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MADISON MD

The Tribune Goes Into Nearly Every Dorchester Home

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TODAY and TOMORROW

STRIKE . . . . . newspapers

Recently the people of New York city had a lesson in what it would be like to live without newspapers. Because of a strike of delivery men 6,000,000 readers had to go without the news or else be satisfied with a freak species of newspaper called "PM."

Ever since Pearl Harbor, the people of New York, like those in all other cities, have read newspapers more avidly than for many years before. They are eager to know the very latest developments in the war and on the home front.

When their chief source of reliable news was suddenly cut off it was the same as though the government had adopted the policy of the Nazis and said, "From now on you will read only what we want you to read." For it happens that the newspaper, "PM" is probably the most devout organ of the New Deal in existence and the people had no other choice.

JOBS . . . . . freezing

An interesting sidelight on the newspaper strike was that, because of the absence of newspapers, the people had no way of knowing what the strike was about and how long it might last.

Actually, the strike itself was news of the first order—since it involved a new phase of labor demands, which if permitted to spread, probably could do more than anything which has happened yet to hinder our war program.

In addition to the usual demands for higher wages, the union insiste dthat the jobs of all men who deliver newspapers be frozen for the duration of the war—that employers be required to keep on all deliverymen even though the need for them, due to wartime curbs, no longer existed.

Since the union knows that news paper editions and newspaper circulation will probably be cut by government order, thus endangering some of their jobs, it was the same as if your local gas station manager, when he heard his supply would be cut 50 per cent, had been forced to agree to raise all wages and sign contracts to keep all of his men on for the duration.

During a period of widespread unemployment such demands would would still seem unfair; but when there are thousands of jobs in war industries begging for men, it would seem criminal to permit hundreds more men than are needed to ride on newspaper delivery trucks throughout the war.

VICTORY . . . . . selfish

Probably the men chose the week before Christmas for this strike because they knew it was the week that would hurt the newspapers most and might thus force a quicker and more favorable agreement.

But by choosing that week in which the newspapers ordinarily carry more advertising than at any time during the year, they not only showed a total lack of interest in the welfare of their employers, but they also turned the public against them for denying them the suggestions on which they had learned to depend for planning their Christmas shopping.

The stores also suffered as a result of the strike by being unable to guide their customers, through advertising, to the goods of which their supplies were plentiful—which was of particular importance during this year of so many scarcities.

While the strike was in progress, the newspaper "PM" showed a picture of a group of the delivery men smiling and showing the V for Victory sign with their fingers. But it was obvious that they were using that symbol not for the purpose for which it was intended — to show a desire for victory in this war—but as a symbol of their expectation of winning soft berths for themselves for the duration.

DANGER . . . . . warning

There is a general feeling in labor circles, as well as in Washington that the newspapers have shown a strong anti-labor sentiment during the past two years.

Whether this is true or not depends largely on any individual's personal feeling as to what is anti-labor and what isn't. But it is undoubtedly true that the newspapers in general have opposed treating labor leaders like spoiled children and giving them anything they asked in order to keep them quiet.

The newspapers have attacked the demands by labor which they considered unfair and they have

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Regulations Governing Disposal Of Livestock

The following regulations relative to killing and selling livestock for meat purposes has been received at the County Agent's office.

Every person in the United States who slaughters and delivers to others even so much as one animal of the sort listed in the OPA meat restriction order of October 1st, is subject to the restrictions of the order and to its penalties in case of violation, the Office of Price Administration stated today. Farmers who slaughter animals only for their own use are exempt, and are not subject to any fine. Animals covered are cattle, calves, sheep, lambs, and hogs. Delivery of meat from these animals to civilians is limited so that there will be enough for the fighting forces of the United States and its Allies.

Records of all slaughters for delivery to others must be kept and be available to inspectors of the OPA by everyone from the country butcher, or the farmer who slaughters meat for others, to the largest packing houses. False statements of the number of animals slaughtered and delivered, or other violations of the restriction order, subject offenders to fines up to $10,000 or ten years in jail, or both.

