The Queenstown News.

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EVERY FRIDAY MORNING

M. W. AKER,
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Advertising rates upon application. Entered at the Queenstown postoffice as Second Class matter.

Friday, September 26, 1941.

Have We Started To Pay Taxes

The Senate has approved and returned to the House for possible amendment, the toughest tax bill in American history. If it passes in its present form—and the odds are much against any major changes—the American people, next year, will really learn at first hand just how incredibly costly modern war is.

The bill is designed to raise $3,583,900,000—$367,000,000 more than the bill originally approved by the House. And it plans to raise it partialy by reaching down into income levels which have never been subjected to the Senate bill over the direct Federal taxation before.

Most important change in House bill was the provision dropping income tax exemptions to $1,500 for married persons (previous exemptions was $2,000), and to $750 for single persons (previous exemptions was $800.) This change alone, according to Treasury experts, is expected to yield an additional $303,000,000 annually. It is a change which has long been advocated by economist who believe that the burden of government cost is now so great that the middle and higher income brackets can no longer pay it. Thus, they reason, the only solution is to make the lower brackets feel the bite of taxation too.

This change was sugested by President Roosevelt when the tax bill was still before the House.The House revenue committee refused to adopt it. It is, therefore, likely that a strong effort will be made in the House now to up the exemption level.

The normal rate of income taxation—4 per cent—is retained. However, surtaxes will be imposed in far lower brackets than ever before. The surtax rates are very high, ranging from 10 per cent (which must be added to the normal 4 per cent) in the lowest brackets touched, and ranging up to 81 per cent in top brackets.

The existing normal corporation taxes will be retained and, in addition, surtaxes of 6 per cent on the first $25,000 of net income and 7 per cent on income above that amount, will be levied. Further, excess corporation profits will be hit hard. First $20,000 of excess profits will be taxed 35 per cent, as against the present rate of 25 per cent. The rate wil go up until it reaches 60 per cent on excess profits over $500,000. Present rate at that level is 50 per cent.

Lastly, the bill levies a number of so-called "nuisance" taxes—taxes which fall into the sales and excise classifications. There will be a 7 per cent excise tax on automobile manufacturers plus a $5 annual use tax on all automobiles—a provision which amounts to a Federal car license fee. Wine taxes will be almost doubled and hard liquor taxes will be upped from $3 to $4 a gallon. Ten per cent taxes will be levied on local phone bills, theatre tickets, radios and other musical instruments, sporting goods, household equipment, photographic appratus, etc.,

Heavy as this tax bill is, few believe that it will prove adequate. Soon our arms spending alone will reach 3 billion dollars a month—nearly as much as the new bill is designed to raise in an entire year. Total arms and aid-to-democracies spending will probably reach and perhaps surpass fifty billion dollars depending on how long the war lasts. Many an authority is convinced that this bill is only a taste of what is to come—and that next year or the year following, the Congress may have to pass another tax bill which will make this one mild by comparison.

Not Too Hot Not Too Cold

By JOHN EMBERT

JAPAN FORGETS

Japan by lining up with the Axis has shown the utmost stupidity and debunked the old theory of Oriental cunning and wisdom.

The Japanese have forgotten many vital facts concerning the "New Order." They forget it is built around the idea of a master race and the German domination of the world. Where do the Japanese expect to fit into this "New Order," except, perhaps, to police the Far East for their Nazi Masters?

They have bitterly resented the implication of an inferior race in our Exclusion Act. Do they suppose the superior Nordics are going to consider them as equals? They forget that Hitler, in one of his articles referred to them as "little brown monkeys." They seem to forget that once they were Germany's greatest rival in the toy and novelty market. In antagonizing America they have lost their best customer and placed themselves under the domination of their greatest competitor.

Has Labor Gone Mad?

The railway labor unions are now demanding wage increases averaging about 41 per cent.If those increases were granted in toto, the additional wage cost to the railroads would be $90,000,000 a year. F. J. Gavin, President of the Great Northern Railway, recently pointed out just how big a sum $90,000,000 is.

It is more than four times the sum that Congress has authorized to be distributed to farmers this year in parity payments on the five basic crops.

It is more than the value of all the wheat and potatoes produced in the nited States in 1939.

It is more than the total annual gross revenue of the United States Postal department. It would take every cent of the total railroad freight revenue for the first two and one-half months of this year.

This gives you an idea of what the railway labor unions are demanding. And railway labor is, generally speaking, the best paid on earth. A computation based on Social Security Board figures for 1939 (the latest statistics available) shows that the average annual earnings fo railroads employes were approximately 50 per cent more than the earnings of employes of other industries. And railroad working conditions, hour provisions, etc., are extremely favorable to the worker.

Furthermore, the $90,000,000 demanded is more than 20 times the average net income of the railroad industry during the ten years which ended in 1940. If the demanded wages had been in effect last year, the railroads would actually have lost $600,000,000!

Granting of these astonishing wage demands would make absolutely unavoidable a tremendous increase in the rates the railroads charge for transportation. And that would be a long step toward ruinous general price inflation. Has the leadership of railroad labor gone absolutely mad?

Cart Before Horse

Raising prices are definitely not the fault of retail merchandising, despite mistaken rumors to that effect, which have recently gone into circulation. The truth is that retail merchandising has done a remarkable job in holding price increases to the minimum.

The figures tell the story. Today factory payrolls are 50 per cent greater than a year ago, and the average worker's earnings are 22 per cent greater. Yet retail food prices have advanced only 7 per cent since June, 1940. In the same period, wholesale food prices advanced 22 per cent—an increase three times as great as that which took place in retail food prices.

