

Washington, D. C., April 23.—There is no slowdown in the northwest of the maritime commission shipbuilding program, but the results are not as satisfactory on the east coast. The high command, which made a report on the war program and what is required, figured on an army of five million to invade Germany through some spot in Europe as yet undecided. To transport this army (more than twice the size of the army sent to Europe in the first world war) it was estimated that seven million tons of shipping, or 1,000 ships, would be required for a period of over one year and that to maintain such a force in the theater of operations about ten million tons, or 1,500 ships, would be required. This would mean 2,500 ships on the Atlantic to transport the men and keep them supplied. The report was made prior to Pearl Harbor and no estimate of ships for the Pacific theater was included.

There has, apparently, been no change in the chief objective—land forces to wipe out Hitler—but the big offensive was not planned to be under way before July, 1943. The ships under contract for the maritime commission are not sufficient for the Atlantic and Pacific, and Rep. Martin Smith of Washington is insisting that wooden vessels be built to relieve the shortage of steel plates, observing that a wooden ship, if torpedoed, will not sink as quickly as a steel boat.

War production board is figuring on some way to have the general public surrender scrap rubber. Junk dealers (those in the northwest must ship to Los Angeles) say the price they receive does not justify them in going around to homes to collect old hot water bottles, broken garden hose, discarded rubbers, rubber boots, raincoats, etc. WPB knows that there are a million old tires knocking around in private garages and has the idea that owners of passenger cars are hoarding these in anticipation of the time when they can be re-capped. However, it is denied that private car owners are hoarding this scrap nor are they hopeful of having the tires re-capped, but they are not inclined to sell to a junk dealer for a dime, and the junk men are not inclined to make a house-to-house canvass.

For the present private passenger cars have all the tires they had when the office of price administration cracked down. It is hinted that later orders will be issued that no private car owner may have more than five tires, and still later the spare tires may be confiscated. The confiscation is in prospect.

Some of the starry-eyed economists are hinting that there should be complete rationing of food, clothing and commodities on the Pacific coast and the Atlantic coast. The interior states would not be disturbed. While it does not make sense, the argument for rationing on the two coasts is that those areas are targets for the enemy. There is, however, a serious proposal to ration certain articles later this year, but the rationing will be nationwide and not confined to the coasts. Items considered are coffee and soap. Plenty of coffee in South America but no ships are available to bring the beans to the United States.

Wool growers of the sheep states may be interested to learn that one of the advisors of WPB on wool draws \$120,000 a year from his company in Boston and serves the government at \$1 a year. A witness before a senate committee declared that this man announced he was in the national capital to represent his company and the wool industry. Wool is gradually disappearing from civilian clothing as the government requires all the wool in sight for the army. Western woolen mills

have been making shoddy for months at government request.

At a conference of military leaders and forest service officials it was decided that \$8,000,000 was required as a minimum for emergency fire-fighting work in the forests. Taking into consideration the requirements for Douglas fir and pine forests, \$18,000,000 was recommended for the entire nation. When the bill came through the house the fund for the whole nation had been slashed to \$2,000,000. In the meantime a total of \$100,000,000 had been voted for fire protection of towns in danger zones. The disparity is

such that a strong effort is being made before a sub-committee of the senate and it is argued that the \$8,000,000 originally requested for the western states be restored. Two sources of forest fires are regarded as very dangerous now. An organized force of saboteurs could set fires right and left. By incendiary bombing light incendiary bombs could be scattered for miles within a few minutes. Best authorities in the west have explained this to administration leaders, but so far without result.

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Pumping Equipment Allocated Farmers

Farmers of Oregon and other Pacific coast states who depend on pumping equipment to supply irrigation water for crops have now been assured quotas for such equipment under a revised war production board order which recognizes for the first time that pumping equipment is essential. Notification of this change has just been received by F. E. Price, assistant dean of agriculture at Oregon State college, who spent some time in Washington with other western representatives