The Office of Price Adminsitration stated these facts emphatically today to call attention to the wide scope of the order.

All slaughterers, including small country slaughterers and butchers, and custom slaughterers who kill animals belonging to others, are subject to the terms of the order, as are farmers who kill animals except for the use of themselves and their families. Anyone, to repeat, who kills and delivers to others, animals from which are obtained beef, veal, lamb and mutton, and pork is accountable. They must keep records of all they kill and deliver, and they must keep within the limits set by the order for deliveries to civilians.

These limits are in two classes. The larger slaughterers — those who kill more than 500,000 pounds in a quarter—are limited in their civilian deliveries to the following percentages of the kinds of meat covered that they delivered to civilians in the corresponding quarter of 1941, beef, 80; pork, 75; lamb and mutton 95; veal 100.

The other slaughterers including everyone else are limited to no more than the same amount of each of the kinds of meat they slaughtered and delivered to others in the corresponding quarter of 1941. Cutter and canner grades of beef are defined as a special kind here too, "non-quota" slaughterers may not deliver more of this kind than they did in the same quarter of 1941.

In issuing this statement the OPA emphasized the main purpose of the meat restriction order is to insure that enough meat is available for the fighting forces. Until meat rationing is started, the equitable distribution of the share that is allotted to civilians is in the hands of the meat industry itself, which is making every effort to live up to this responsibility.

Violations of the order by even the smallest "non-quota" slaughterers will have a serious effect first of all on the supplies for the armed forces, and are an interference with the war program that will not be tolerated, the OPA said.

It will be noted that poultry and game meats are not included in the above regulations. Any such meats available to any family whether home produced or purchased may be freely used in addition to the meats not included in the regulations.

COLLECTION OF SILK AND NYLON HOSE

Every retail establishment having a hosiery department is requested to assist in the collection of discarded hosiery. Silk and nylon from hosiery are required to supply needed stocks of these materials for war production. The public is asked to donate all worn and discarded washed women's and misses' silk and nylon hosiery in the following classifications:

(a) All silk; (b) All nylon; (c) Mixture of silk and nylon; (d) Mixture of silk and rayon; (e) Mixture of nylon and rayon; (f) Mixture of silk and cotton; (g) Mixture of nylon and cotton.

The public will be requested to take, or have neighbors take, women's and misses' worn-out and discarded washed silk and nylon stockings to a collection center designated as a Hosiery Collection Depot and established in every retail store where women's and misses' hosiery is sold. This means that every retail store which has a women's and misses' hosiery counter will provide a container into which will be placed the discarded hosiery to be shipped by the retailer — 100 pounds or more, freight "collect" — direct to the Government's representative, Defense Supplies Corporation, care of John T. Ryan Sons, Inc., Green Island, New York.

The cooperation of all retail merchants together with the local Salvage Committee, are asked to assist in this effort especially to provide for the collection and shipment from all stores where accumulations of donated hosiery are less than 100 pounds. In this case it will be necessary to collect from several stores periodically to make up the 100 pounds necessary for shipment.

No sorting or grading of hosiery is required. Each shipment sohuld weigh from one hundred to three hundred pounds and packed in a standard container, and consign shipments, freight collect, to—Retail Merchants Asso., of Maryland. Defense Supplies Corporation, care of John T. Ryan Sons, Inc., Green Island, New York.

Send original notice of shipment to above with a copy to Defense Supplies Corporation, Public Ledger Building, 6th and Chestnut Streets, Philadelphia, Pa.

