

RUMOR CLAIMS INCREASE IN MEAT RATIONS

WASHINGTON, July 14 (AP)—D. C. Speaker disclosed today that the office of price administration (OPA) is developing a plan designed to bring about a major increase in civilian meat rations.

Speaker, unofficial but authoritative capital spokesman, declared the plan has influential backing within OPA, but it has not yet been adopted officially and it still must hurdle the highly controversial issue of putting price ceilings on live hogs and cattle.

"OPA officials claim they can bring enough meat to market to increase rations by regulating livestock prices," D. C. said, "but congressional farm spokesmen, the meat packing industry and the livestock raisers all say it can't be done. The can't be done people made their position clear in a series of hearings held by OPA a few months ago."

Speaker said the plan hasn't been developed far enough to indicate just how much more meat might become available to civilians, but here is the keynote of the idea, as he put it:

"To get huge additional amounts of beef into the packing houses by removing the speculative incentive now keeping many farmers and ranchers from sending their cattle to market."

"OPA wants to increase meat rations—as soon as they can assure the meat supply," he said, "primarily to destroy the black market and other illicit activities in the meat field."

SPEAKER TELLS OF LIFE IN JAP CAMP

Howard D. Hannaford, who has spent six and a half months in a Japanese concentration camp and who was in Tokyo at the time of the Doolittle bombing raid, is to speak at the Community Congregational church, Garden and Martin streets, on Thursday, July 15, at 8 p. m. The public is cordially invited to attend.

Mr. and Mrs. Hannaford were among the passengers on the Asama Maru which took the first Americans out of Japan after "Pearl Harbor." The Asama Maru took them to Lourenco Marques in Portuguese, East Africa, where they sailed for America on the ship Gripsoholm.

Mr. Hannaford in his winsome and winning way will tell of their experiences during those trying months. He is well qualified to speak about Japan and the Japanese people for he lived in Japan for 26 years.

SAW NEW JERSEY FIRST

First white man to have sighted the shores of New Jersey is said to have been Giovanni da Verrazano, Florentine navigator sailing in the employ of the king of France, nearly 100 years before the Dutch, under Henry Hudson, sailed up the river bearing his name.

Granddaughter Born to 'Ark of Juneau' Owners

JUNEAU, Alaska, July 14 (AP)—Mr. and Mrs. Paul Satko, who sailed their unwieldy home-made boat, the "Ark of Juneau," to Alaska despite weather and official protests, now are grandparents.

A seven pound daughter was born Sunday to Staff Sgt. and Mrs. W. S. Brown, son-in-law and daughter of the Satkos. Brown is a native Alaskan who was in the Alaska national guard before it was incorporated into the regular army.

Satko, spurred by the need for food in the war effort, now operates the largest garden plot in southeastern Alaska—20 acres.

MATERIAL SHORTAGE LIMITS BAG MAKING

Because of shortages in materials for all kinds of luggage, only a limited number of bags may now be made to supply the needs of service men as well as civilians. Seven types of bags, limited in size, are being produced. They are furlough bags, overnight cases, non-fitted Pullman cases, tray Pullman cases, men's wardrobe bags, and foot lockers. Physician's bags, sample cases and sample trunks, unlimited as to size, will be made also.

Metals and leather may be used only where necessary on each bag. Iron and steel, but no other metals, may be used for locks, handle rings, bolts and various types of fasteners. No slide fasteners are permitted.

Leather is used only for handles and reinforcements at points of wear, such as corners, bindings, welts and closings. The body of the bag is made of canvas, cotton duck, and other fabrics.

Harrison Takes Over 'Hot Seat' in Gas Rationing

WASHINGTON, July 13 (AP)—Richard E. Harrison, New York businessman, Tuesday took over the "hot seat" in the gasoline rationing branch of the office of price administration (OPA). He succeeds John B. Richards, who has entered the navy.

Madge Bellamy Files for Divorce

LAS VEGAS, Nev., July 14 (AP)—Albert Stanwood Murphy, San Francisco lumber magnate, has been named defendant in a divorce action filed here by Madge Bellamy, former screen actress.

Miss Bellamy, who fired three shots at Murphy several months ago, filed the action yesterday under the name of Marguerite Philpott Murphy. She asked alimony and division of community property valued in the complaint at more than \$3,000,000.

If you want to sell it—phone The Herald and News "want-ads," 3124.



The INSIDE Story . . . of this year's Fuel Oil Rationing

Fuel Oil in the Battle of Supply

Today's headlines hardly mention FUEL OIL. They talk of convoys crossing the Pacific, of our troops, of all-out fighting and winning alongside our Allies—taking a continent back from the Axis. BUT—that's the OUTSIDE story.

Here's the INSIDE story. Hundreds of ships were in those convoys—ships run on fuel oil. Hundreds of engines drove and flew our troops against the enemy—tanks and planes fueled with petroleum products. Africa was taken—fuel oil was one of the most vital weapons in the campaign. American fuel oil helping to win the war.

The inside story of Fuel Oil Rationing is largely this one fact. We are fighting with oil. We are winning on oil. In order to keep on winning, we have adopted a new and simplified Fuel Oil Rationing Program.

Fuel Oil Behind the Front and at the Front—Fighting

Fuel oil has also been enlisted in the nation's service BEHIND THE FRONT LINES. In war industry, it is used to temper steel, to run engines, to lubricate machinery. It's a weapon of war—helping to turn out other weapons.

Those other weapons could not have been forged without fuel oil. When they are in combat against the Axis, they STILL depend on fuel oil. For example, fuel oil helped to build the destroyer—and

This Is What You Need to Do!

1. When your ration coupons arrive, if you have storage capacity of 150 gal. or more, ORDER YOUR OIL! The balance of last year's coupons can be used—in addition; one-third of your new coupons can be used for this purpose, too.
2. Oil that we have MUST be conserved. This ration is all you will get. No hardship cases will be allowed. But your fair share of fuel oil will probably not provide enough heat to keep you warm. So —
3. Prepare now to make the most of the heat your oil will generate. Have your oil burner checked and cleaned — and INSULATE! Put insulation material over your ceiling, install storm window and doors, seal all cracks by weather stripping.
4. Provide auxiliary heat with a stove or fireplace, and lay in a supply of WOOD or COAL.

Just one Flying Fortress uses 400 gallons of 100-octane gasoline AN HOUR.

Just one Army transport loaded with troops and equipment uses 33,000 gallons of fuel a day.

fuel oil is running that destroyer today. In modern warfare the amounts of fuel oil consumed daily are almost fantastic.

Remember that gas and oil are both petroleum products, both transported the same way, both vital in the same war machinery. Try to imagine the huge amounts of gas and oil consumed by an ARMORED Division in one day's combat—when a single mechanized INFANTRY Division uses vehicles with a combined horsepower of 400,000

Fuel Oil Rationing—And You and Your Share

Planes, tanks, and ships, must get the full amounts of fuel oil they need to fight with. War industry must get all it needs to work with. What's left over is fairly divided at home by rationing. A simple plan assures you that you CAN get your fair share. More than that, it means that our war requirements have been taken care of first. As they should be, of course.

Your share of fuel oil means also your share of heat or light in your house or power for your farm machinery. The Fuel Oil Rationing Plan assures you that you can buy your fair share of this essential commodity. This plan makes it EASY FOR YOU to get ready for winter weather.

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