The Tribune Goes Into Nearly Every Dorchester Home

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TODAY and TOMORROW

BATTLE CRY . . . . . name

A name, a slogan and a song are still needed for this war.

Several months ago, when President Roosevelt asked for suggestions for a name, he wasn't seeking one just to have a handle to hang this war on in the history books of the future. He asked for it because he realized that names and battle-cries are an important ingredient in arousing the American people.

The "War for Survival" was considered one of the best suggested names for this world-wide death struggle. But for some reason that name has taken hold, for most of us still use, for want of a better title, the name, "World War No. 2."

We could call this the "War to Save Democracy" or the "War to End Wars," both of which are descriptive of what we want this war to be, but being left-overs from the last war we can't put too much stock in those names.

Probably what we need is a name which paints a glowing picture of a better world after the war rather than one which merely portrays the horrors of defeat — something more realistic but along the line of "The War to Make Our Dreams Come True."

SLOGAN . . . . . spontaneous

There have been plenty of slogans which have grown out of this war, but most of them have been created by slogan-makers instead of being born out of battle.

We've been propaganda-ized into rallying, more or less, around the slogan, "Remember Pearl Harbor," but even though the Pearl Harbor affair makes every American long for revenge, the slogan is too reminiscent of "Remember the Maine" and is weakened by the fact that, so far as we know, it was created on the "battlefield" of Washington, D. C., instead of some hero of the Pacific.

The best slogans — the ones which have gone straight to our hearts— usually have been spontaneous outburts of men in the heat of battle. It is the drama and the color surrounding them which imprint them indelibly on our imaginations.

"Sighted sub, sank same" wouldn't have meant much if it had been a Washington invention, but when it was the expression of a young aviator in action it appealed to everyone of us. Another, of the more rousing type, is the exclamation of the marine going into battle who said to his buddies, "Let's go, do you want to live forever?"

Some slogan to stir civilians into greater action will soon evolve out of this war—but the chances are it will beshouted by a soldier rather than invented by a Washington professor who is ordered to sloganize America into action.

I have looked over lists of dozens of slogans which have been invented for such purposes as selling war bonds or to get war workers to speed up production.

Some of them seem to hit the nail right on the head, at first. But when I read them by the ream I can't help but recall the slogan-maker who spent a day in my office one time.

This professional slogan-maker wrote slogans for $5 an hour. All you did was give him the problem you wanted sloganized and he went to work. At the end of an hour or two he had a list of slogans a yard long—and most of them were first rate expressions of the problem.

Slogans for advertising—catchy combinations of words which stick in our memories—can be produced in that fashion.

But slogans which will rouse us to "sweat, blood and tears" must grow out of something deeper than clever mental gymnastics.

SONG . . . . . Over There

As for a song, I'll admit I don't listen to the radio much on these warm summer evenings, but I'm quite sure if there was a new song which was going to be the hit of this war I would have run across it on my occasional contacts with the ether waves.

Just as with the slogans, there are plenty of catchy war songs around, but we still need one that is written with "bombs bursting in air." If Francis Scott Key had spent the Revolutionary War days banging at a piano in some tin pan alley, we would never had heard of the Star Spangled Banner.

Today there are probably thousands of song writers who are frantically trying to write the 1942 version of "Over There," and they will undoubtedly produce some songs which will get a high rating on the Lucky Strike radio hour. But if there is to be a song which will really inspire us to greater war effort it probably will be written by a soldier who has been through a blitzkrieg, or a sailor who has learned what it is like to have his ship blown out from under him.

Instead of attempting to do these jobs at home, we would be better off to turn over the war-naming, the slogan writing and the song composing to the army, the navy and the marines.

U. S. Citizens Fight Under Own Flag

U. S. citizens who jumped the gun and got in the war, via the Canadian army, before Uncle Sam was attacked, are pictured just after their release from the Canadian army in England as they were sworn into the U. S. army. Britain is releasing any American who wishes to fight under his own flag. The above men still wear the Canadian uniform.

Jap Beetle Campaign Over In Dorchester

The 1942 season for Japanese beetles in Dorchester county is practically over, according to the County Agent, Charles Fuller. A few stragglers, he said, may be seen until frost but the numbers will be so reduced that damage from feeding will be negligible.