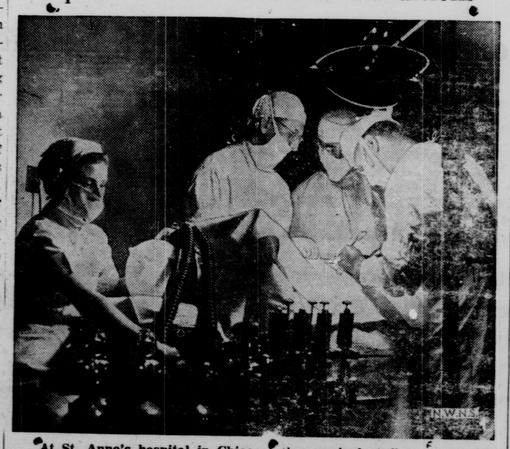
The County Committee has not as yet worked out a local plan for collecting from small stores and they are all requested to hold their collections until notified what to do with them.

DRY EDIBLE BEANS LISTED AS VICTORY FOOD SPECIAL

Dry edible beans have been named a Victory Food Special by the U. S. Department of Agriculture for the period January 18 through January 23. With a record production in 1942, the Department states supplies on hand are the greatest in history and ample for all current requirements.

During the period mentioned, retailers and other merchants will feature dry edible beans in advertising and display material to focus consumer attention

Operate Under Blackout Conditions



At St. Anne's hospital in Chicago the surgical staff has no intention of being caught unprepared and untrained if the worst comes to the worst. For a week, nightly operation drills have been performed under blackout conditions. Not only have the hospital's inside staff joined in the drills, but inside co-ordination has enlisted air raid wardens, fire watchers, first aid wardens, etc. Shown above is one of the "blackout operations."

Victory Loan Drive Breaks Many Records

Campaign Believed To Be Largest In History Of Nation.

QUOTA SO FAR IS OVER SOLD

The Treasury wound up the greatest war financing campaign in history with a flood of money sending the gigantic victory loan drive, first of this war, over the top by more than $2,200,000,000.

With the books on the three major issues closed, the Under-Secretary of the Treasury, Daniel W. Bell, announced that preliminary reports indicated subscriptions would total $11,200,000,000 and might even reach $12,000,000,000 when the final check is made.

Never before in the history of this or any other nation, said Mr. Bell, has so much money been raised in such a short time— 23 days. The nearest approach was in the last war when approximately $6,300,000,000 was raised in the Fourth Liberty Loan drive.

When the Victory Loan campaign opened on Dec. 1, the Treasury set its goal at $9,000,000,000 — at that time an unprecedented sum. So successfully did the drive progress that last week-end Secretary of the Treasury Henry Morgenthau expressed hope that it might reach $11,000,000,000.

As a result of the overwhelming success of America's first war loan of this second world war, Mr. Bell said the Treasury probably would not have to go to the public for additional funds until next spring.

War expenditures have been mounting at a terrific pace and in November reached a monthly rate of $6,000,000,000. But even with these unprecedented expenditures, Mr. Bell estimated that with the Victory Loan funds together with this month's income tax collections and the Treasury's regular financing, the Government could carry into March or April before launching another big financing campaign.

The success of the drive just ended, he said, "has set a pattern we hope, which we can follow in the future."

This pattern, it was previously indicated by Treasury officials, would call for a few big campaigns during the year instead of frequent appeals.

Mr. Bell said the Treasury was especially pleased with the response of non-banking sources, which accounted for $6,400,000,000 of the amount raised. Banks subscribed for $4,800,000,000.

In future campaigns, Mr. Bell indicated, the Treasury will give more attention to smaller banks and smaller communities. Treasury officials having expressed belief that large untapped reservoirs of funds exist outside the big financial centers.

In this drive, Mr. Bell said, insurance companies were the largest buyers of Victory Loan securities outside of banking sources.

NAMED STATE DIRECTOR MOBILIZATION SERVICES

Mrs. O. Harold Williamson, director of civilian mobilization services for Baltimore county, was appointed State director of mobilization services by Judge Robert France, executive director of the Maryland Council of Defense.

Mrs. Williamson who assumed her county post last February, played a leading role in perfecting the organization.

In announcing the appointment, Judge France said, "Mrs. Williamson has demonstrated her ability as director of the Baltimore county mobilization services and the State is most fortunate in securing her services for the State-wide supervision of the war community service programs."

