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Sugar Bootlegging

Now that the sugar rationing furore is over and we are settled down to getting our half a pound per person per week, all of the talk and discussions which preceded it appear to be a lot of ado about nothing.

The few people who did a little hoarding have owned up and are using up their extra supply, the storekeepers, who worried about how to keep their customers happy now have a clear-cut system to follow, and the discussions over who was being patriotic and who wasn't, so far as their sugar-buying habits were concerned, have ended.

Sugar rationing seems to be working fairly smoothly and problems which still remain will soon be straightened out.

There isn't much question that all people and sorekeepers will try to comply strictly with the rationing order—for no one wants to be subject to a possible $10,000 fine and a year in jail provided by the Second War Powers Act for violation of such an order.

But the government is taking no chances with possible violation plans getting a start and has already begun vigorous investigations to nip in the bud any smart "ideas" which may be tried. This being our first taste of rationing, the OPA intends to prove, right from the beginning, that any illicit traffic in rationed articles will be expensive business to those so engaged.

We don't expect that there will any elaborate speak-easy set-up for doling out illicit sugar, but it is quite possible, unless carefully guarded against that some of the people who have access to sugar will try to make a profitable "deal" now and then.

The best way to prevent such action by selfish and unpatrioaic individuals is for all of us to have nothing to do with anyone who makes any proposition for getting us a little extra sugar on the side. Any person making such an offer is committing a major crime and anyone accepting such an offer is being a party to that crime.

—Buy War Savings Bonds—

Fire Fights Against Us

The National Fire Protection Association recently published a booklet which is a tragic commentary on human carelessness. That booklet is almost entirely given to vivid photographs of fires which have caused major damage to war industries.

Those fires resulted in money losses running into the tens of millions. Far worse, they deprived our military forces of vitally needed equipment and supplies. And in practically every instance, human failure was the cause of the conflagrations.

One fire got out of hand because a watchman shut off automatic sprinkler valves. One was the result of disregard for fire protection in the design of a pier. In another case, the water supply was inadequate. Another fire started in a sub-standard tank truck. In another instance there was gross failure to observe adequate fire safeguards during construction operations. One million-dollar fire started in an old warehouse lacking automatic fire protection—and the owner had eight previous fires.

So it goes down a long list. These fires weren't "acts of God." They were the results of someone's failure, someone's ignorance, someone's carelessness.

How can we prevent such terrible losses? The answer is simple. We can prevent them by passing and strictly enforcing local building codes which will make poor construction and bad design impossible. We can prevent them by carrying on regular inspections of homes, businesses and public property. We can prevent them if every citizen will do his bit by making sure that his own home and his own place of business are as safe as possible.

The home owner who allows papers and old clothes and odds and ends to accumulate in attic or basement, and the factory manager who fails to install adequate fire protective equipment in his plant are equally guilty. Both are paving the way for conflagrations. Both are endangering lives, money and production. When we prevent fire, we help fight the Axis. For fires serve the Axis' ends.

The Supreme Test

In a recent speech before the American Society of Newspaper Editors, Donald M. Nelson made these thought-provoking remarks: "Our free institutions are meeting their supreme test.

"Our enemies say that free institutions are inefficient: therefore they have abolished them. They say free labor cannot serve a war economy efficiently; so they have destroyed free labor and made every worker a slave. They say free industry cannot be as useful in a war economy as state-controlled industry; so they have put all industry under tight controls and made of every industrialist a servant. And they say that a free press is a hindrance to a nation which is fighting for its life; so they have destroyed the free press and made of every editor a lackey.

It is up to us to prove that that our free institutions, our free labor, our free industry and our free press, give us more strength than they can muster through all their controls. We shall prove it in the way of free men, by . . . showing that free men driven by their own loyalty and determination are better than slaves driven by their master's lash."

The free institutions of this country must meet this supreme test or perish. There is no middle ground. No one who knows the history of this nation doubts they will meet it. There has been has been delay and waste. There has been stupidity in government and industry and in labor. But these are little things, lost in the picture of American achievement.

All our freedoms depend on one another. Without freedom in industry we could not have freedom of labor. Without freedom of the press we could not have free, representative government. Dictatorship, by its very nature, must be all-encompassing. It must destroy all freedoms—for all freedoms are its enemy.

