

AMERICANS TOLD FOOD SITUATION TO GROW WORSE

Economic Problems of Europe "Extremely Serious" as World Crisis Arises.

United Press Correspondent Washington, May 2.—(U.P.)—Americans were told bluntly and without equivocation today that they face a new battle against hunger on which the future peace of the world may well depend.

A bleak picture of the starvation facing Europe and the leaner fare awaiting this nation was coupled with an appeal for more production and a united front on the new world economic crisis that has arisen with the approach of the end of the European war.

Problems Serious

Here are the developments that brought out the full nature of the seriousness of the world food situation:

1. Judge Samuel I. Rosenman who made a tour of liberated areas of northwest Europe at the direction of the late President Roosevelt, told President Truman that the economic problems of those areas are "extremely serious."

He said a "realistic appraisal" indicated that the U. S. will have the task of providing a "substantial share" of most civilian supplies including food, and urged a widespread campaign to acquaint the people with the gravity of the situation and the need for reduced food rations here to meet our "responsibilities."

Requirements High

2. American, Canadian and British food officials, who have been conferring here on joint problems, declared in a statement that United Nations requirements are higher this year and supplies lower than they have been before and that the problem will extend into 1946.

Describing the food problem as "another common struggle which must be won," the officials said, "either the United Nations must find the answers . . . or millions of persons throughout the world will meet disillusionment and disappointment in the wake of victory."

To Grow Worse

3. Sen. Burton K. Wheeler, D., Mont., a member of the senate committee investigating this country's food situation, said he had been told matters in Europe are so desperate that 1,500,000 persons may starve to death this year. He said the food situation here will grow worse before it gets better.

4. Chairman Leo T. Crowley of the U. S. committee on foreign shipments reported that American civilians will get less food this year than they did last, but promised a "decent American diet" will be maintained. He said military requirements would go up from 13 to 16 per cent of total supplies, and U. S. food production would be 5 to 10 per cent less than last year.

Sugar Rations Cut

5. Three government agencies announced a one-third cut in U. S. civilian sugar allotments.

On the positive side, the house yesterday passed and sent to the senate a bill authorizing United States participation in the United Nations food and agriculture organization, the FAO, designed to provide for international exchange of ideas on food with the goal of sufficient food for all peoples, will go into operation when the bill becomes law.

In addition to food Rosenman also stressed fuel and transportation shortages. He said it would be impossible to meet "even minimum" coal needs for a year or more after V-E day. The U. S. should figure out how much it can supply to Europe, Rosenman declared, "for the lack of coal is of gravest political and economic concern."

RAILROADS PLAN NEW EQUIPMENT IN POSTWAR BID

Chicago — (U.P.) — A lounge car which can be transformed into a night club and movie theater is one of the aces with which American railroads plan to bid for a bigger share in postwar travel business.

The railroads, under wartime conditions, have acquired a volume of passenger traffic they never had before. With a lot of their equipment needing replacement and the money on hand with which to do it, the railroads have an unprecedented chance to hold this new wartime business and to get more of it when peace comes.

The airlines and new types of bus services are all set to offer the railroads stiff competition. To meet it, the railroads must give better service and more comfort than ever before and do it without big increases in fares.

Music and Dancing

New equipment which provides such service is the answer. Post-war patrons using the new lounge car will find a forward half with a cocktail bar and soft cushion seats. At night the seats will be folded against the wall, clearing a 9-by-20 foot floor for dancing. Music will be provided from a concealed phonograph or radio in the car center.

During the day the rear half will be a luxurious observation lounge. After dark, the chairs can be swung inward into rows facing the center of the car for movies projected from the rear to a screen in front.

Another post-war item is the day-night coach with a completely new type of seat which its designers say will give unprecedented restfulness during the day and the semi-privacy of a chaise longue at night.

Another is a diner designed to do away with the difficulties which now beset the travelers at the train table. This new diner has a diagonal seating arrangement which permits users to enter or leave their seats without disturbing those around them.