In areas where adults were abundant this summer, Mr. Fuller said he anticipates some damage to lawns, pastures and the roots of plants this fall and next spring. The reason for this is that the females of the beetles that were flying this summer laid an average of from 40 to 60 eggs. These eggs which were laid in the ground, usually in grassland, hatch into little grubs that feed upon and damage the roots of plants. Severe grub damage on the roots of strawberry plants has been reported in Somerset county.

In commenting upon the control work that is being conducted in Dorchester county by the County Agent, in cooperation with the Department of Entomology at the University of Maryland, the City of Cambridge, and the Board of County Commissioners, Mr. Fuller explained that the main objectives of the county program is to establish disease and parasites for the purpose of ultimately relieving present acute conditions and reducing the beetle to the status of an unimportant insect.

Indications are that definite results are being obtained. Notwithstanding the fact that beetles are increasing in certain formerly lightly infested areas—a condition to be expected -- there is improvement in conditions in certain old heavily infested areas. According to trap record surveys, there has been a reduction in the beetle population in Cambridge during the past two years. Further improvement is anticipated next year.

Mr. Fuller reports that the milky disease has been established on over 2000 properties and farms in Dorchester county.

The County Agent advised that his office was prepared to furnish farmers and others with information on the use of sprays, traps, and other available measures that will aid in giving temporary relief from damage until more permanent relief could be obtained from the disease and parasites now being distributed in the county.

Mr. Fuller said that approximately 2500 traps were operated in the county this year to obtain intelligent information for use in distributing the milky disease.

Country Fast Growing More Air Minded

War officials, Congressmen and the man on the street have become terrifically air-minded in the past few weeks. Ever since the war began, the airplane has been recognized as perhaps the most important of all equipment for winning the war, but lately the possibilities of what might be accomplished by air have been greatly expanded.

One reason for this was the presence in Washington of Henry J. Kaiser, builder of the Boulder and Grand Coulee dams, who in recent months has brought about mass production of ships at a speed which most shipbuilders considered impossible. Mr. Kaiser has brought up the possibility of transporting men and equipment across the seas by cargo planes and said that, if given the go-ahead signal, he could produce 70-ton cargo planes in ten months and in 14 months could build a 200-ton plane capable of carrying a 60-ton load.

There are many problems facing such a project, but the difficulties of transporting war materials through submarine-infested seas have set many a war expert to dreaming of fleets of giant planes carrying men and equipment to all fronts.

In addition to transportation, concentration on aviation has also been stimulated by the plans revealed by both the aviation leaders of Great Britain and of this country to destroy all leading German production centers by continuous day and night mass bombings. More and more the feeling in Washington is that the much talked of second front will at first be an air front and the successful raids England already has made on several German cities are setting the pattern for an invasion of air capable of paralyzing German war production.

How many planes and how many men we have in England to participate in such an invasion is of course not revealed, but there is no question that our forces there are gathering strength daily.

The total number of men now in our armed forces, which has been mostly a matter of guesswork even by those close to the war and navy departments, was revealed by President Roosevelt as being 4,000,000. The President gave out this figure in issuing a statement on the meat shortage, giving the figure to show the great number of men in our forces who must be fed.

This means that we already have more men in the forces than Secretary of War Stimson set as our goal for 1942—which was 3,600,000. After Mr. Stimson set that goal, however, General Marshall, last May, said the goal should be set at 4,500,000—a goal which it looks as though we would reach.

As a result of an order by the President, a bill is now being drafted to give the War Man Power Commission authority to assign any qualified man and woman in the country to a task in the war program. Under this plan, the government would have the right to control the occupation of 60,000,000 men and women.

It is anticipated that several million more employees will soon be needed in munitions industries and probably cannot be adequately supplied by voluntary methods. Through occupational questionnaires, the government is getting complete information on the jobs which could be performed by all men between the ages of 18 and 64, and it is probable, if the new measure is passed, that all women will also be required to give such information.

