. Palmer, Coordinator.


Information Division: Robert W. Horton, Director.


Office of Scientific Research and Development: Dr. Vandeveer Bush, Director.

OFFICE OF PRODUCTION MANAGEMENT

WILLIAM S. KNUDSEN, Director General.

SIDNEY HILLMAN, Associate Director General.

Information Division: R. K. Lee, Counselor.


Office of the Coordinator of Inter-American Affairs: Nelson Rockefeller, Coordinator.

Office of Price Administration: Leon Henderson, Administrator.

Office of Work Administration: In charge of Harriet Elliott, Associate OPA Administrator.

Supply Priorities and Allocations Board: The Vice President of the United States, Chairman; Donald M. Nelson, Executive Director; The Secretary of War, The Secretary of the Navy, William S. Knudsen; Sidney Hillman; Harry Hopkins; Leon Henderson.

Transportation Division of the Advisory Commission: Ralph Budd, Commissioner.