

# WILMINGTON HOPES FOR 800 NEW HOMES

## Permanent Houses Favored Over Demountable Types For Construction Here

In an attempt to solve the problem of housing hundreds of shipyard workers who will be employed here within the next few months, the Housing Authority of the City of Wilmington has requested that the Public Housing Authority in Washington construct 800 new homes here. It was revealed Thursday at a meeting of the Wilmington Real Estate board.

If the request is granted, it would increase the number of government-built and government-owned war housing here from 1,275 to 2,075 family units.

Appearing before the real estate board, Mayor Hargrove Bellamy requested the members of the board to consider petitioning the government to make the additional homes of permanent rather than of prefabricated, demountable construction as 475 of the already completed units in Lake Village are made.

"The government has already built 20,000 demountable homes in the nation and is contemplating building 50,000 more," the mayor said.

"That's a lot of homes to be torn down after the war is over."

"From the long range point of view, it seems to me that homes of permanent construction would be more of an asset to the people that will live in them and more of an asset to Wilmington than demountable homes that may or may not be torn down when the war is over."

The board took the mayor's request under consideration, and will report on its action soon.

Selection of a site for the new project of 800 homes is pending final action by the Public Housing Authority on the request but it was pointed out at the meeting that it would be advisable to locate the project as near the shipyard as possible in order to meet transportation problems brought on by the rationing.

Officials of the housing authority present at the meeting emphasized the fact that the project was still in the request stage and that the Public Housing Authority might grant the request in part or in whole or deny it altogether.

In an effort to provide a temporary solution to the daily increasing problem of housing new shipyard workers, the defense housing committee of the New Hanover defense council has issued an urgent request to all home-owners here to list their vacant rooms with the Home Registration and Billing office in the postoffice.

Sixty-three additional rooms were listed with the office Wednesday in response to the request.

# Transportation Of War Workers Is Big Problem

BY DAVID J. WILKIE

Wide World Automotive Editor

DETROIT, April 2.—Whether the motorist who drives chiefly for his own comfort and diversion will be able to get tires for his automobile when the present ones wear out is becoming daily less important; growing in seriousness, on the other hand, is the problem of providing transportation for hundreds of thousands of arms factory workers as the production program swings into high gear.

That's the view of most of the men whose job it suddenly has become to get the maximum of war implement output in the shortest possible time from factories that formerly made the automobile and the tires for the average individual.

The man in the street, these experts indicate, is only beginning to realize exactly what the all-out war weapon production program of the former automobile industry involves in men, machines and materials and what it contemplates in full delivery.

The car and tire manufacturers have been the most ardent advocates of the importance of the automobile in the every-day economy of the nation and they have stressed repeatedly the part it will have in the transportation of arms factory workers. At the same time most of them admit that close to 50 per cent of current passenger vehicle use is not important to the common cause.

Disclaiming any desire to sermonize about individual apathy toward the war, one authority close to the top of the war production program as it affects the automobile industry says that something more than tire and gasoline rationing may be necessary to insure the fullest psychological as well as material participation in the war effort.

Could that be interpreted as suggesting a possible future appeal to motorists to turn over to the government automobile tires they do not actually need?

"Figure it out for yourself," he replied. "The possibility of requisitioning privately owned passenger vehicles was mentioned in some official discussions a few weeks ago; it wasn't as fantastic, considered in the light of a possibly long drawn out war, as it may have sounded at the time."

"Anyway, if our tires or our car would aid in winning the war, you wouldn't hesitate about turning them in, would you?"

Under the schedule laid out for the converted plants of the automobile industry, production of war implements by next December will be approximately three times the peak volume attained in last year's

car and truck output. Even that tremendous total, however, is not the ultimate goal of the former car and truck manufacturers.

The men currently converting the car industry's productive capacity to arms manufacturing seem, machines and materials as a continuing problem in the production job ahead. At present, something like 125,000 automobile factory workers are waiting to be recalled to the plants. Indications are that all will be re-employed by the end of June.

By the year-end, it has been authoritatively estimated, at least half a million new workers will be on the industry payrolls.

These workers, say the experts, cannot be classified as "average" motorists but their transportation to and from the factories will be a major problem. It will not be simplified, either, by the fact that perhaps a quarter of a million automobiles will be forced off the highways this year by tire exhaustion.

The Detroit area never has had much more than was needed in the way of transportation facilities, and there is no present indication that they can be expanded sufficiently and rapidly enough to meet the requirements of a suddenly expanded working population.

In some quarters the suggestion has been advanced that a shortage of buses—or tires for those that might be made available in an emergency—will necessitate a restriction on normal civilian use of public transportation.

The thought may seem somewhat fanciful at this time, yet it has been suggested that the average housewife seeking transportation to downtown shopping centers in many arms production areas may find a bus ride available at only certain specified hours.

All this, say the arms factory heads, emphasizes how relatively unimportant will become the matter of tires for the motorists engaged in anything other than war implement production.

Only reclaimed rubber will be used in such products as bathing suits, erasers, garden hose, combs, golf balls, tennis balls, heels, household aprons. Goods will receive larger quantities of operating and maintenance materials, under terms of an amended priorities order. Total of goods which may now be acquired is now three times that shipped during the base period of April 1 to Sept. 30, 1941.