She succeeds Mrs. J. Chisholm Trenholm, who resigned because of ill health.

The new State director said her immediate task would be inspecting various county groups and helping local officials complete their organizations.

4-H CLUB COUNCIL TO MEET IN BALTIMORE

The Maryland Council of 4-H Clubs will hold its annual meeting at the Lord Baltimore Hotel in Baltimore, on January 13, E. G. Jenkins, State 4-H Club Agent, says that 14 members of the Council have entered active military service since their meeting a year ago.

Matapeake Service Has Been Changed

Boats Will Run To Claiborne Until Work Has Been Completed.

REPAIRS AT KENT TERMINAL

Ferry service between Annapolis and Matapeake was suspended temporarily this week to permit the widening and deepening of the channel approach to the Matapeake slip, it was announced.

How long the service will be suspended depends on the time necessary for the State Roads Commission to complete the dredging operation, possibly from ten days to two weeks. A storm or freezing temperatures will halt the work temporarily, officials said.

In the meantime, the two Annapolis-Matapeake ferries, the Governor Harry W. Nice and the John M. Dennis, will operate between Annapolis and Claiborne, officials of the Chesapeake Bay Ferry System, which operates the boats for the State, announced.

Widening of the base of the channel to one hundred feet was ordered as a result of the John M. Dennis being hung up on a sandbar for eighteen hours on December 2. The ferry, with fifty passengers aboard, went aground while attempting to dock at Matapeake in a fifty-mile gale.

B. Frank Sherman, manager of the State-owned trans-bay service, said the vessel went aground within the 400-foot breakwater jutting from the Matapeake terminal and at a point only seventy-five feet from the dock.

In addition to the one hundred-foot width at the base, the channel will have a sixteen foot depth, according to officials of the State Roads Commission.

While the dredging work is being carried on, the two ferries will make six round trips daily between Annapolis and Claiborne. After the work has been completed, the Matapeake run will be resumed on a fourteen-round trip basis daily, with a five round-trip shuttle service between Matapeake and Claiborne.

OIL SUPPLY IN EAST NOW AT PEAK QUANTITY

James F. Byrnes, Director of Economic Defense, declared yesterday the best that can be hoped for is maintenance of the present supply of oil and gasoline to the Eastern Seaboard area.

He made that statement after a lengthy conference on the problem with presidents of six major railroads.

The railroads, he said, offer the only hope of providing any immediate improvement in the situation, and they are doing all possible to bring this improvement about.

Mr. Byrnes said the railway executives had told him they could step up deliveries in January, compared with December, unless unexpectedly cold weather interferes.

But at the same time, he asserted, military needs are increasing and probably will continue to do so. This is true, he said, both of requirements for troops in North Africa and requirements of our Allies, particularly in Great Britain.

Because of military needs, Mr. Byrnes said, he could offer no definite assurance that even present supplies would be maintained in the Eastern shortage area.

The economic stabilization chief said he had explored every possible means of alleviating the shortage. He mentioned the assurance from Harold L. Ickes, Secretary of the Interior, who also is Petroleum Coordinator, that a new pipe line from Texas to Norris, Ill., would start operating by February 1.

Asserting that ocean going tankers are all needed to deliver oil to military and naval stations overseas, he added that a barge line offered no hope for any immediate relief, although a program for 500 barges and 100 tugboats and towboats has been approved.

The barges, he said, cannot be delivered in less than six months.

STATE'S 1943 EGG GOAL MEANS RECORD PRODUCTION

The goal for egg production in Maryland in 1943 has been set at 105 per cent of 1942 production and 112 per cent of 1941 production. In 1941 there were about 31,000,000 dozens produced; in 1942 about 32,500,000 dozens; and in 1943 the anticipated production is 34,596,000 dozens.

Out of Fight on 'Guad'—but He'll Be Back



A wounded marine is shown being carried aboard a landing barge on the beach at Guadalcanal island in the Solomons. He was transferred to a waiting transport for evacuation from the battle area, and will live to fight another day.