A three-decker coach is in the works too. This job will seat 112

One of Last Photos Made of Ernie Pyle



Ernie Pyle (center foreground), Scripps-Howard columnist and one of the most famous correspondents to cover this war, is pictured here shortly before he was killed in action talking to Marine Pvt. J. P. Murray (right), Winthrop, Mass., on Okinawa. Pyle later met his death during invasion of little island of Ie, off Okinawa.

passengers on three separate levels. It has card racks and multiple washrooms. Two new kinds of sleeping cars include a duplex roomette and a three-tier sleeper. The former is a car of 24 individual rooms, each with private toilet and washing facilities. The three-tier sleeper is designed to cut the cost of sleeping accommodations sharply.

These new ideas in travel comfort have been worked out by designers for the Pullman-Standard Car Manufacturing Co., the biggest train car builders in the field. The company says it has shown blue-prints, models and designs to hundreds of railroad officials and already has some orders. None of these will be filled until the company can convert its plants from war production.

These postwar improvements are not confined to new types of car arrangements. Company engineers have designed a new method of handling baggage that will relieve the passenger of most of his worries. Central storage on the train with the loading and unloading through the side of the car promises to eliminate the usual jam at train stops as passengers hunt and shove their

way through other people's luggage in a hasty search for their own.

Better insulation and air conditioning will seal out noises and increase comfort, company officials say. A new type of truck will cut down car sway at high speeds and give a smoother ride. Electrically controlled brakes will stop the train of tomorrow more gently, and more swiftly than now.

Amazon River To Be Lecture Theme At Advent Church

A lecture entitled "Life on the Amazon" will be given by L. B. Halliwell at the Seventh-Day Adventist church, Edwards and Beatty streets, Thursday at 8 p.m. It was announced today. Halliwell has just returned after 14 years sailing on the Amazon river.

He has charge of a fleet of six launches whose duty it is to carry aid to sick and wounded persons living in the vast region

which is reached only by the Amazon and its tributaries. The lecture will be supplemented by screen pictures.

According to those who have heard the lecture and seen the pictures, it is described as not only interesting but educational as well. There will be no admission charge or collection and the public is invited to hear the lecture.