With Congress on an unofficial recess, no legislation of any importance will be considered until September. Speaker Rayburn, after a talk with the President, said that the President had no important legislation for the House to consider this month and he set an example for the rest of the representatives by going home for a four or five weeks stay. Senator Barkley, majority leader in the Senate, announced that there would be no important legislation taken up in the Senate until the revenue bill comes up sometime in September. So the questions of food prices, wage control, and inflation will be left hanging fire for at least another month.

There has been great excitement in Washington over the trial of the German saboteurs. Congressmen who are still in Washington reported receiving strongly worded letters from their constituents stating that the Germans were given much too great consideration. (That, of course, was before the announced electrocution of six of the spies and imprisonment of two others last week.)

The Federal Bureau of Investigation reports that their offices throughout the country have been flooded with tips about suspicious people who should be investigated as possible saboteurs and the FBI is doing everything possible to run down all such reports.

Farm Drainage Plan Given To Commissioners

Chairman Of Conservation District Presents Statement.

FARMERS SEEKING GOV'T. ASSISTANCE

Earle R. Keene, Chairman of the Dorchester Soil Conservation District appeared before the Board of Commissioners of Dorchester county and presented a statement regarding a farm drainage program planned for the county.

Since the cessation of the CCC drainage program Dorchester county farmers have been seeking for a source of assistance with their drainage problems. The result of their search was the final organization of a Soil Conservation District in the county. Under the district program extensive drainage work is planned, Mr. Keene said.

As a background for the proposed drainage work, Mr. Keene said, there is now in the county 26 tax ditch organizations. These tax ditches have 426 members and the organized ditches will serve over 600 farms. Of these 26 ditches, six are completed, nine are partially completed and the remaining eleven have had no work done on them.

The drainage work proposed by the Soil Conservation District is county wide and would directly serve 1000 or more farms and indirectly benefit 1200 more farms, according to Mr. Keene.

To facilitate this proposed drainage work, he stated, the Soil Conservation Service has loaned the Dorchester Soil Conservation District a dragline valued at about $12,000.00, a tractor at $3,000.00, a truck at $2,000.00 and a blade ditcher at $600.00, or a total of $17,600.00 worth of equipment.

Mr. Keene stated that in working out a plan with Dorchester county farmers to operate this dragline, the Board of Supervisors of the Dorchester Soil Conservation District propose that the County Commissioners of Dorchester County contribute financially toward the operating cost of this dragline as they did under the CCC drainage program.

SHIP NAMED AFTER EASTERN SHORE PATRIOT

The Bethlehem - Fairfield Shipyard completed the launchings of the fifty Liberty ships this week when the S. S. William Tilghman was sent down the ways in the record time of forty-eight days.

The previous record of the yard from keel-laying to bottle-breaking was fifty-one days.

Mrs. F. G. Emerson, wife of the resident manager of the Weyerhaeuser timber company, broke a bottle of champagne over the bow of the vessel as it slid down the ways.

J. M. Willis, vice-president and general manger of the shipyard, said although ships were now being launched in well under sixty days, the yard expects to cut the time to thirty days in the near future.

He recalled that the Patrick Henry, first ship launched under the fifty ship contract, was on the ways for five months. It was started May 30, 1941, and slid into the water on September 27.

When the contract was awarded the Maritime Commission allowed six months for the completion of each vessel, but as the building program advanced the company pared the time required to two months.

Within the next few days, company officials said, all of the fifty ships called for under the Government's contract, will have been delivered approximately eight months ahead of schedule.

The shipyard holds contracts for an additional 198 vessels from the United States Maritime Commission.

The ship was named for William Tilghman, who was born in Talbot County, Maryland, in 1756, and subsequently served as a member of the Maryland Senate and as chief justice of the Pennsylvania Supreme Court.

AUGUST BOND QUOTA SET FOR DORCHESTER

Dorchester county has been assigned a $48,100 United States Bond sales quota for the month of August.

Baltimore City will strive to raise $9,006,400, out of a total Maryland quota of $11,250,000.

The Treasury Department announced that Montgomery county has the second highest quota, $234,200, with Allegany county on the former's heels with a quota of $221,300.

Talbot county has been assigned $70,400 and Wicomico $86,400.

Farm Labor Scarcity Is Problem Here

Labor Being Imported From South Not Sufficient For Demands.

