CCC HAS COST U. S. TAXPAYERS $1,969,287,425

The Commodity Credit Corporation, huge Government food and farm agency, cost the taxpayers $1,969,287,425 for loan, purchase, resale and subsidy operations from its creation in 1939 to March 1 this year.

The agency's latest financial report today shows that direct subsidies to farmers, food processors and importers—most of which was paid out during the war to encourage production—cost $2,115,979,242.

Not included in this figure are subsidies paid farmers by the Agriculture Adjustment Agency before the war for limiting production and for soil conservation. These subsidies total roughly $2,000,000,000 during the life time of the CCC.

The CCC reports a net "profit" of $.46,691,816 on its programs exclusive of direct subsidies to producers, processors and importers.

Before the war, it obtained large quanities of cotton, wheat, corn and other farm products which farmers had put up as collateral for price supporting loans. Much of this never was reclaimed.

The war brought increased prices and the CCC sold its commodities at prices higher than the amounts it had loaned on them. As a result it wound up with a profit on many of its commolities.

The money thus made on commodity sales reduced the agency's overall losses to $1,969,287,425 for its lifetime.

The largest single subsidy was $1,255,094,000 to dairymen during the war. Officials explained that by paying this subsidy the government was able to keep retail ceilings on milk, butter and some other dairy products at lower levels than other-wise would have been possible.

The next largest was $238,432,022 incurred through resale of government-owned wheat to livestock producers at cut prices to encourage production of meats, milk and poultry products during the early part of the war when corn was scarce.

Sugar producers in this country and United States territories received $103,331,507 in special production-inducing subsidies from the CCC. These were in addition to regular payments, averaging more than $50,000,000 a year made by the Agriculture Department under the Sugar Control Act of 1937.

The CCC paid farmers $98,205,983 to grow soy beans durrig the war to help relieve a shortage of fats and oils caused by loss of imports from the Far East.

Costs of other wartime food production and import subsidies include:

Beef, $36,941,023; dry beans, $13,060,942; cheese, $67,638,581; coffee, $7,211,898; fruits, $75,540,976; peanut butter, $19,587,793; peanut, $5,902,000, and sheep and lamb production, $43,242,867.

The CCC received from sale of surplus cotton $219,447,380 more than it put out on this commodity for loans to growers, storage and other costs. It also made $31,339,[illegible] from sale of surplus wheat, $9,732,495 from tobacco; $40,211,429 from imported commodities and $30,93,528 from corn.

Money made on these scales helped to cover $11,055,541 the CCC paid to subsidize exports of cotton and $1,210,062 to subsidize exports of wheat before the war.

The report shows that the CCC has lost $50,610,355 on purchase and resale of surplus potatoes. Losses on this commodity are expected to exceed $100,000,000 by the time the 1946 surplus is disposed of.

AUTO PRODUCTION RISES GRADUALLY

The nation's automobile industry is gradually stepping up its production volume, despite a variety of handicaps, including materials scarcities and a number of minor labor disputes.

Leading the way in output volume, of course, is the multi-divisioned General Motors Corporation, which disclosed a few days ago that its first quarter production this year aggregated 455,782 cars and trucks, the heaviest schedule achievement since many months before the war.

While this is far below G. M.'s capacity it has material significance because it disclose a steady upward movement. Similarly other major units of the industry are increasing their volume. The current trend leaves little doubt that 1947 over-all production will come close to 5,000,000 in passenger-car and truck assemblies unless a major work stoppage intervenes.

So far as present activity among the tool and diemakers discloses, there is little prospect of the introduction of complete new lines by any major manufacturer this summer.

If this assumption proves correct the assembly lines probably will achieve the highest production tempo in their history in the July-August-September quarter, probably producing 1,750,000 cars and trucks in that period.

Car-industry leaders have little doubt of their ability to produce at top levels this year; they have little doubt, either, that they can sell all the cars and trucks they can make in 1947.

They are concerned, however, over the fact that a huge segment of American workers, especially the more than half a million employed in their own factories, have been priced out of the new car market.

These workers have been forced to depend for the most part on the used car market for their cars and they have found quite generally that good second hand automobiles cost more today than did new vehicles before the war.

While this suggests there is a tremendous market for the light-weight, low-priced cars the industry was planning a year or so ago, there has been no indication of any intention by the manufacturers to revive those plans at an early date.

