

Truman to Ask Return of Meat Ration if Necessary

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might be necessary late in the year.

President Truman, in a statement declaring the world faces a food crisis which may be "the worst in modern times," yesterday ordered government agencies to draft emergency rules to cut consumption of wheat at home so that "mass starvation" abroad may be averted.

Three-Way Reductions

The cuts in American consumption will take three forms:

1. Millers will be required to convert a larger portion of each bushel of wheat into flour. This flour will be made in whole, two-thirds and one-third for export, home use and for other purposes. But it will take fewer bushels of wheat to meet American bread and pastry needs.

2. The use of wheat in making whiskey and beer will be forbidden. Also the use of other grains for these beverages will be restricted. There was no indication what effect this will have on current supplies.

3. Farmers will be asked to feed less wheat and other grains to livestock. Mr. Truman directed the Agriculture Department to develop programs designed to reduce livestock production until grain supplies become plentiful again.

Stocks Far Below Goals

The presidential action was made necessary largely by the fact that Americans—and American livestock—have eaten more wheat since the last harvest than the government had planned. This fact did not become known until recently, however, when a government survey showed stocks to be 61,000,000 bushels below what they should have been.

Now it is necessary for Americans to make up as much of this 61,000,000-bushel "deficit" as possible—by reducing consumption—if the country is to come anywhere near fulfilling its promises to hungry people abroad.

Food consumption in this country has been at record levels for months.

Earlier Marketing Foreseen

The prospective measures to cut

animal consumption of wheat and other grains are expected to result in earlier than normal marketing of hogs, cattle and poultry.

This earlier marketing in turn would make market supplies of meats and poultry larger in the weeks and months immediately ahead than if farmers could follow their present practice of holding animals until they had been fattened.

But once the animal numbers have been reduced to the size of the smaller feed supply, market supplies of meats and other animal products will decline. Meats production then can be increased again only after grain supplies have been replenished. And improvement in the domestic feed grain supply cannot come before this year's crops are harvested next fall.

That's where the possibility of future meat rationing enters in. A poor crop season would prevent re-expansion of livestock production until the next good feed crop.

PORTLAND, Feb. 7.—(AP)—Oregon feed manufacturers protested yesterday a proposed government order limiting the amount of wheat in mixed feed.

Leon S. Jackson, manager of the Oregon Feed and Seed Dealers Association, telegraphed Senator Guv. Cordon that the cutback would bankrupt the poultry and livestock industries here.

The proposal would restrict use of wheat to 25 per cent of the amount used by manufacturers last December and January. Jackson contended that wheat is the only feed grain available here.

LONDON, Feb. 7.—(AP)—Britain may be forced to ration bread—a measure avoided even in the darkest days of the war—unless wheat consumption is greatly decreased, says Food Minister Smith.

Meanwhile, Smith informed Britons their bread will revert to the dark type they ate during the war years.

He took to the radio to urge the people to "save every scrap of bread," and Agriculture Minister Williams called on all Britons to spade up their backyards again and plant gardens to help feed themselves.

Smith said reduced livestock feed also would mean lowered British supplies of bacon, poultry and eggs and declared consumption of fats would be reduced by lopping an ounce off every person's weekly ration of lard.

Safety Valentine

CHICAGO, Feb. 7.—(AP)—The National Safety Council, inspired by the comic Valentine spirit, offered odes to guilty motorists in its campaign to reduce the traffic toll.

One, to "Suicide Sam," read: "You speed-crazy fiend, you would still end up dead. If the tread on your tires was as thick as your head."

Yamashita Death Edict Upheld by Gen. MacArthur

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reviewed by the supreme Allied commander.

Fate of the calm, shaven-headed Japanese general was left in MacArthur's hands after the Philippines Supreme Court refused to transfer the case from military to civil jurisdiction, and the U. S. Supreme Court last Monday upheld the death sentence.

Scathing Denunciation

MacArthur, in final review of the case, against the foe who ignominiously failed to prevent his triumphant return to the Philippines, delivered this scathing denunciation of Yamashita:

"It is not easy for me to pass judgment upon a defeated adversary in a major campaign. I have reviewed the proceedings in vain search for some mitigating circumstances on his behalf. I can find none.

"Barely has so cruel and wanton a record been spread to the public gaze.

"This officer... has failed his duty to his troops, to his country, to his enemy and to mankind. He has failed utterly his soldier's faith. The transgressions... are a stain upon civilization and constitute a memory of shame and dishonor that can never be forgotten."

Gen. Homma Asks High Court to Halt His Trial

WASHINGTON, Feb. 7.—(AP)—Lt. Gen. Masaharu Homma, Japanese war leader charged with the Bataan death march, today asked the Supreme Court to halt his trial before an American military commission in Manila.

Homma also asked the high tribunal, by airmail, that he be taken out of the hands of the military and that the Supreme Court review a refusal by the Philippine Supreme Court to grant him a writ of habeas corpus.

The general's petitions were placed in the mail in Manila late in January, while the Supreme Court was considering similar petitions filed by Japanese General Yamashita, who is under death sentence as a war criminal.

The high tribunal last Monday rejected all of Yamashita's contentions.

