FARM LABOR

We all visualize a growing shortage of farm labor as the 1942 planting, growing, and harvesting periods approach. We must all work together to be helpful in solving this problem insofar as it is humanly possible.

(1) We must continue the good record of being of assistance to the draft boards in your county.

(2) We must educate our farmers to the fact that very little first-class farm labor will be available and that we will be compelled to make use of old people and boys and girls in this crisis.

(3) Every farmer must be educated to the necessity of utilizing the U. S. Employment Service and register at this office in each county their labor needs. If all will do this, we will have a constant check on the labor needs in each county, and as long as these registered needs are unfilled, no able-bodied man can get on relief rolls of the welfare boards nor can they be certified for WPA employment. The U. S. Employment Service has been expanded to include a farm placement service on the State level with Mr. F. B. Gambrill in charge; in addition, a farm placement officer has been provided to work in each county. This local representative will have the job of helping to determine the farmer's needs and will undertake to help supply the labor needs.

(4) Mr. Willis Jones, Chairman of the State Board of Correction, has 400 or 500 men who are safe to be parolled to farmers for work.

5) Over 400 Baltimore high school boys are being trained at the McDonogh School for farm work.

(6) Hundreds of conscientious objectors now in camps will likely become available for farm work. You will be notified when this occurs.

(7) You should contact your State's Attorney to utilize the vagrancy law in seeing that all men work and that those who do not are reported to the State's Attorney in a Work or Fight" program. This was done with good effect in Queen Anne's County.

(8) We suggest that you contact all civic and business clubs in your county to help in the harvesting and canning operations as a patriotic step.

FURTHER GAS CUT EXPECTED

Gasoline consumption in the East probably will be cut to fifty per cent., of normal on May 1, meaning that non-essential vehicles may have to get along with an average of around six gallons a week, a Government source indicated this week.

It was understood that deliveries to willing stations would be cut to one half of normal because of a worsening of transportation problems. They already have been cut one third.

Since vehicles necessary to health and safety, commerce, government, schools and other essential purposes would continue to receive all the gas they needed, supplies available for non-essential automobiles might be only forty per cent., of prewar demand, one officials pointed out.

There was no definite indication whether the more severe limitation would apply also in the Pacific Northwest. One source said it probably would, but Harold L. Ickes, Petroleum Coordinator, has described the supply situation there as improved.

Such further curtailment for the East would be effective until May 15 when a card-rationing program will be instituted.

An allowance of an average of about six gallons a week to non-essential users would approximate the twenty-five-gallons-a-month that an aide to Ickes said probably would be alloted such motorists at the start of card rationing.

All sources were apparently agreed, however, that the allowance under card rationing could not be determined definitely so far in advance because of the fast changing supply situation.

The limitations in the first half of May and during the first weeks of card rationing probably will be more severe than restrictions imposed later in the year, oil circles said, since transportation services now are engaged principally in building up the East's industrial fuel oil supplies.

It was made clear, however, that transport would continue to be a problem.

Ickes said: "We must be ready to take care of ourselves without any tankers," and emphasized that every available means of transport — railroads, pipe lines, inland waterway barges and tank trucks—were being pressed into service for Eastern oil delivery.

Railroads delivered 600,000 barrels daily into the East last week, and pipe lines and barges brought in about 160,000 barrels more. Ickes estimated the seaboard's present daily demand at 1,300,000 barrels. Before the war, the East Coast depended almost entirely for its petroleum on ship tankers plying between Gulf and Atlantic ports.

That every effort is being made to solve the East Coast oil problem was emphasized at hearings during the day before a Senate Agriculture subcommittee.

Ralph K. Davies, deputy petroleum coordinator, told the Senators that "given six months or so, perhaps we can develop a substitute (for tankers) that will meet the East Coast demand. That will require some steel for pipe lines."

War agencies controlling use of available steel twice have rejected proposals from Ickes for a pipe line from Southwest oil fields to the East, contending the steel was needed for ships and armaments.

Wright W. Gary, of the petroleum coordinator's office, another witness, testified that the shortage of transport had resulted in brimming storage tanks at refineries.

"We're trying to find new uses for it in the war effort rather than burn it to get rid of it or put it back in the ground," he said. He had explained that it was necessary to keep up gasoline production because of war demands for certain by-products.

SIX INCH SERMON

Sunday: The Day of Acclaim.
Lesson for May 3: Mark 11: 1-11 Luke 19: 41-44.

Golden Text: Mark 11:9.

In beginning the study of the **greatest week** in all the ages of human history, we consider first the Triumphal Entry, or, as the lesson caption has it, The Day of Acclaim.

We find useful lessons in several things along the way of Christ's entry into Jerusalem—the lowly preparation made for the King of kings in harmony with his voluntary humiliation, the obedience of the two disciples sent for the colt, the ready assent of the owners, and the answer the disciples made when questioned, "The Lord hath need of him." Anything the Lord needs should be gladly given. If a sufficient number of Christians would now consecrate their all to Jesus preparation would certainly be made for his triumphal entry into all the affairs of men.

It is sad to suspect that many who hailed Jesus with glad acclaim on Palm Sunday turned against him in the days that followed. Certain it is that, while a multitude went with him on the Day of Acclaim, there were few left him at the last.

On the way into the city, at a spot on the road from Bethany where the Holy City was first seen, Jesus paused and wept over it as with prophetic eye he saw Jerusalem encircled by mighty Roman armies under Titus.

The great thought of the lesson is that Jesus is King. May God strengthen every reader to be true under all circumstances —that their profession may be sincere. What over the difficulties that may beset them in following Jesus, no harm will come to the souls of those who give themselves in unquestioned loyalty to the King.

Everybody seems to know enough arithmetic to figure out what's coming to him.

Reserve Navy nurses enter duty voluntarily, but it is for the duration.

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For Our Inability To Serve You Completely

But Every Governmental Order MUST Be Observed

And IS Being Observed To The Letter

For thirty-eight years the **PHILLIPS HARDWARE COMPANY** has been relied upon by thousands of thrifty shoppers as the one place where maximum service, maximum quality and minimum prices consistently prevailed.

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With our country in the throes of a gigantic war effort it has been necessary for our government to issue a series of orders restricting the sale of many items in our lines . . . and these orders will be adhered to, to the letter, for the duration.

Already limitations are in effect on the sale of various electrical items . . . galvanized ware . . . aluminum ware . . . firearms . . . rope . . . nails . . . and countless other commodities.

Our service stations have been limited to seventy-two hours of operation each week and fuel oil deliveries have been curtailed by government order.

Each passing day sees additional items affected by priorities and other restrictive measures found necessary by our government in the current emergency.

We are confident that you appreciate our position at this time, and will bear with us in our efforts to render you the best possible service under all circumstances . . . **FOR THE DURATION OF THE WAR.**

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