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War Industries Board

Priorities Division

CIRCULAR NO. 11

(Issued August 8, 1918)

TO ALL MANUFACTURERS OF MOTOR TRUCKS:

Since the conference between your representatives with the undersigned and other representatives of the War Industries Board, careful consideration has been given to the several problems considered and a decision reached that motor trucks, in so far as they are used directly or indirectly for war purposes, are war essentials, and that their production for such purposes must be facilitated; and further that, in so far as motor trucks are employed in civilian industries for essential uses, they constitute an important transportation medium, and any curtailment for such uses should be avoided as far as practicable.

It appears, however, that there exists in this industry, as in many others, factors of non-essentiality, which must as a war measure be eliminated.

The War Industries Board does not undertake to deal with all the problems discussed at the conferences mentioned, but it does undertake to administer priorities in fuel and steel, your requirements for which are large, and your proper employment of them correspondingly important.

FUEL

The Priorities Division will receive the application of any manufacturer of motor trucks for a place on the preference list for fuel. It will in every case take into consideration the fuel situation of such manufacturer, the amount of its direct and indirect Government business and the uses to which the remainder of its products is being devoted.

Any manufacturer whose plant now is or in future shall be exclusively devoted to manufacturing products being or to be absorbed, directly or indirectly, by the Government, or other uses of essential importance, and whose fuel requirements and output bear proper economical relation to each other, may have such plant placed upon the preference list for fuel, upon condition, however, that such manufacturer shall observe its pledge of co-operation and the rulings of the Priorities Board.

STEEL

For the winning of the war steel is now the world's most precious metal. It is consumed, or used to some extent, every day by practically every civilized man in every civilized country, and nowhere in such vast quantities per capita as in the United States.

The present and constantly increasing steel requirements of this country and its Allies for direct and indirect war needs, one hundred per cent. of which must under any and all circumstances be promptly supplied, are so enormous as well-nigh completely to absorb our constantly expanding producing capacity. The result is obvious. There will be comparatively little iron and steel left to distribute to those industries engaged in non-war work and to consumers for non-war uses. **Every possible use of iron or steel or their products which can be deferred must be deferred until after the war.** This duty is personal and cannot be avoided or delegated to your friends and neighbors. No consumption is so small as to be immaterial and no saving is insignificant.

Your careful attention is invited to Sections 1 to 11, inclusive, of Circular No. 4, issued by the Priorities Division of the War Industries Board under date of July 1, 1918, prescribing five principal classes into which all orders and work are divided with subdivisions thereof and providing a method for classifying all orders and work for priority purposes.

It will be noted that priority certificates are issued covering three classes; namely, Class AA, Class A and Class B. Class C comprises all orders and work not covered by priority certificates and not included in Class A or Class B automatic rating, but which are embraced within the "General Classification of Purposes demanding Preference Treatment" appearing on page seventeen of Circular No. 4, or which are placed by or are to be utilized in connection with an industry or plant appearing on Preference List No. 1 prepared by the Priorities Board and appearing on pages eighteen and nineteen of Circular No. 4. Priority certificates are not issued for Class C orders and work. Class D comprises all orders and work not embraced in the higher classes and no certificates will be issued therefor.

Preference List No. 1 referred to above is being revised from time to time by additions thereto and removals therefrom of individual plants and entire industries.

Any manufacturer of auto trucks whose plant now is or in future shall be exclusively devoted to manufacturing products being or to be absorbed directly or indirectly by the Government, or in other uses of essential importance **may have such plant given a Class B4 rating for its steel requirements; conditioned, however, that such manufacturer shall observe its pledge of co-operation and the rulings of the Priorities Board.**

Should any manufacturer of trucks conceive itself under the priority rules to be entitled to a higher than Class B4 rating for its steel requirements to complete any particular contract or order, then it may present formal specific application for such higher rating, which will receive careful consideration and attention at the hands of the Priorities Committee.

Such manufacturer's pledge of co-operation, as set out in this circular, shall apply to its uses of steel already in its possession and of manufactured or partly manufactured trucks already in its possession at the time its pledge is made. In other words, the pledge will be construed as applying to all of its materials and all of its manufactured or partly manufactured trucks and parts on hand when its pledge is given or afterwards acquired by it.

The demands for iron and steel and their products, present and prospective, are such that no guarantee can be made to this or any other industry that its steel requirements or any portion thereof will be met. However, the members of the motor truck industry taking and in good faith complying in letter and in spirit with the pledge of co-operation set forth in this circular will be accorded the preferential treatment herein mentioned in procuring their supplies of fuel and of iron and steel.

