

FORT WORTH STAR-TELEGRAM

Trademark Registered U S Patent Office
MORNING—EVENING—SUNDAY

Combining the Fort Worth Star, established February 1, 1906; Fort Worth Telegram purchased January 1, 1909; the Fort Worth Record, purchased November 1, 1925.

Amon G. Carter
President and Publisher

Bert N. Honea
Vice-Pres. and Gen'l Mgr.
Harold V. Hough
Treas. and Circulation Dir.

James M. North Jr.
Vice-Pres. and Editor
James E. Record
Managing Editor

TELEPHONE NUMBERS
Classified Department, 2-4131
All Other Departments, 3-2301

NOTICE TO THE PUBLIC

Any erroneous reflection upon the character, standing or reputation of any person, firm or corporation which may appear in the columns of this paper will be gladly corrected upon the notice of same being given to the editor personally at the office, Seventh and Taylor Streets, Fort Worth, Texas.

SUBSCRIPTION PRICES: Single copy 5 cents; by carrier (6 daily copies), 15 cents a week; with the Sunday Star-Telegram (7 copies a week), 25 cents a week; Morning, Evening and Sunday (13 copies a week), 35 cents.

The Star-Telegram is an independent Democratic newspaper supporting what it believes to be right and opposing what it believes to be wrong, regardless of party politics, publishing the news fairly and impartially at all times.

6 Thursday Morning, March 22, 1945.

Strategic Bombing

As long as the assessment of bomb damage to German cities had to be based on interpretation of aerial photographs and the necessarily incomplete reports of secret agents, the effectiveness of strategic bomb raids remained a moot question. There have been critics who held that the cost in life and planes was out of proportion to the results obtained. But now damage experts who have gone into the Rhineland in the wake of the ground forces have found more devastation than had been expected. Their verdict resolves the doubt in favor of mass bombings.

General Eisenhower himself, inspecting the ruins of Cologne, Aachen, Juelich, Dueren and other Rhineland cities, found striking evidence of the tremendous effect of Allied bombing in those areas. The supreme commander paid tribute to the U. S. 8th Air Force and the RAF Bomber Command for their work over the past three years.

An idea of the devastation caused by bombing may be gained from the estimate that Cologne was 60 per cent destroyed, more than 2,000 of its 3,320 acres being laid flat. This is five times as much damage as was done to Stalingrad. Cologne was the target of 19 raids and received 35,000 tons of demolition and incendiary bombs. A like amount has been dropped on Essen, home of the Krupps' works, which is 50 per cent in ruins.

Duisburg and Hamborn, where the Thyssen steel works were, are more than 40 per cent destroyed. Dortmund had been raided 10 times and was 46 per cent destroyed before last week's visit of heavy bombers. These cities and others just across the Rhine are no longer considered strategic targets, but are of direct tactical importance, just as Cologne was when it was dealt its knockout blow five days before the troops marched in.

The AAF and the RAF already have demonstrated their ability to deal with tactical as well as strategic targets. By the time the ground forces get to the once great industrial cities east of the Rhine they are likely to find them as they did Cologne, already blasted into the past tense.

Meat Shortage

A concise and understandable explanation of the current meat shortage was given by Joe G. Montague, Fort Worth attorney, at a meeting of directors of the Texas and Southwestern Cattle Raisers Association in San Antonio the other day. The cattle population of the United States is now the largest in history, the response of producers to the government's plea for more meat. Grain for fattening and finishing the cattle for market also is plentiful. And in 1944 the number of cattle slaughtered was 2,000,000 more than in 1943, but the kill yielded 500,000,000 pounds less meat. The reason for this seeming paradox lies, according to Judge Montague, in the difference in ceiling prices which the government has imposed on cattle and on feed.

Prices fixed on beef are based on the

market price of March 1942. But since that date the price of feed has almost doubled and the cost of labor has advanced more than 34 per cent. The effect of these prices makes the differential so small as to destroy the cattleman's incentive to produce higher type, heavier beef. Cattle, therefore, are being marketed at lighter weights, and though more of them are slaughtered, the meat yield is less.

Mr. Montague holds out no hope for an early easing of the meat shortage. Even if the government should undertake to equalize the cost of feed and livestock prices, it would be at least four months before it would afford any relief. That is the minimum time required, under optimum conditions, to transform grain in the bin into beef on the hoof.

Two-Way Traffic

When the one-way traffic plan was extended to the four principal north and south thoroughfares in the downtown district several months ago it was an experiment authorized by the City Council in an effort to speed up the flow of traffic and reduce traffic hazards. In the short period it was in operation there were fewer accidents than in the corresponding period of the previous year, but the evidence on this point is inconclusive. Whether the plan resulted in the faster movement of traffic also is still open to question.

Acting on the protest of Commerce Street business men that one-way traffic was proving detrimental to their interests, the council now has authorized resumption of two-way traffic not only on that thoroughfare, but on Main, Houston and Throckmorton Streets as well. This change, too, is in the nature of an experiment and after a trial period it may be that it will be discarded again.

It is significant that the traffic bureau of the Police Department has received a number of complaints from motorists who have observed the advantages of the one-way system. After another trial of the two-way system it should be possible for officials to determine the issue finally on the basis of the best interests, safety and convenience of the general public, for whose benefit the streets are opened and maintained. In the meantime, the public should co-operate to the fullest extent possible by conscientiously obeying traffic rules and regulations, which also are promulgated for their safety and convenience.

Half a Loaf

Title V of the War Mobilization and Reconversion Act of 1944 authorized loans by the federal government to cities and other political subdivisions to encourage the preparation of detailed plans and specifications for postwar public works. It is a sound provision designed to assure having an adequate backlog of job-making projects ready for immediate construction when the war ends, preventing widespread unemployment during the transition from war to peace production. Funds advanced by the federal government under this authorization are to be reimbursed when the projects are built and the cost of the plans properly included in the cost of the project.

To implement this authorization the Federal Works Agency requested an appropriation of \$75,000,000. The request was approved by the President and included in his budget message to Congress early this year. It was a modest request, particularly in view of the fact that the money was to be loaned, rather than spent, and the further fact that the average cost of planning is about 5 per cent of the cost of a project. On this basis, the \$75,000,000 would provide for the planning of public works costing an aggregate of only \$1,500,000,000.

Instead of the \$75,000,000 requested, the House voted an appropriation of only \$5,000,000. Under this pittance, some states would receive loans of only \$24,000, which would aid in the preparation of plans for projects costing less than \$500,000. Texas' share of the fund would be \$206,755, and would finance plans for projects costing only \$3,230,000. Projects costing a great deal more than that amount