RESTAURANTS TO FILE PRICE LISTS WITH OPA

Proprietors of restaurants and other eating and drinking places that have opened recently, or are about to open for the summer season, were advised this week by the State OPA that they must file price schedules of bills of fare with their local war price and rationing boards.

The filing should cover all prices charged in the establishment for the seven-day period beginning with the first Sunday the place is open, and must be made within three weeks of the first Sunday.

Price attorneys warned proprietors in resort areas "not to be tempted" to boost prices to abnormally high levels as close scrutiny will be given those places and rollbacks in prices ordered.

The priority list included twelve main headings, covering hospitals, food, transportation services, public utilities, communications, municipal services, mineral and metal production, petroleum, rubber -industries engaged in producing one or more of forty-five items, and scientific testing and research laboratories.

The twelfth listing was for trucks used in moving army, navy, Maritime Commission, Coast Guard or lend-lease supplies for export, and it was specified that these shall be given A-1 preferential treatment against all other users, including those in the first eleven headings.

With that exception, no distinction was made as between the industries and services on the priorities list. The order in which they were listed, in other words, did not indicate that those at the top of the list would be given preference over those near the end.

Th list, plus the ODT's warning that its forty per cent mileage cut for "T" coupon vehicles probably will continue for the rest of the year, also had implications for drivers of passenger automobiles.

While the OPA, and not the ODT handles gasoline rationing for holders of "A", "B" and "C" coupons, the emphasis which was placed on the likely continuance of the East's gasoline shortage offered little hope of an increase in motor fuel supplies.

Floods in the mid-West and military uses have been held chiefly responsible for the serious supply situation. Although a restoration of normal shipping facilities in the md-West will make it possible to increase shipment to the East, military reqirements may increase.

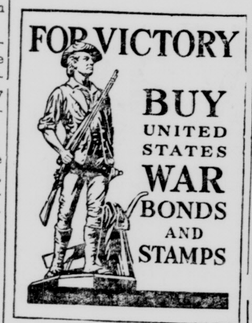
Illustrating the huge demands which large-scale air attacks made upon supplies, the OWI noted on Friday that in fifteen days of air fighting over Tunisia, the United States' Twelfth Air Force used the equivalent of a month's supply of gasoline on the Atlantic seaboard.

Gasoline needed to send a flight of 300 Liberator Bombers from a British base to Berlin and return would amount to more than 525,000 gallons, the OWI calculated. Baltimore's daily gasoline ration demand, it said by way of example, has been 520,000 gallons.

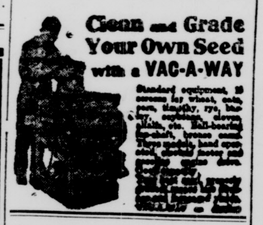
The ODT, in explaining the operation of its priority system for commercial vehicles, stated that the mere inclusion of an industry on its list would be no guarantee that it would be allowed extra gasoline above that obtained under the forty per cent cut.

In addition to the priority list requirement, the extent to which an operator has effected conservaton and eliminated waste mileage will be taken into account.

Bus and taxi cab operators were reduced twenty per cent in total mileage operations last week by the ODT. Those who are unable to maintain essential services under that reduction, it stated, may appeal for supplemental allotments.







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