The trade paper Automotive News in today's issue placed last week's output of cars and trucks in the United States and Canada at 99,930, compared with 100,993 in the preceding five-day period.

INFORMATION METHODS DESCRIBED BY RED CROSS

This is how person over the United States may obtain information about friends and relatives in Texas City, Texas, where a series of explosions has killed an estimated 650 and injured 3,000 more:

Make contact with your local Red Cross chapter, advising them what you want to know.

Your Red Cross chapter, says T. D. Jessup, manager of the Dallas chapter of the Red Cross, will in turn query the Dallas chapter, headquarters for several southwestern state.

Dallas will then question the Galveston Red Cross chapter, over a direct teletype system. Galveston has the master files on the disaster, will check, notify Dallas, and then your local Red Cross will be advised.

KENNEL CLUB PLANS OBEDIENCE PROGRAM

The Del-Mar-Va Kennel Club, Inc., has extensive plans under way for the development of a program obedience training for Peninsula dogs. It is the hope of the Club to gain enough interest so that each community may have its own school at regular periods, directed by a capable training teacher.

Dog training can be a joy and a pleasant hobby for children and adults alike. If the dog being trained is a thoroughbred, it may be entered in the obedience exhibitions which will be held in conjunction with each Dog Show sponsored by the Del-Mar-Va Kennel Club, or any other obedience exhibition.

It is said by dog trainers that it is usually more difficult to train an owner to train his dog than it is to train the dog, and the proposed training school is designed to prepare an owner to train his dog properly.

Timid dog is mast difficult to train in obedience, and although it may perform near perfection in the privacy of its home, before hundreds of spectators it may not perform at all. It is important, then, to make a careful and wise choice when purchasing a dog of obedience training.

The extent of the training program cannot be determined until more interest is shown in each community. Anyone who is interested may have further information by mailing a postal card to: Del-Mar-Va Kennel Club, 14 High Street, Seaford, Del., giving your name, address, whether child or adult, and breed of dog you propose to train.

JUNIOR BOARD FOLLIES SLATED STATE COLLEGE

Plans are beginning to shape up for the Junior Board Follies to be staged at the State Teachers College May 21 and 22 under the auspices of the Junior Auxiliary Board of the Peninsula General Hospital.

Mrs. H. Lay Phillips is general chairman of the galla affair, one of the largest charitable projects to be launched by the group of women net proceeds from the two-night show will be used solely to buy necessary equipment for the hospital, Mrs. Ber Jamin P. Quillen, President of the Junior Board announced.

The cast will be made up of all local talent and will be under the direction of the Cargill Production Company of New York City who will furnish costumes and scenery for the production.

Many specialty numbers will be featured and a chorus of over 50 will sing and dance, accompanied by an orchestra from the State Teachers College under the direction of Benn Maggs.

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From where I sit ... by Joe Marsh

A Great Bunch —Those Ex-G.I.'s

Willie Wells and a bunch of the boys from our town went to Pound Ridge Saturday to a reunion of their old regiment.

There were about two hundred and fifty boys who came from miles around to a good old feast in Farmer Collins' barn. I expect they seemed a lot different to each other out of uniform. But they had a great time, spinning yarns, drinking beer, and talking over the old times in South Africa and Italy and the Aleutians.

I went over to cover the meeting for the *Clarion*, and one thing that sure impressed me was the good behavior of those boys—their preference for a moderate beverage like beer—their friendly spirit.

From where I sit, our ex-G.I.'s are making as good a showing in peacetime as they made during the war. And they're setting a mighty good example to the rest of us—in tolerance, and moderation, and good fellowship.

Joe Marsh

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NEW DIFFERENT

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It gives your engine SPEED for quick getaway and smooth highway action!

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During a period of business adjustment many firms neglect to keep their light a shining . . . they neglect cultivating new customers and retaining the friendship and confidence of their old customers . . . in other words, they neglect their advertising.

The business institution or organization that waits for "normalcy" to come back or for the signing of an armistice before beginning their advertising, will be left in the dark.

If you want to get your share of business in the post-war tomorrow, you must begin now to lay the foundation by the use of letters and advertising to your old customers and logical prospects . . . You must keep your light a shining a little ahead of the rest. NOW IS THE TIME TO LIGHT YOUR LAMP.