Rationing Program Due For Shake Up, Belief

Just what changes will be made in the nation's rationing methods as a result of Leon Henderson's resignation as chief of the Office of Price Administration have not yet been determined, but there is little doubt that the 1943 plan will be quite different from the one in force today.

Although Mr. Henderson was one of the most hardworking and energetic men in Washington and was widely respected for his wholehearted effort to prevent inflation and to set up a plan for the fairest distribution of goods to the people, it is generally agreed that his resignation at this time was advisable.

In the first place, the reason Mr. Henderson gave for resigning—poor health—was not given merely as a screen for covering up the real explanation. His closest friends say that he has been suffering for some months and is in real need of a rest. But, in addition, he has undoubtedly become very discouraged by the mounting criticism of his work which has come from all sides.

His biggest problem has been with Congress and it is known that the new Congress was planning to make things even harder for him than they did in the 1942 session. Mr. Henderson believed that the success of rationing and price control depended largely on rigid enforcement, but Congress refused to give him the funds which he considered necessary to do an adequate enforcement job. Some of his supporters say that, because of this refusal, the public has had to pay as much as eight billion dollars extra for the goods purchased during the past year. Others feel that no matter how much had been appropriated, it would still have been impossible to keep the cost of living from rising.

It was unfortunate that Mr. Henderson's resignation came at the same time as the announcement of the acute gasoline shortage in the East, for many people connected these two pieces of news and concluded that Mr. Henderson was walking out on a problem that had become too hot for him to handle.

The people in the East feel that the gasoline situation, as well as most other sudden shortages, have been badly bungled by somebody in Washington. The greatest blame falls on the shoulders of the Office of Price Administration, although in the case of the gasoline shortage, almost an equal amount of blame is aimed at Harold Ickes, who is in charge of the nation's oil supply.

Easterners have shown a willingness to give up all unnecessary use of their automobiles and realize the need for stringent gasoline rationing, but feel that officials made the present problem more acute by public announcements of the shortage before determining what they were going to do about it.

Checkups showed that as soon as newspaper headlines warned easterners that "A" cards would probably be suspended, there was a rush to the gasoline stations by those holding "A" cards to get their tanks filled up before the ruling was made definite. Thus the gasoline stations, which were low on supplies, were soon dried up completely.

It seems to be more apparent to the public than to officials that "timing" announcements of shortages and rationing plans is of the utmost importance.

First they saw a sugar famine come, before sugar rationing went into effect, because the government issued a warning about the scarcity. That served as an invitation to hoarders to stock up.

Then came the announcement that coffee was due for rationing and housewives immediately took this as a cue to buy a little extra coffee. In the coffee situation it could hardly be considered a matter of hoarding—but if each housewife had tried to get one extra pound of coffee it would have doubled the amount needed by the store keepers of the country at a time when coffee was hard for them to get.

If the government had begun rationing coffee as soon as the scarcity was apparent, people are informing their Congressmen, everybody would have been happier about it. But letters that have been pouring into Washington from easterners, show that they consider the handling of the recent gasoline situation to be the "prize boner" so far.

GOVERNOR O'CONOR APPOINTS NEW COMMITTEE

Governor Herbert R. O'Conor today announced the appointment of a Committee on Child-Care, to function under the Maryland Council of Defense for the purpose of insuring adequate care for the children of mothers engaged in war industry.

The Committee, under the chairmanship of J. Milton Patterson, will take over the work formerly conducted by WPA Nursery schools in the industrial areas of the State.

Named with Mr. Patterson on the committee are Thomas G. Pullen, Jr., superintendent of public schools of Baltimore; Edna McNaughton, professor of home economics education at the University of Maryland; Walter Sondheim, Jr., State director of the United States Employment Service; J. Warren Belcher, State administrator of the Federal Works Agency; Dr. Edward Davens, of the State Health Department; Anna Neary, AFL representative, and Anita Williams, member of the board of the Council of Social Agencies and of the board of Provident Hospital.