CROPS NEARING RIPENING PEAK

A critical labor shortage in Talbot during the past two weeks has seriously curtailed the canning of perishable crops, it was reported today. Wet weather, however, has begun to cause widespread destruction of tomatoes, it is said, and the shorter crop may be handled with a slight labor increase.

Pickers and helpers in canning factories are being brought in from Southern states and are beginning to help out, canneries reported. Early this week several packers were forced to shut down part time because of labor shortage. Farmers also have had great difficulty in getting their fruit picked up to the present time.

The bumper Eastern Shore tomato crop, increased forty per cent this year to supply civilian and military demands, is faced with a twenty to forty per cent failure because of recent storms, United States Employment officials reported last night.

Already, farmers who sought migrant labor to harvest the crop have canceled requests placed with the Employment Service and reported that in many sections the unripe vegetables are dropping from the vines.

The office of Fred B. Gambrill, farm placement supervisor of the service, said that additional migratory workers sought for the area now may not be needed because of the depreciation of the crop.

First reports of the spoilage were received in the Salisbury office of the service last week, Miss Elizabeth Mulholland, assistant supervisor, said.

Mr. Gambrill toured twenty farms throughout Dorchester and Talbot counties and saw indications of the spoilage in every section of the two counties, Miss Mulholland said.

Farmers told Mr. Gambrill that the crop was failing because of incessant rains and alternately very rainy days which caused the tomatoes to drop to earth before ripening.

The threatened destruction to the crop came just as a source of migrant labor had been procured by the employment service.

Earlier, farmers of the area had sought out the service when it appeared that migratory laborers from Florida who normally came to the Eastern Shore were stranded because of gasoline and transportation shortages.

More than 2,500 workers were found available in North Carolina. To bring them to Talbot and Dorchester counties, the county commissioners appropriated $800 each, and Governor O'Conor recently authorized the Maryland Council of Defense to place $5,000 in a joint fund with the counties to pay the migratory workers' transportation costs.

The harvest of the tomatoes began coming in over the week-end, the employment service reported, and the first three small truckloads carrying 150 workers to the Shore from Rockingham and Albermarle, North Carolina, arrived at the Farm Security Camps Sunday.

They were transported to the district at an average cost of $4 each, Miss Mulholland said.

Officials of the service had believed that the money appropriation for the transportation of the workers would be insufficient to bring the needed workers north, but last night the service was considering cancelling arrangements for bringing any more.

Another convoy of motor trucks carrying 400 workers from North Carolina was en route to the farms last night, Miss Mulholland reported.

MISS HARRISON TO WED U. S. ARMY MAN

One of the late summer weddings of interest both in Virginia and Maryland will be that of Lalla Fauntleroy Harrison and Captain Clarence Hodge, Jr., U. S. Army, of Washington, son of Mrs. Clarence Hodge and the late Mr. Hodge.

The bride-to-be is the daughter of Mrs. Burr Powell Harrison, of Leesburg, and the late Mr. Harrison, who lived in Baltimore for a number of years. Her maternal grandfather was the late Dr. Brice W. Goldsborough, of Cambridge. She is a great-niece of former Senator Phillips Lee Goldsborough and was educated at Gunston Hall and presented at the cotillon, as well as in Washington.

One of Captain Hodge's forebears was Dorsey S. Warfield, of Thurmont, W. Va. He is a graduate of Princeton and is serving with the field artillery.

Polish Refugee Children in Iran

Here a group of Polish refugee children in Tehran, Iran, use an uncompleted Nazi machine gun factory for a schoolroom. Before the British and Russians drove them out, the Nazis started this project but it has now turned into a useful building by Red Cross supervision.

Captain Reported Missing At Sea

Mrs. Rena Tall, of Cambridge, has been advised that her son, Capt. P. F. Creighton, is missing at sea, following the torpedoing of a merchant vessel on which he was serving as chief officer.

Word that Captain Creighton was lost with the ship, was received Sunday by his wife, who until receipt of the telegram from Vice-Admiral R. R. Waesche, U. S. C. G., Commandant of the Coast Guard, had not abandoned hope that her husband was safe.

