



# RANGER TIMES

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## USA—Utmost Speed Ahead

Up in Cambridge, Mass., employees of the General Radio Co. have coined the slogan "U-tmost S-peed A-head."

In Chattanooga, Tenn., workmen urge their fellows in the Combustion Engineering Co. plant to "Pass the Schedule, Not the Buck."

"Bullets, not Bull," crack the Cramer Posture Chair Co. men out in Kansas City. And "Dam the Bottlenecks—Let's Fill the Bombracks," shouts duPont's Morgantown, W. Va., crew.

These aren't just smart slogans. They are sincere expressions of the spirit with which most American workmen are replying to the production crisis.

It is easy to sit comfortably on the sidelines and cheer. Puns and wise cracks sometimes are the resource of those who can't produce. But these and hundreds of equally apt catchphrases have come from the hearts of men who, since June of 1939, have helped to multiply our war goods output almost 12 times.

We used to grin wryly at the camouflage expression "goods made or on order." We knew that most of them were "on order," and that painfully few were ready for use against Hitler.

Now "munitions"—the all-embracing term covering planes, ship, tanks, guns, ammunition and field equipment—are pouring out of factories at the rate of more than \$140,000,000 worth a day—twice as fast as when the Japs struck Pearl Harbor.

In June of 1939 only 224 military and commercial transport planes were built in this country. Last May we produced almost 4000 and in June presumably more.

We are turning out artillery and anti-tank guns at the rate of 2000 a month, machine guns more than 50,000 per month, submachine guns better than 55,000 a month.

Last May we built more than 1500 tanks. In July we delivered 71 cargo ships averaging 10,000 tons each.

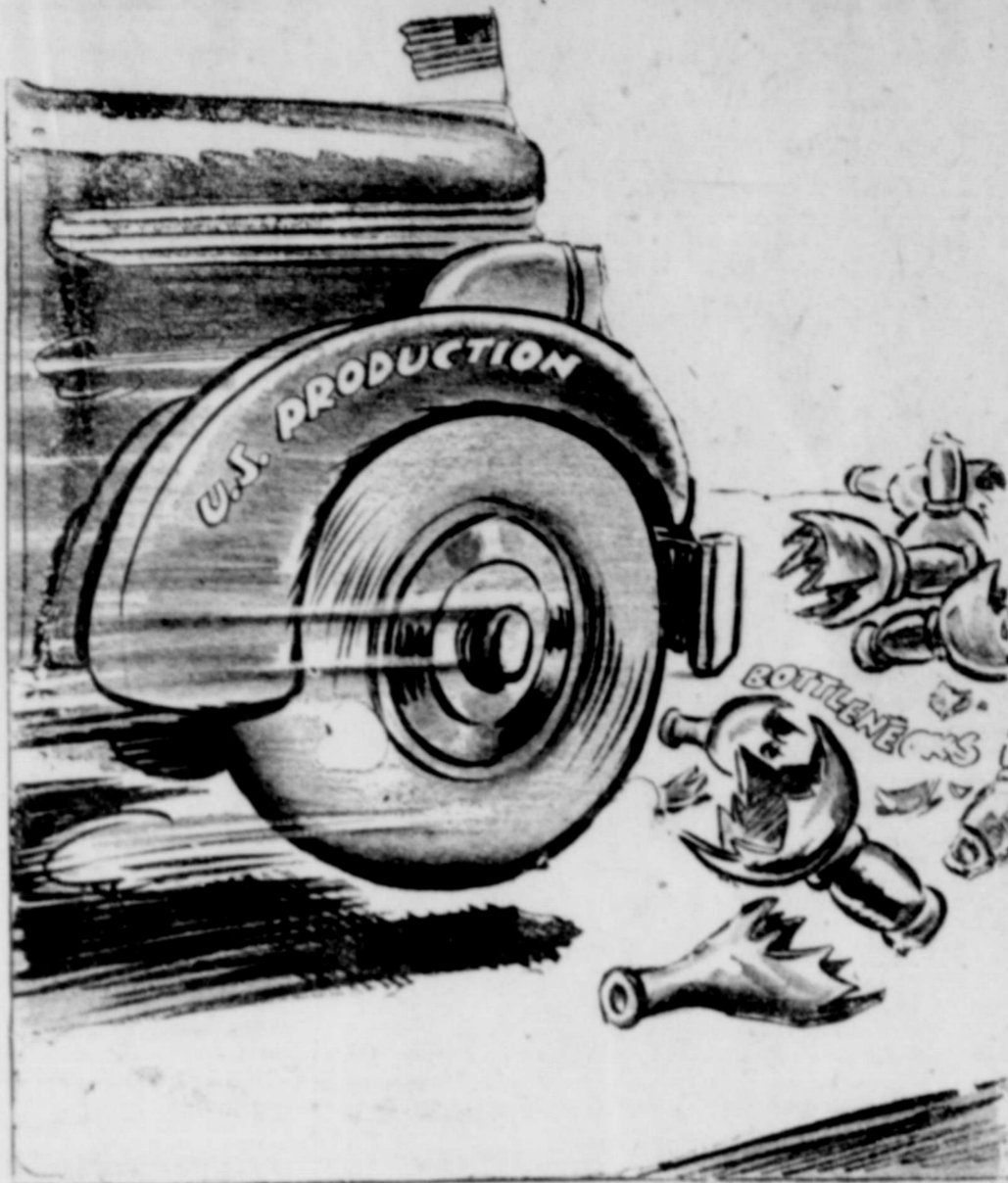
We can be proud of these figures. They represent a manufacturing achievement such as no nation in history ever before realized and no nation could achieve.