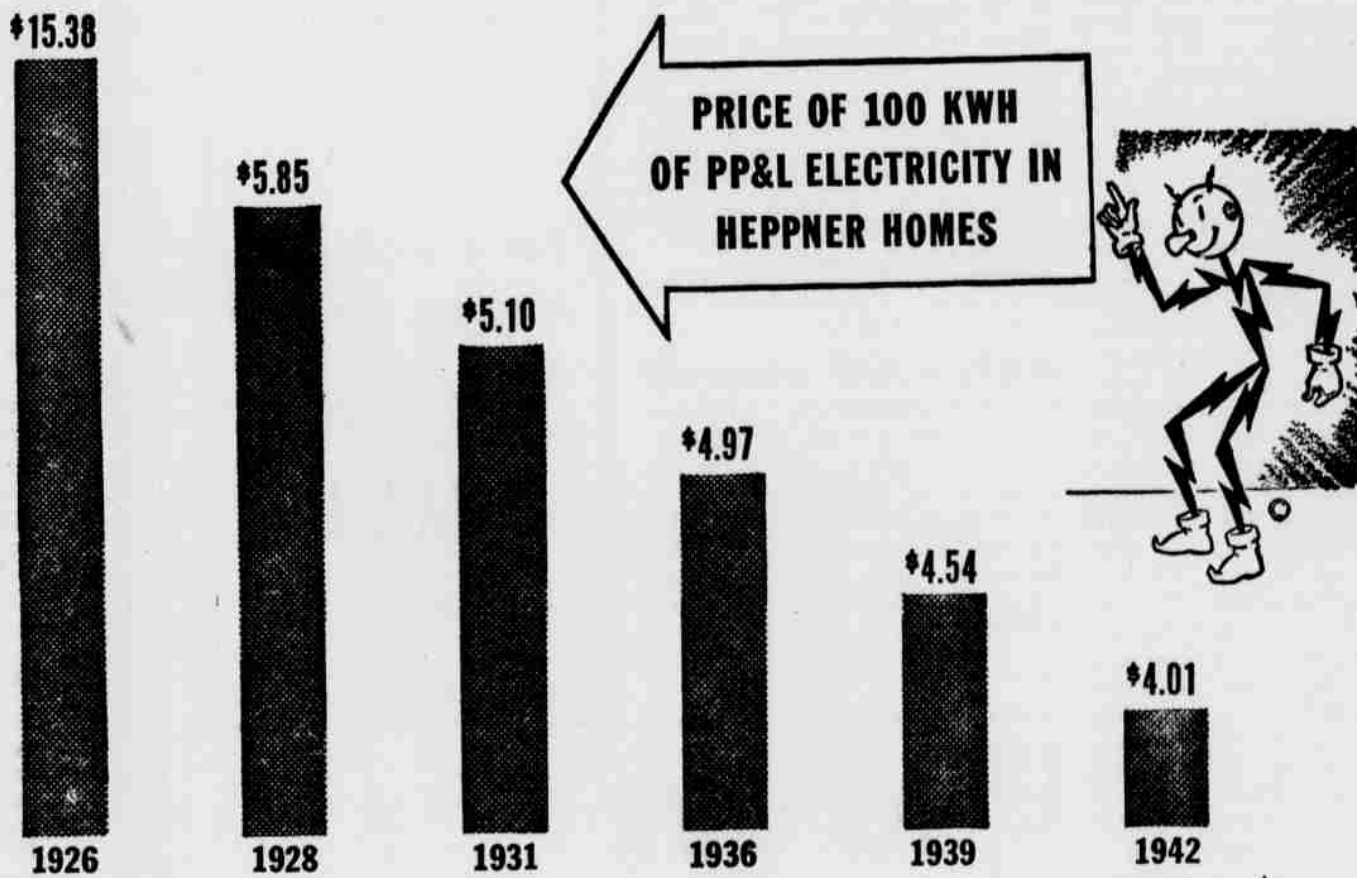
urging priorities for irrigation pumping equipment.

Paul L. Henry, chief of the farm machinery section in the office of agricultural defense relationships, expressed his appreciation for Price's efforts in behalf of the change, saying it was a vital factor in the struggle to win recognition for the pressing needs of irrigation farmers.

Irrigation equipment assigned quotas, ranging from 50 to 132 per cent, include turbine pumps of the smaller sizes and repair parts, centrifugal pumps and repair parts, electric motors for irrigation pumps, and distribution equipment with repair parts.



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