PLEDGE OF CO-OPERATION

The pledge of co-operation to be given by any manufacturer who desires to be placed on the preference list for its fuel requirements or who desires to be placed in Class B4 for its steel requirements, should be in the following form:

"Priorities Division,
 War Industries Board,
 Washington, D. C.

"The undersigned hereby pledges itself (1) to use only in the manufacture of motor trucks or repair parts for motor trucks the steel suitable therefor which is now in its possession or which may hereafter come into its possession; (2) to sell no motor trucks of its manufacture except (a) for essential uses as that term has been or may be defined or applied by the Priorities Division of the War Industries Board, or (b) under permits in writing, signed by or under authority of such Priorities Division; (3) to sell no use an unnecessary number of motor trucks even for essential uses; (4) to discourage the purchase of any motor truck to replace a usable truck already in service, and to give maximum encouragement to the repair of trucks; (5) that this pledge shall bind not only the undersigned but also its branch houses, subsidiaries, dealers, brokers, factors, commission merchants and all other selling agencies; (6) to make no delivery of any motor truck to any one for resale, either directly or indirectly, until such one has filed with the undersigned its pledge of co-operation in writing; and to make monthly reports as required by the War Industries Board to the Automotive Products Section of said Board or otherwise as said Board may direct."

Any manufacturer who has already made application for place on the Preference List should send in its pledge of co-operation in the foregoing form and mention the fact that application has previously been forwarded.

If in any given case the use proposed to be made of a motor truck of your manufacture shall be one which has not been defined as essential by the Priorities Division but which the proposed user conceives to be essential and of such importance that its sale to him should be permitted, then such proposed user may make a full statement of the facts in writing, under oath, to the manufacturer making such motor truck and apply to such manufacturer for his approval of the proposed use. Such manufacturer thereupon shall endorse upon the statement of facts his agreement with or disapproval of the same, giving his reasons therefor and transmitting the application and his endorsements thereon to the Automotive Products Section of the War Industries Board for submission to the Priorities Division, and if approved by said Division a permit will be issued for the sale of such motor truck to such proposed user.

REPORTS

Each manufacturer will forward during the first fifteen days in each month its sworn reports on forms which will be prescribed by the Automotive Products Section of the War Industries Board, showing with reference to the previous calendar month:—the number of motor trucks manufactured, the number delivered to the United States Government and its Allies, the number delivered for essential uses (giving details), the number delivered upon permits issued by or under authority of the Priorities Division of the War Industries Board (giving details), the number of finished motor trucks on hand, the approximate stocks of steel on hand and such other information as may be required by such Automotive Products Section of the War Industries Board. Such reports will be held confidential by the Board unless the public interest shall otherwise require.

NEW FACILITIES

The creation of new industrial plants or the expansion of existing plants or facilities for the manufacture of motor trucks is at this time unnecessary and undesirable, inasmuch as existing facilities are ample to produce all motor trucks, required for essential uses, or for which steel can properly be furnished. Increasing of the existing facilities would therefore entail the unnecessary utilization not only of materials, but of labor and capital required for war work. Unless extraordinary circumstances otherwise demand, no priority assistance will be extended for the creation of such new facilities, notwithstanding they may be of local importance and of a character which would in normal times meet with every encouragement. Should they be created without priority assistance, the preference extended to those manufacturing with existing facilities to enable them to operate will not be extended to those creating such new facilities.

Washington, D. C.
 August 8, 1918.
 Yours very truly,
 EDWIN B. PARKER,
 PRIORITIES COMMISSIONER.

As manufacturers of The Autocar Motor Truck we have signed and filed the Pledge of Co-operation called for by the War Industries Board. To give this Board our further co-operation we are publishing their circular as above in the following daily papers:

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| The New York Times. | The Journal of Commerce, New York. | Los Angeles Times. | The North American, Philadelphia. | The Evening Bulletin, Philadelphia. | The Bulletin, San Francisco. | The Washington Post. |
| The New York Evening Post. | The Brooklyn Daily Eagle. | Wall Street Journal, New York. | The Philadelphia Record. | The Boston Post. | The Chicago Tribune. | The Providence Journal. |
| Newark Evening News. | Pittsburgh Chronicle-Telegraph. | Gazette-Times, Pittsburgh. | Philadelphia Inquirer. | Public Ledger, Philadelphia. | Evening Public Ledger, Philadelphia. | Boston Herald. |
| | | Boston Traveler. | Baltimore Sun. | St. Louis Globe-Democrat. | | |

THE AUTOCAR COMPANY

Ardmore, Pa.

ESTABLISHED 1897

*Any of the circulars mentioned here that may be pertinent to your own business may be obtained by applying to the War Industries Board, Washington, D. C.

*Here is inserted a Subsidiary Pledge which the motor truck manufacturer must secure from any branch or agent authorized to resell his product.