Yet Donald Nelson, telling of them, warns that "too much boasting about production progress is premature. The biggest part of the job is still ahead."

That is because we started so late, so slowly, so uncertainly.

It is also because in our mad rush, our factories have caught up with the limited supply of raw materials and, for practical purposes, we must stop expanding just when the need for expansion is most acute.

## The Race Against Time



## Sheet Mills Now Turn Out Rolled Plates For War

GARY, Ind. (UP)—The sheet and tin mills of Gary, one of the world's largest steel centers, are being converted to war manufacturers and at the same time are making additional manpower available to the united nation's armed services.

The new products, mostly rolled plates, do not require so many men, and many jobs have been eliminated. Patriotic workers are finding good demand for their technical skills in the Army Navy Marines and Coast Guard.

Peacetime products of the sheet and tin mills were sheets for the automobile industry and tin plate for the container factories.

The sheet mills, especially the Carnegie-Illinois 80-inch hot strip mill, now are turning out rolled plates. This step until recently was considered impossible.

The bulk of the rolled plate now being produced by the sheet and tin mills is being used by the shipping industries, helping the all-important U. S. merchant marine.

Some of the plate goes into the manufacture of steel freight cars, important to home transportation.

The number of jobs has been reduced because plate production does not require the complicated finished operations of sheet and tin plate production. The tempering, pickling and cold reduction processes virtually have been eliminated.

Despite the short halts caused by the change, most of the Gary steel mills have been operating at between 95 per cent and 105 per cent of normal capacity since the war began.

BY PETER EDSON  
NEA Service Washington Correspondent

THE coming, almost inevitable crisis in fuel oil for the 17 seaboard states is going to make all past crises on price control, wage control, gas rationing, sugar rationing and synthetic production look like Sunday school picnics. This may sound like a lot of alarmist spreading of the old confusion, but it can probably be traced back to the one fundamental difficulty experienced with every phase of the war effort that has gone wrong—too many conflicting agencies trying to run things, too much division of authority. In a town so full of co-ordinators and liaison officers that they're easier to count yourself to sleep with than sheep, there is no one in clear, undisputed control of this fuel oil problem, so the prospect, are excellent that this, like every other administrative conflict, will eventually have to be rolled back to the President for solution.



Edson

Currently, five government agencies have their fingers in the fuel oil barrel, not counting the Army, the Navy and the lend-lease administration who have first call on all petroleum products.

First is the War Production Board—Donald Nelson & Co.—which is supposed to issue directives to other agencies, telling them what to do about any given shortage or critical material.

Second is the Office of Price Administration—Leon Henderson & Co.—which has the power not only to set the price on fuel oil, but also to ration it.

Third is the Office of Defense Transportation—Joseph B. Eastman & Co.—charged with moving fuel oil as well as everything else when and where it is needed, to the best of its ability.

FOURTH is the Defense Supplies Corporation in the Reconstruction Finance setup—Uncle Jesse Jones & Co. This is the only outfit with any money and therefore the only one that can consider paying subsidies to oil dealers to reimburse them for losses incurred when they have to pay higher transportation costs to get oil by rail into the eastern seaboard area so as to sell it below maximum prices set by the Office of Price Administration.

Fifth and finally there is the Office of the Petroleum Coordinator for War—Harold L. Ickes & Co.—which controls production of all petroleum products. Through its decree that no fuel oil can be sold to consumers in the eastern seaboard area between Aug. 3 and Sept. 15, OPC has actually taken over control of distribution.

Actually, the conflict between these agencies runs much deeper than that.