Governor O'Conor said that the impending discontinuance on January 31 of the WPA nursery school funds had caused great concern among persons interested in child-welfare work in the State, and reported that the new program, that was suggested by the Federal Government, was designed to assure that the work begun by the WPA would be carried forward without a break.

Miss McNaughton has already done the preliminary work in organizing the program by counties, the Governor said.

FARM TRANSPORTATION GROUP HANDLING APPEALS

The County Committee will be ready to handle appeals from farmers for adjustments of their War Necessity Certification after Monday, January 4th. Copies of the appeal form have been mailed farmers who have left their name and address at the County Agent's office, requesting a notice of when they could make their appeal.

The information required on this form, includes practically all information shown on the individual War Necessity Certificates, and in addition the extra number of miles and gallons of gasoline requested for each three-month period during the calendar year.

Date On Oil Coupons Has Been Advanced

Recent Cold Spell Given As Reason For Change In Time Limit.

STAMPS MAY BE USED NOW

To offset the recent cold spell on the Atlantic Coast, Price Administrator Leon Henderson said that third period fuel-oil coupons can be used Dec. 28 in 17 eastern states.

The coupons under the original Office of Price Administration schedule would not ahve become valid until the first week in January.

Thirteen Middle Western States where fuel oil also is rationed, recently were told they could buy 11 gallons a coupon instead of 10 because of a cold snap in their section.

There will be no change, however, in coupon value in the 17 eastern States.

"I have been advised by the Petroleum Administartor for War that curernt eastern supplies are too short to allow any increase in coupon value at this time," Mr. Henderson said.

Because this step gives consumers access to additional fuel oil supplies, the OPA revoked a previous arrangement whereby those running out of currently valid coupons could trade in part of the third period rations for coupons that could be used immediately.

Meanwhile, East Coast motorists were warned by Petroleum Administrator Harold L. Ickes against running to gasoline stations and filling their tanks in preparation for another gasoline holiday.

"If they drain out the filling stations, they will only be bringing another crisis closer," said Mr. Ickes.

"I don't see why people can't play ball with each other and with their government in a serious matter like this," he added.

Mr. Ickes would not disclose to reporters what military crisis was behind the recent gasoline holiday and said he had no idea when another moratorium on gas sales would be necessary.

The Petroleum Administration is contemplating banning gasoline credit cards at the request of oil companies who are complaining over the lack of manpower to do the necessary bookkeeping, Mr. Ickes revealed.

Possibility that the nation may face a shortage beginning next summer was advanced by Mr. Ickes who has been trying since September to get coal miners to work a longer week, but thus far has had no success except in small areas in the West an din the captive mines in the Appalachians.

The miners are working 35 hours a week. John L. Lewis, President of the United Mine Workers, has been leading the miners in their holdout against the operators' program for putting into effect the 42-hour week asked by the Government.

Mr. Ickes said he did not have the power necessary to compel the miners and operators to reach an agreement, but he foresaw a "very critical situation on coal which the people won't like."

Asked to comment on the resignation of Mr. Henderson, Mr. Ickes declared it was "unfortunate from the point of view of the country."

"Telling the American people that they can't do something or can't have something is by its very nature a devil of a job and in time Mr. Henderson will get credit for what he did," he predicted.

VICTORY WITHHOLDING TAX BEGINS ON JAN. 1st

Beginning January 1st, every employer of labor must shoulder for Uncle Sam his proportionate share of the formidable job of withholding, collecting and periodically paying to the Treasury Department the so-called Victory Tax. To acquaint employers with the intricacies of the most gigantic collecting, bookkeeping, auditing and reporting job ever assigned them, the Internal Revenue Service is preparing to mail detailed outlines of methods of procedures.

The mechanism of this broadest of all tax collecting schemes, sparing only individuals earning less than $624 annually, is a direct tax collected at the source, but allows for revisions up to 40 per cent for purchase of bonds, insurance or debt reduction.