Captain Creighton was making his last voyage as a merchant marine officer, as he filed application for enlistment in the U. S. Naval Reserve before leaving port on his last trip. He started his sea career at the age of 16, and except for eight years spent in the employ of the shipping firm of Hasler & Company, he went to sea for 36 years.

Besides his wife, he is survived by his mother, Mrs. Rena Tall, of this city; three sons and one daughter, eight sisters and brothers.

Captain Creighton was a native of Hooper's Island, but for the greater part of his life had made his home in Norfolk.

TO STUDY CEILING ON LIVE STOCK

Claude R. Wickard, Secretary of Agriculture, said this week that he could not say whether he would approve OPA price ceilings on live stock until he had been given an opportunity to study a specific price proposal.

The Secretary disclosed at a press conference that Price Administrator Leon Henderson had inquired about the department's attitude toward ceilings on live cattle, hogs and lambs.

Mr. Wickard said such controls would require a "complicated" system of allocating live-stock supplies among packers, the establishment of differentials on different grades as well as separate price scales for each market, the maintenance of a force of inspectors to enforce the ceiling and an agreement with processors on minimum prices which they would pay farmers.

"Until I see a specific proposal and make a study as to how it would meet these problems, I cannot say whether I approve the ceiling," Mr. Wickard said.

Under the price control law, ceilings on unprocessed farm products must be approved by the Secretary of Agriculture.

Mr. Wickard said he could not see how ceilings on live stock would increase meat supplies at this time. He said this was one of the arguments being used in support of proposed live stock price ceilings. Present shortages of meat centered chiefly in the East, reflect not a price problem, he said, but a problem of distribution of the available supplies so that each consumer would get his fair share.

"The solution of the problem may require consumer rationing," Mr. Wickard said.

DEALERS WILL PURCHASE TYPEWRITERS FOR U. S.

Registered dealers and manufacturers will act as buying agents for the procurement division of the United States Treasury in purchasing at least 500,000 typewriters for the Government, OPA officials said yesterday.

Persons having typewriters to sell to the Government should take them to dealers who will inspect the machines and quote the trade-in allowance as of February 1, 1941, it was explained.

Typewriters bought by dealers will be affixed with a Government label to guarantee the seller that his machine will not go back into ordinary trade channels. Standard typewriters (not portables) made on or after January 1, 1935, are wanted.

Gas Rationing About Complete

Dorchester was the first county in the State to complete its supplemental gas rationing requests and mail them out to the people.

Robert H. Matthews stated that this was accomplished with volunteer help in addition to the regular help, and he further stated that the rationing board worked every night to clear up the work.

"We are now in fine shape," said Mr. Matthews. "We had from 8 to 16 volunteers working at one time. That was in addition to the regular staff."

Mr. Matthews, who is chairman of the County Rationing Board, stated that about 2,000 supplemental passenger requests had been received, and he estimated, about one thousand each of the tractor and non-highway requests.

URGES STATE FUND FOR POST-WAR WORK

Freeze the State Treasuray surplus for post-war reconstruction, Dr. Abel Wolman, chairman of the State Planning Commission, urged the Legislative Council yesterday at a meeting in the Governor's office in the Union Trust Building.

The Governor has said that a $9,000,000 surplus exists in the treasury.

"Post-war reconstruction will presnt a multitude of problems," Dr. Wolman said, "and we should be better prepared than after the last war, when it took us from nine to twelve months to establish funds.

"The whole State program of roads, institutions and other work should be correlated. Rights of way should be obtained; surveys made, and construction plans drawn for a public works program so that the work could be started in thirty days instead of twelve months," he said.

By freezing or "salvaging" the present surplus "it would not be necessary to issue bonds for that amount," he pointed out.

Dr. Wolman advocated establishment throughout the rural aeras of the State of key hospital clearance centers to give emergency treatment before patients are transferred to larger hospitals.

This "institutional program" could be financed, he said, by the surplus in the treasury.

Dr. Wolman also urged the council to consider legislation to establish a fund of about $250,000 for the study of post-war construction plans and acquisition of rights-of-way and other preliminary work.

Dr. Wolman said that three major forms of expenditures must be considered by the State. They are roads, institutions for health and general hospital care and higher education.