OPC wants to build a pipeline from the mid-continent fields to the eastern seaboard, instead of just as far as Salem, Ill. WPB says the steel can't be spared and won't allocate it.

OPA is ready and willing to ration fuel oil any time WPB tells it to, but OPC is against rationing.

OPA leans to the idea that the middle west, east of the Mississippi river at least, should be rationed on gasoline and fuel oil so as to share their supply with the stricken seaboard states, but OPC is against this.

OPA wanted to permit the eastern states' oil dealers to raise their prices on petroleum products a couple of cents a gallon to make up for the higher transportation costs, but the southeastern states' congressmen made loud noises of objection.

The next step therefore had to be to ask RFC to pay a subsidy to the dealers in the east, to compensate for this freight differential.

## Gasoline and Oil Shortage Hits In The Argentine

By EVERETTE A. BAUMAN  
United Press Staff Correspondent

BUENOS AIRES, (UP)—Argentina has joined neighboring nations in suffering shortages of gasoline and fuel.

The nation now experiences partial paralysis of urban motor transport systems and unheated homes and offices during the worst winter of two decades. Long lines of automobiles wait by filling stations.

Until early July, when a sudden shortage in all classes of petroleum fuels suddenly gripped the country while foreign-registered deities that stocks were near depletion. Gasoline consumption actually had increased by 40,000,000 liters during the first three months of 1942 as compared with the same period of last year. Argentina produces a large share.

Unlike neighboring countries, of its own petroleum needs—approximately 65 per cent—and imports in Argentine-owned tankers bring another 10 per cent to the country while foreign-registered vessels supply the remaining 25 per cent.

This year, however, foreign tankers are not bringing oil to Argentina. The United States Navy, controlling the movements of virtually all non-Argentine oil-carriers operating in the Western Hemisphere, is supplying oil to South American countries only up to 75 per cent of normal amounts.

Since Argentina already supplies 75 per cent of its needs through its own efforts, allied tankers bring only enough oil to supply their own merchant and warships. Until June 15, Argentine authorities took no measures to conserve stocks in anticipation of the 25 per cent shortage. Then quotas were established for certain industries on the basis of available supplies.

Further conservation became difficult because of an unprecedentedly bitter and prolonged winter. The acute fuel shortage led to soaring oil consumption.

Gasoline rationing finally was begun by individual gas-station owners, who restricted sales when distributing companies could deliver. Some stations supplied five liters per customer, others ten. The system could not be enforced on an equal basis and gave rise to widespread demand for government control.

Thereupon the Ministry of Marine, in charge of petroleum distribution, announced that private automobiles must install motor governors limiting speed to 56 miles an hour. Commercial vehicles were limited similarly to 48 miles per hour.

A shortage of the governors, however, has made it impossible to enforce this gasoline-saving scheme.

Meanwhile strenuous efforts are underway to increase national oil production, which last year jumped 6.81 per cent. If this can be continued, and if gas-conserving measures are effective, Argentina may find the answer to its 25 per cent fuel deficit.

I'll make my electric appliances last for the duration



The time-saving, work-saving electric appliances you have in your home are a valuable investment that may be difficult to replace, now that the manufacture of many household electric appliances has been stopped to conserve vital metals. Make a pledge to yourself to take good care of the appliances you have, so they'll continue to serve you well until the day when factories again can turn out these useful things.

You'll save money and help the program to conserve metal needed for war production, by having electric appliances repaired. Often a minor adjustment or tightened connection will make them work like new.



## TEXAS ELECTRIC SERVICE COMPANY

A. N. LARSON, Mgr.

## STAGE STAR

Horizontal crossword puzzle grid with clues and answers. Clues include: 1 Pictured actress, 8 One who plays, 13 Operatic selection, 14 Edible bulb, 16 Roman emperor, 17 Peer closely, 19 Twice five, 20 Period, 21 Lithium (symbol), 22 Latin, 23 English school, 26 Tellurium (symbol), 27 Court (abbr.), 29 Within, 30 Two (prefix), 31 Listen to, 33 Musical sound, 35 Deep hole, 36 Merriment, 37 Plant stalk, 40 Courageous, 42 Paid notice, 44 Bone, 46 Egyptian sun. Answers include: BOONER, ALBERTA, MADEIRA, DANCER, WANTED, ARTS, STYMPATE, LANGROR, Area measure, Mouth part, Shortening, Behold!, Insects, Hurry, Promissory note (abbr.), Again, Still, Erbium, Bachelor of Science (abbr.), Unit, Affirmative, Put on.

Vertical crossword puzzle grid with clues and answers. Clues include: 1 Having height, 20 Put on. Answer: HAVING HEIGHT.