Compared with 1929, factory workers have about a 42 per cent greater food purchasing power. Other worker's food purchasing power is up 28 per cent. Retail food prices are some 20 per cent under 1929 levels.

What is true of food, is true to a very large extent of other commodities. The fact that price rises have so far been moderate, in the light of the inflationary tendencies produced by the arms drive with its unprecedented spending, is very largely the work of merchandisers. All kinds of stores, chain and independent alike, long ago announced their determination to protect the country's standard of living to the limit of their abilities. They have been signally successful in doing that.

Prices will inevitably rise in the future. Higher costs of doing business, combined with increased purchasing power and dwindling supplies, make that inevitable. But to blame this on retail merchandising, is to put the cart before the horse. Generally speaking, retail prices are being advanced when, and only when, wholesale prices and operating overhead make it absolutely unavoidable. That is the progressive retail policy today. And it will be the retail policy in the future.

Here Comes Winter

Fall and winter are on their way. Many parts of the country are still enjoying clear, warm days—but the months of rain and snow and cold aren't far off.

The winter season brings with it some of the greatest fire hazards—hazards which are responsible for thousands of deaths and the destruction of millions of dollars worth of property each year. Yet those hazards can be easily corrected.

Winter hazard number one is your heating plant. Before long, it will be subjected to maximum load. Any defect, any weakness, may result in a disastrous fire. That is true of furnaces, stoves, fireplaces and everything which has to do with creating and conveying heat. Don't be your own inspector—that is not an amateur's job. Call in a qualified repairman. It won't cost much—and it may save a life, a home, or a factory.

Another hazard is exposed electric wiring. Cords fray, and fixtures get out of whack. Short days involve heavy use of light. Here again a qualified expert should make all repairs. And keep a stock of fuses on hand—the more or less common act of using a penny to replace a burned-out fuse is an invitation to disaster.

Now is the time to get ready for winter—not when it is here and you must use maximum heat and light. Do it today.

S. M. OMAN

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FOR SALE—Approximately 731 Sq. Ft. Pine paneling suitable for panel room, in random widths varying from 12" to 14" in width.
QUEENSTOWN NEWS.

NOTICE!

Application has been made to the undersigned by

JAMES G. RUTH

for a license to sell beer, lager beer, ale or porter at the premises known as

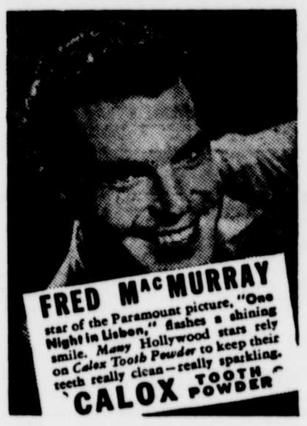
JAMES RUTH'S STORE
Kent Island, Narrows,

Queen Anne's County, Maryland, the said license to be known as an ON SALE license which would permit the licensee to sell the aforesaid beverages for consumption on the premises or elsewhere.

The application is made in accordance with Chapter 65 of the Acts of the General Assembly of Maryland Special Sesion of 1933, and is on file in this office. Any exceptions to the issuance of the license must be filed with the undersigned within a period of one week from the publication of this advertisement, otherwise the license applied for will be issued.

The manner of filing exception is described in the Act, a copy of which is on file in the Clerk's office

A. SYDNEY GADD, JR.
Clerk of the Circuit Court for Queen Anne's County.
Filed September 25, 1941.



NISI RATIFICATION OF AUDIT

IN THE MATTER OF THE TRUST ESTATE OF GEORGE PRICE

In the Circuit Court for Queen Anne's County In Equity
Case No. 2597

ORDERED, This 16th day of September in the year nineteen hundred and forty-one that the Report and Account filed in these proceedings by Thomas J. Keating, Jr., Special, Auditor, be ratified and confirmed, unless cause to the contrary thereof be shown on or before the 11th day of October, 1941; provided a copy of this order be published once a week in each of two successive weeks before the 4th day of October, 1941, in some newspaper printed and published in Queen Anne's County.

A. SYDNEY GADD, JR, Clerk
True Copy:
Test: A. SYDNEY GADD, JR.,
Filed September 16, 1941.

NISI RATIFICATION OF AUDIT

MADISON BROWN,
Attorney, Assignee,
VS.
CARRIE A. SKINNER, Mortgagor.

In the Circuit Court for Queen Anne's County In Equity
Case No. 3273.

ORDERED, This 13th, day of September in the year nineteen hundred and forty-one that the Report and Account filed in these proceedings by William McKenney Gibson, Special, Auditor, be ratified and confirmed, unless cause to the contrary thereof be shown on or before the 13th., day of October, 1941; provided a copy of this order be published once a week in each of two successive weeks before the 7th., day of October, 1941, in some newspaper printed and published in Queen Anne's County.

A. SYDNEY GADD, JR., Clerk
True Copy:
Test: A. SYDNEY GADD, JR.
Filed September 12th, 1941.

R. B. Baker's Garage
General Auto Repairing
Grasonville, Maryland.

Phone Queenstown 2559

Dealer in Used Cars

1932 Rockne Roadster	$ 18.75
1932 Ford Model B Coupe	60.00
1929 Ford Coupe Model A	20.00
1932 Oakland Sedan	75.00
1932 V8 Ford Coupe	60.00
1931 Studebaker Coupe	35.00
1931 Chevrolet 6 wheel	65.00
1932 Chevrolet	85.00
1934 Plymouth	90.00
1934 V8 Ford Sedan	80.00
1930 Chevrolet Coach	25.00
1932 Chevrolet Sedan	80.00
1932 Hudson Coach	20.00

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