We will win this war in the way of free men. And while we are winning it, we must make sure that when the war is over we will have a world in which men can still speak their minds, still do the work they want, still operate their own businesses. That is the kind of world we are fighting for, a world in which every man, no matter what his origin, is free to go as far as his abilities can take him.

Rubber For America

Hope for the American motorist is found in the ambitious synthetic rubber program which is being developed by the oil industry.

W. S. S. Rodgers, President of the Texas Company, says that the automobile is so interwoven with our national economy that its necessary civilian use should and must be continued. The government's current synthetic rubber plans call for the creation of a supply which will be almost entirely absorbed by military needs. Therefore, the oil industry has appointed a committee "to make recommendations for increasing the announced programs so as to include some rubber for what we consider essential civilian use." Commenting on this, Mr. Rodgers said, "I have a great deal of confidence in American ingenuity, and I would not be surprised if we should soon find some satisfactory solution to this rather difficult problem."

Very great progress has been made in increasing the wearing ability of synthetic rubber for tires. According to W. S Farish, President of the Standard Oil Company of New Jersey, rubber substitutes developed as late as 1940 would deliver only 200 miles of service. New synthetic rubber may deliver 10,000 miles at speeds of not over 35 miles per hour. And, says Mr. Farish, a single day's output of steel would enable the oil industry to build all the equipment needed to keep the necessary civilian cars rolling.

It will, of course, be a long time before much rubber is available for anything except vital use. So take the best possible care of your car and its tires. And in the meantime, it is reassuring to know that the oil industry is doing everything in its power to give this nation the synthetic rubber it so desperately needs.

Spring Drive on the Home Front

This Week in Washington

The new Rooseveltian economic policy, as outlined in the President's speeches to congress and to the people last month, is meeting strong opposition from certain groups in congress. As the President said, only two parts of his seven-point program require legislation, but all seven points are so closely related that ineffective action on those two would endanger the whole plan.

The two point which are causing such wide-spread debate are the President's demand for preventing farm prices from going higher than the parity figure and his request for taxes heavy enough to drain off war-inflated incomes.

The strong farm bloc in congress, which succeeded last year in preventing ceiling on farm prices below 110 per cent of parity (a price which would give the farmers, in terms of purchasing power of non-farm commodities, an income of 10 per cent above the average for the base period of 1909-1914) has no intention of approving the parity ceiling now, and the farm bloc has enough influence in congress to control the situation.

Senators and congressmen from the farm areas argue that the farmer would be doing more than his share of the sacrificing if this move went through, particularly when no definite action to freeze wages of labor has been taken. The farmers are very conscious of the high wage being paid to labor and their representatives do not intend to let the farmers take the brunt of the war burden.

If the President had made a definite proposal to freeze labor's wages the farm group would be more amenable, but, believing that the President already has shown partiality to labor, they are not taking too much stock in the statement in his speech in which he said, "If you work for wages you will have to forego higher wages for your particular job for the duration of the war."

Knowing that labor groups in congress and in the administration are strongly opposing any legislation which would put a ceiling on wages, the farm group doesn't intend to be the first to give in.

The conservative element in congress, which might ordinarily favor both curbs on wages and on farm prices, is not treating either too warmly because it is disturbed over the President's failure to mention economies within the non-war activities of the government itself. Feeling that many economies could be made which would not hurt the war program, this group is relating its demands for such economies to legislation for wages control, profit control and taxation.

There is a growing conviction in congress that the President's proposals will face heavy opposition until he takes some definite step to force labor to share in the sacrifices which he is asking of other groups. It is pointed out that the great part of the big increase in national income this year is due to the higher wages paid to labor. It is estimated that at least $10,000,000,000 of the extra war spending now going on comes from labor's fatter pay envelopes. Farm income has increased, but not in proportion to that of labor.

The failure of labor to take seriously the President's suggestion for curbing higher wages was made clear when, a week after the President's talk, Philip Murray, president of the Congress of Industrial Organization at a meeting of the Steel Workers Organizing committee, emphasized his continued loyalty to the President and in the same breath said that he would seek a new $1 a day pay increase for 180,000 workers in four steel companies.

"The position of labor in America," said Murray, "is one of unalterable opposition to any system of wage-freezing. This is true of both the American Federation of Labor and the Congress of Industrial Organization."

What congress will do about this many-sided problem in an election year is difficult to determine — but present indications are that it will take very littll action of any kind which it can possibly avoid.