# FOOD HOARDING IS DECREASING

## Voluntary Rationing Is Helping Firms To Combat Some Public Hysteria

By TRUDI McCULLOUGH

NEW YORK, April 2.—(Wide World)—This man is dangerous.

This man is legion. He operates from coast to coast; he is a wartime food hoarder.

He is the man who helped clean out several retailers' shelves of their sugar supply by storing up 1,000 pounds in 100-pound bags before Pearl Harbor.

His kin is the woman who went to her regular grocer to buy \$80 worth of sugar and said she would never buy again from him when he only gave her two pounds.

His neighbor is the family of five, each of whom went to a different grocer and bought a full quota of sugar.

Or the man who has his home cellar stacked high with crates of canned goods.

But this man and his companion hoarders are not as dangerous as they once were.

Hoarding was at its height right after Pearl Harbor. In the last month and a half, food dispensers say, hoarding has diminished. The downward move is expected to increase: the more patriotic citizens become, the less hoarding there will be.

"The American public as a whole," the dispensers say, "is to be complimented on not storing up heavily. It is the individual cases that are bad."

A picture of the hoarder's opposite is painted by the manager of a New York food market. He was called by one of his regular customers when sugar hoarding was at its worst. She had 40 pounds of sugar stored up and said if the manager thought she was being unpatriotic she would sell back to him as much as he wanted to buy.

The manager knows his "accidents" personally. He knew this one had eight members in her family and did a lot of cooking. He told her to keep the sugar, but not to come back for any more until she had run out.

Another favorable sign: More and more housewives are avoiding waste of food. The demand for recipes on how to turn leftovers into tasty dishes is on the increase. And store clerks note many evidences of persons buying carefully and moderately.

At one time, many persons talked openly of buying surplus food supplies. You hear less of that now.

Two things make a hoarder hoard—fear of price increase and fear of being unable to get the supplies he wants in the future. But price ceilings already have been placed on the wholesale prices of sugar, canned fruits and vegetables. Other ceilings will be imposed as they are needed.

Retail prices are still lagging behind wholesale prices, as they should.

As to shortages, Paul S. Willis, president of the Associated Grocery Manufacturers says:

"This year basic crops and dairy industries have the largest acreage and production ever. Manufacturers are operating on the biggest scale in history and the visible food supply is the greatest in the history of the world."

This abundance is for use both at home and abroad, but this abundance and the fact that America is the most self-sufficient nation in the world—a surplus producing nation—are the reasons food dispensers believe that shortages can remain more of a word than an actuality if the consumers behave.

Although the food industry will not be depleted, officials are not so foolish as to say it will not be seriously affected as time goes on.

Yet even in the case of sugar, one food expert believes "there will be more of it before there is less" and the present voluntary rationing may be increased slightly.

Restrictions on sugar import quotas can always be abolished and sugar can be released for other consumption by using more grain for alcohol.

"If people won't get panicky there's plenty for everybody," officials advise "it's as simple as that."

Another simple thing about shortage scares that apparently is not generally recognized by the public is the theory of "movement" on which food supply works.

Food production, like any other production, is geared to a schedule. Movement of products from one coast or spot to another takes time. A run on a retail store for sugar which depletes its shelves on a given day does not mean a shortage; the train will come in again.

Because many consumers do not realize this, they are hoarding. They want today what they still can get tomorrow.

They want canned goods, canned soups, canned milk, baby foods, dehydrated products, sugar. Because they want it today, wholesalers and retailers have

had to take preventive measures. Some of the food markets have dealt with the problem in two ways:

By pamphlets and posters they indoctrinated their managers and customers against hoarding.

Second, they carefully check managers' incoming orders: if the order is extraordinarily large, the increased proportion is withheld until investigated.

In turn, the managers keep a check on their customers' purchase of certain desired commodities.

Some managers keep sugar account lists and remind a customer who seems to be hoarding that she bought so much last week and suggest that she wait until it is used up.

Particularly easy prey for hoarders are department stores and big markets where the customers are not known to the clerks. There is little way of telling whether the consumer who buys a certain amount of canned goods one day doesn't come back for another load the next.

But many big department stores have instituted their own lists for restricted buying.

Vegetable shortening, pineapple juice, sugar are on the list at one store. Cans of strained baby foods are limited 24 to a customer. Saccharine is limited to one bottle of 1,000 tablets to a customer.

Measures taken from the packagers' and suppliers' end can be seen in the case of one big firm.

Its district managers are informed of the amount of supplies available; the managers regulate their sales to their respective jobbers by giving them a proportion of the average quantity which the jobber has purchased over a given period.

Against the ultimate need for substitutes, preparations are being made.

Research laboratories of some firms are testing new recipes which, printed on boxes of their products, will stress chocolate instead of coconut pastries made with molasses instead of sugar.

Men who formerly made carpets are returning to their looms to manufacture cotton duck and blankets for the armed services. Fifty per cent curtailment of virgin wool resulted in their displacement in the carpet industry.

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