DRIVER IN FATAL CRASH TO BE GIVEN HEARING

A hearing on the automobile accident in which Miss Betty Marine and Harrington Pritchett were fatally injured, will be held in Easton, on Friday afternoon, August 21, at two o'clock.

State's Attorney William Reddie of Talbot county, stated the hearing would be held before Trial Magistrate L. Herbert Griffith, in Easton.

A technical charge of manslaughter has been placed against Mrs. Victor MacSorley, who was alleged to have been driving the station wagon which crashed into a tree on the Trappe road, about one mile from the Choptank River Bridge.

SALVAGING OF FATS DRIVE EXCEEDS HOPES

Housewives of the nation are contributing kitchen fats for the manufacture of munitions to the War Production Board salvaging campaign "beyond expectations," E. P. Williams, chief of the fats salvage unit of the WPB, reported yesterday.

No New Roads To Be Built For Duration

Dropping Gasoline Receipts Kills Plan For Many Improvements.

MAINTENANCE WORK PLANNED

Construction of new roads in the State must be stopped and all available funds be used for the maintenance of highways, Ezra B. Whitman, chairman of the State Roads Commission, yesterday told the members of the Legislative Council which met in the Governor's office in the Union Trust Building.

Mr. Whitman told the council members that revenue from the office of the Commissioner of Motor Vehicles to be used for road purposes already had dropped thirty per cent, and he expected the shrinkage to reach fifty per cent, by next year.

Because of this, he continued, the funds allocated to the various counties should be used only for maintenance rather than, as in the past, one half of the funds being used for new construction and the other half for maintenance.

The Legislative Council agreed with Mr. Whitman and a motion was passed to sponsor a bill, to be introduced immediately upon the opening of the General Assembly, to grant such power for the duration of the war.

The plan for "road maintenance only" is expected to go into effect October 1, the beginning of the fiscal year.

In addition to the drop in revenue, which has amounted to over $1,000,000 for the first ten months of the fiscal year, Mr. Whitman said it is becoming increasingly difficult to obtain steel, tar and other materials necessary for construction of both roads and bridges.

"It is important that our present roads be maintained, because if we don't maintain them we will have to rebuild them after the war," Mr. Whitman said.

PRISON BUREAU APPROVES DORCHESTER COUNTY JAIL

The Dorchester County jail is now the only one on the Eastern Shore which has been approved by the Federal Bureau of Prisons.

This announcement was made by Sheriff James R. Thomas, who said the jail had recently been inspected by Richard W. Wicks Federal Inspector of Prisons.

Mr. Wicks' report stated that "he had found the jail in a very satisfactory condition as to both sanitation and the feeding of the prisoners."

The inspector also commended Deputy Sheriffs Waldo F. Robinson and Howard Hall on their close supervision of the jail.

There are only five jails in the State of Maryland that have been approved by the Federal Bureau of Prisons.

SUGAR RATION WILL BE THE SAME NEXT YEAR

Consumers may expect at least as much sugar in the first nine months of 1943 as the present basic rations, the OPA said today, "provided the shipping outlook does not take a radical turn for the worst."

The basic ration for household consumers is eight ounces a week, and seventy per cent. of the 1941 sugar is for industrial uses.

Ration allowances for the remainder of the year, the Office of Price Administration said, are being planned to provide a supply of at least 2,300,000 tons of sugar January 1, 1943.

Harold B. Rowe, chief of the OPA food rationing division, under whose direction the report was prepared, declared that if the shipping situation "turns out to be better than we now have the right to expect, or if the distribution is less than expected," any excess supply of sugar can be distributed as a bonus, or extra allowance to consumers.

Mr. Rowe estimated that in order to maintain the minimum ration through the first nine months of 1943, the distribution of 4,173,000 tons of sugar would be required. An additional 830,000 tons must be kept in the nation's sugar larder, however, to insure an adequate supply in all sections of the country.

FARM WOMEN HELP SOLVE LABOR PROBLEM ON SHORE

Mrs. Nell C. Westcott, manager of the Maryland Employment Service, said that despite fears to the contrary, Kent county canners are having little difficulty in securing enough labor to handle the tomato and sugar corn pack.

Farmers' wives and daughters who have spare time and are anxious to earn extra money in canneries are answering the call, Mrs. Westcott said.