The subject of supplying oil to eastern states has been a major topic of discussion here. There is little doubt that there may be a real fuel problem, for both industry and homes using oil in the East next winter and Secretary of Interior Ickes, has urged industries, apartment houses, hotels, etc., using heavy fuel to turn to coal.

Much interest has been shown in Senator Shipstead's proposal for an expenditure of $20,000,000 for building wooden barges to ship oil up the Mississippi and down the Ohio rivers to Pittsburgh and then pipe it to coastlines cities, but even if this went through it would be many months before the East could be adequately supplied by this plan.

—Buy War Savings Bonds—

POULTRYMEN URGED TO SUPPLY EGG MARKETS

Because of nearness to markets and the fact that there is an increasing demand by merchants in the State for high quality eggs that can be sold as fresh, local poultrymen and egg producers are urged by James M. Gwin, of the University of Maryland Poultry Department, to concentrate upon production of high quality eggs so as to meet this demand.

Mr. Gwin points out that Maryland paultrymen should not try to compete with the low priced eggs coming into the State from farm flocks in the South and Middle West, but should take advantage of the higher priced fresh egg market which is practically at their front door. He says that the improvement in the fresh egg market in the State has largely been brought about by enforcement of the Maryland Fresh Egg Law, which divides eggs into classes of "fresh" and "non-fresh".

Extra effort is required on the part of poultrymen to produce and handle high quality eggs, but for those who desire to do so, Mr. Gwin offers the following recommendations.

(1) Produce infertile, clean eggs by removing males promptly after breeding season and by providing clean litter and nesting material.

(2) Keep eggs cool in warm weather by gathering them at least 3 times daily and by promptly placing them in a cool, moist place, which has a temperature of not over 50 degrees Fahrenheit and a relative humidity of about 85 per cent.

(3) Sort eggs for size and color. Separate them into large (24 ounce average); medium (21 ounce average); and small (18 ounce average). Also, separate browns and tints from white-shelled eggs.

(4) Pack each size and color separately in clean packing material.

(5) Market eggs not less than twice weekly. Be sure eggs are protected from roughness and extreme temperatures while going to market.

BUY YOUR WINTER'S FUEL NOW

We've all been advised not to hoard—and that's necessary advice indeed. But there is one basic commodity which the government wants us to "hoard" now—coal.

High officials are urging individuals to purchase next winter's coal stocks before summer ends—and preferably immediately. This of course, isn't "hoarding" at all. It is, instead, a definite contribution to the war effort.

The reason for it is simple. If everyone waits until cold weather arrives before ordering coal, the drain on the mines and on the agencies which must transport the fuel, will be tremendous. Worst of all, that drain will come at a time—early and middle fall, when crop movement are at their peak.

A CUP OF COLD WATER

In the War between the States,
In a battle fierce one day,
A small plot of ground unused
Between the two armies lay.
Before, 'twas held by one side,
Then the other one, and soon
The dead and dying lay there.
Throughout the long afternoon
The cries of wounded were heard;
"Water! water!"—this their cry.
At last a soldier in gray
To his captain forth did hie.

Said he, "Oh, I cannot stand
Those awful cries any more
Do let me go to their aid "
The captain said, "Don't implore!
I cannot consent. 'Twould be
Sure death for you to appear."
Again he said: "Above the roar
If cannon and guns, I hear
Those piteous cries! I'll go!"
With water bucket and cup
He goes o'er the field, and though
Fired upon, he won't give up!

No bullet strikes him, and soon
The foe perceive his kind deed,
And firing stops. For an hour
And a half he helps those in need,
While an unsigned truce prevails.
O friend, what stopped ev'ry gun?
Unselfish service to men!
What has not that spirit done?
The things of the spirit are more
Potent than weapons of war,
More mighty than force can be!
If used, how much better by far!

—Ellen Hutchison.

What Socialism Means

There can be no doubt but that many of the aggressive proponents of socialization of the electric industry are looking forward to the day when similar other enterprises in this country. If one man's business is destroyed, the way is smoothly paved for destroying other men's businesses.

Socialist leaders themselves have pointed to that fact. For example, Eugene V. Debs once said: "I am solid for government ownership because it is the first road to Socialism. I am for state and municipal ownership because it is an easy way to get what we want." And Norman Thomas, the ablest living Socialist, has said: "To begin with, the Socialists seek first the key industries."

"A GOODNESS ALL ITS OWN!"

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