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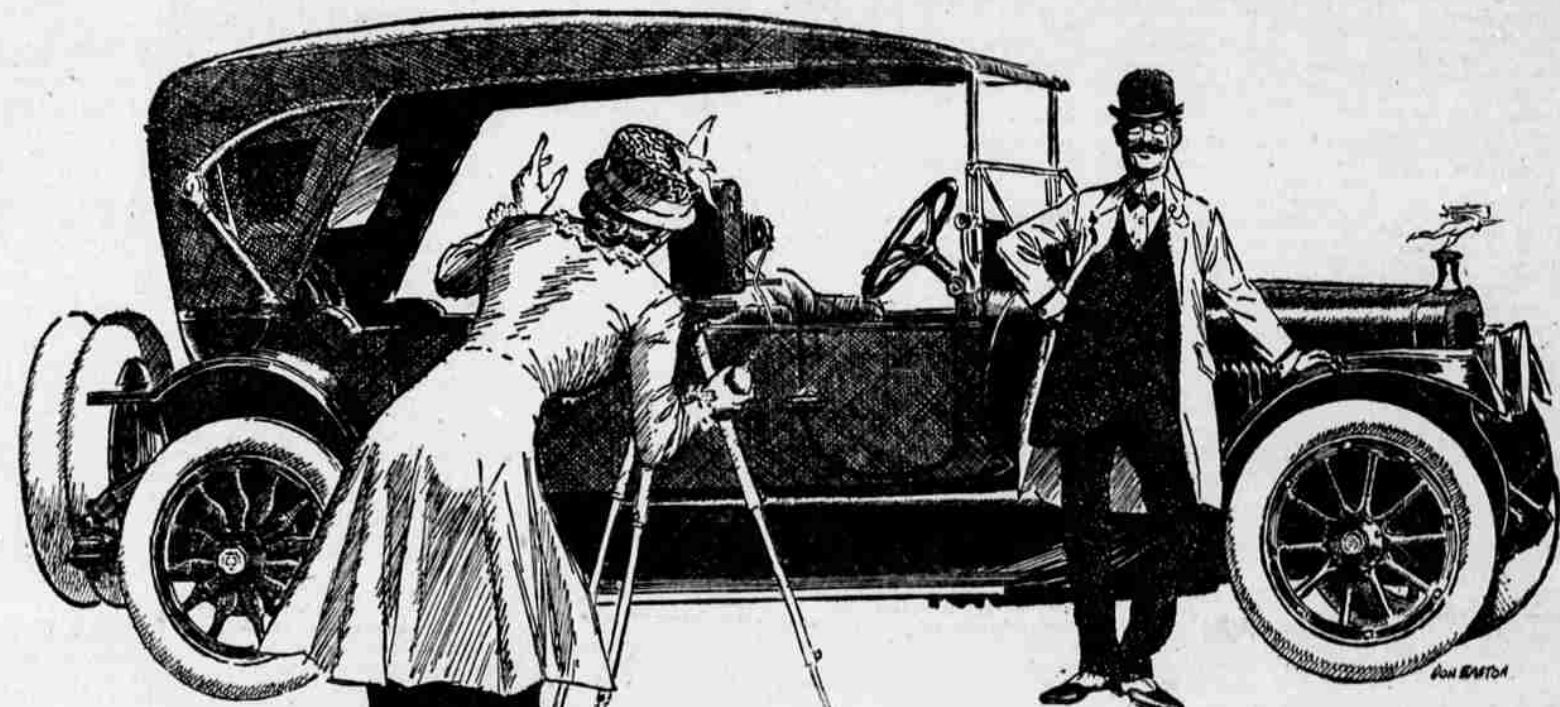
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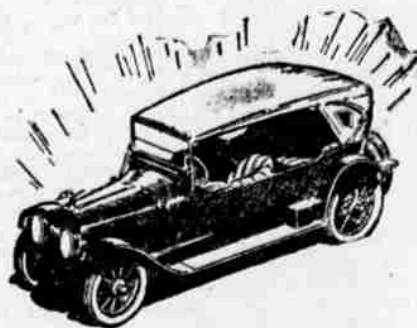
Separate the roosters from the pullets as soon as you can and feed the roosters our Broiler Mash (\$3.30 per 100) once a day as a wet mash, mixed with milk if possible. Keep the higher protein Broiler Pellets (\$3.60 per 100) before the roosters all the time.

After eight weeks old feed your pullets Vitamelk Growing Pullet Mash (\$3.50 per 100) until ready to lay. Then keep Vitamelk Laying Mash (\$3.50 per 100) before the hens all the time. Give them Vitamelk Laying Pellets once a day, and Scratch Grains (\$3.00 per 100) in the evening.

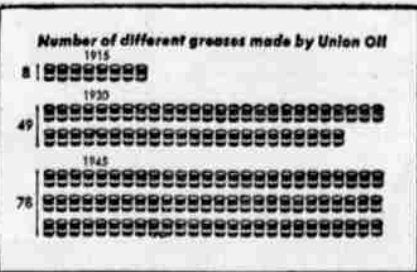
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2. Today, Union Oil makes 78 different greases for industry instead of 8! And their quality is equally superior. This doesn't mean the car manufacturers and ourselves weren't doing the best we knew how in 1915. But it does prove the value of competition.
3. After all, people were quite satisfied with 1915 automobiles and greases—in 1915. If no improvements had been introduced we'd be satisfied with them today. For we'd know of nothing better to compare them with. But fortunately the manufacturers weren't satisfied. Not that they were any more idealistic than the average citizen.



4. But each one knew that if he could put out a little bit better product than his competitors, he could get more business. So they all kept racking their brains for improvements. Progress, from year to year, was gradual—as it always is. But in 30 years, these combined improvements made a phenomenal total.
5. As a result, the American oil and automotive industries today have completely outstripped the rest of the world. No monopoly—private or governmental—could have accomplished as much. For there simply aren't the incentives to better your product when you already control all the trade.
6. So as long as there's still room for improvement in an industry, the only way to guarantee maximum progress is to have an economic system that guarantees maximum incentives. Our American system provides these to a degree no other system has ever approached.

UNION OIL COMPANY OF CALIFORNIA

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 Co., Union Oil Bldg., Los Angeles 14, Calif.

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