Traffic Snarl Worse In Columbia Gorge

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Milwaukee railroad reported trains 15 to 18 hours behind time. The Union Pacific's limited into Portland from the east were being routed over tracks on the Washington state side of the Columbia round the earth slide near here.

Telephone calls to eastern points were subject to delays of nine hours and four to five hours to California cities because of a

break in the regional cable pass-line near the mountain slide.

Three Bodies Sought

Coast Guard patrols continued their search for three still missing near Grays Harbor, Wash. Two bodies were washed ashore late Tuesday in the storm after two small craft were battered by rain and wind. Four of those believed dead are Coast Guard servicemen.

The Liberty ship Henry Austin, in distress off the Oregon shore in Tuesday's gale, reported it was nearing the Columbia river bar, but would need aid in getting into the river channel.

Military Runs Tugboats; N. Y. on Emergency Basis

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bulldozers were ordered to be kept no higher than 60 degrees except in bulldozers devoted to the care of the sick and infirm.

Fatal Shooting Probed

Elsewhere along the nation's labor front, Illinois law enforcement authorities investigated the slaying yesterday in Gridley, Ill., of two tickets and wounding of three others in a shooting on the strike-bound Toledo, Peoria and Western Railroad. The shooting marked the first violent deaths attributed to labor disputes in the post-war period.

Four men, identified by police as special agents for the railroad which has been struck by 13 Railroad Brotherhoods since last Oct. 1, were held in jail in Bloomington, Ill., for further questioning.

Meanwhile, there were no immediate indications of settlement of the country's major labor disputes—the strike in the steel industry and the General Motors walkout.

Crews Battling Snows On Oregon's Highways

SALEM, Ore., Feb. 7.—(AP)—State highway crews, battling the heaviest snows in years, succeeded today in reopening the Willamette Highway, trans-Cascade route from Eugene to Klamath Falls, and they hoped to have the North Santiam Highway, cross-mountain road from Salem to Bend, reopened some time today. The South Santiam was still closed today by a slide at upper Soda.

Travel from Eastern to Western Oregon was hazardous. There was heavy, packed snow on the Wapinitia cut-off in the north, as well on the Green Springs Highway in the south. Chains are required on all the mountain routes.

House Passes Case Strike Control Measure

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of their rights and promote industrial discord.

But when the test votes came, about all they accomplished was slight modification of the provisions applying to court injunctions.

Rep. Case, author of the bill, told a reporter he believed the many amendments adopted improved the bill without changing its basic policy.

Goals to Newcastle

ST. PAUL, Minn., Feb. 7.—(AP)—Jack Fly, a salesman for an electric supply company, has been assigned a new territory—selling refrigerators to Eskimos. "It gets cold in St. Paul, too," said Fly as he prepared to take over his Alaska sales territory, "and people here buy refrigerators."

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The inside story of Union Oil's air wells



1. If you're over 21 you'll remember that back in 1932 nearly everyone made two stops at a service station. First you drove up to the pump island for gas, oil and water. Then you pulled over to the edge of the lot and got air. No one thought this was particularly unhandy.



2. It certainly beat pumping up tires by hand. But in 1933 Union Oil's service station department got an idea—why not sink the air and water hoses on drums in wells under the pump island? Then the customer could get everything in one spot.



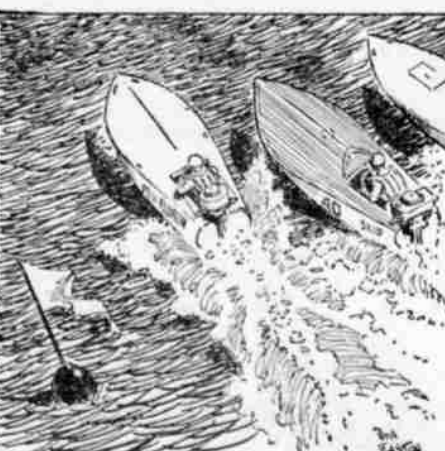
3. To test the idea, experimental rigs were installed in several stations. The customers loved them. Air and water wells were not only convenient, they saved a good deal of time. Consequently, during 1934 all Union Oil stations were changed over to this type of equipment.



4. Now this change-over cost us a lot of money. In fact, "minor improvements" such as this have raised the cost of service stations from about \$1000 each in 1920 to \$21,000 today. But we had one compelling reason for spending it—competition. We knew that if we could put out even a little bit better service than our competitors we could get more customers.



5. If the oil industry had been a monopoly—private or governmental—we probably would have saved the money and let well enough alone. There's no need to go after more customers when you already have them all. But, thanks to competition, we didn't. And today practically every Pacific Coast service station has followed suit.



6. The moral? Simply this: So long as there's room for improvement in an industry, the only way you can guarantee maximum progress is to have an economic system that guarantees maximum incentives. Our American system, with its free competition, provides these to a degree no other system has ever approached.

This series, sponsored by the people of Union Oil Company, is dedicated to a discussion of how and why American business functions. We hope you'll feel free to send in any suggestions or criticisms you have to offer. Write: The President, Union Oil Company, Union Oil Bldg., Los Angeles 14, Calif.
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