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Friday, January 9, 1942.

Landpower, Seapower and Airpower All needed

One of the great military debates of modern times has been that concerning the relative effectiveness of landpower, seapower and airpower. Each of these fighting arms has had brilliant, convincing, and even fanatical partisans.

The master of land warfare was the great German strategist, Clausewitz. Writing in the days before the airplane existed, he argued that the nation with the largest concentration of well-equipped ground troops would be the certain victor in war. The German Imperial Army of 1914, which was unquestionably the finest the world had seen up to then, was largely developed along Clausewitz's ideas. All remember how it swept everything before it and seemed an irresistible force until American manpower came to the aid of the faltering allies and turned the tide of battle.

The most able advocate of seapower was an American—Captain Mahan, who also wrote before anyone conceived of warfare in the sky. Mahan believed that seapower would be the deciding factor in any major war. His writings greatly impressed Emperor Wilhelm II and led to the naval building contest between Germany and England. The end was victory for the British after the battle of Jutland, when the German surface fleet fled to its base at Kiel and was immobilized for the duration of the war by the British blockade.

The most persuasive supporters of airpower were the Italian General, Douhet, and the American General, Billy Mitchell. Douhet wrote that wars could be won through lavish use of the air-arm alone, by terrorizing whole nations and forcing swift internal collapse at home. The tragic case of Mitchell is well known in this country—he was demoted and finally forced out of the Army by superior officers who thought his claims for the airplane were absurd.

The believers in the superiority of airpower to all other forms of attack, have had their chance to say "I told you so" since the U. S.-Japanese war began. When the Oklahoma went down in Pearl Harbor, it was the first time in history that a ship of the line, in commission, had been sunk by an airplane. Most stunning blow of all was the plane sinking of the Prince of Wales. This great warship was one of the very few major fighting vessels launched by any nation since the air bomber attained real range and attacking capacity. Her architects considered her practically invulnerable to air attack. Yet she along with the Repulse, an older but fairly

modern British battleship, were destroyed and sent to the bottom in a matter of minutes. And aircraft alone were employed by the Japanese in the battle which resulted in Britain's darkest day since Dunkirk.

Does this mean that the airplane has finally and for all time demonstrated its superiority to landpower and seapower? The answer in the view of most authorities, is No. Fletcher Pratt, the American military expert, writing in Life recently, said: "None of the major victories of this war could have been accomplished by airpower alone. Even in Crete the air victory had to have its preface in the form of a land invasion of Greece, which provided the bases from which airpower could operate."

"The great and graphic lesson of this war is this: 'The old terms—seapower, landpower, airpower—have no real and detached meaning. The three are new merged in what might be termed global power, with each service dependent upon the other and with airpower absolutely essential to them all.'"

In other words, landpower or seapower without strong air support, are under terrible handicaps. There were, apparently, no RAF planes on hand when the Prince of Wales went down. There were few if any American planes in the air over Pearl Harbor when Japan made her attack. And, to look for a lesson on a far bigger scale, England was losing the war and losing it fast until she attained air supremacy above her Isles.

Not Too Hot Not Too Cold



By JOHN EMBERT

Officers Must Get Busy

Stealing of automobiles and parts has been going on for many years in cities and towns and its promise now that the ban is on tires to get worst, and in a few weeks or month a lot of motorists are going to find themselves without "rubber" to travel on.

Some among them, then, are going to become desperate. They're going to say: "We'd buy tires if we could, but since we can't we'll take the spares, or even the operating tires, off other people's cars."

Now the sale of new automobiles also has been halted. In time some cars may quit running, some men will be without transportation. Among them, too, may be unscrupulous ones who may try stealing the cars of others.

All this means a number of things. First, motorists had better begin, right now, to protect their own property in so far as they can. Next the officers will need to be more watchful than ever, particularly against the organization of tires of automobile theft groups or gangs.

Third, the Town Council, perhaps the States Attorney well might check the ordinances to make sure that the officer have adequate authority to arrest not only tire or automobile thieves but anybody who is caught "tampering" with a car.

Tampering, we think, now should be a specific misdemeanor if not a felony; it should be an offense by itself, so the police won't have to prove actual tire or auto theft if they come across somebody just beginning to remove the wheels from a car, or short circuiting the ignition preparatory to driving the vehicle away.

The Little Guy

What distinguishes this country from the other great nations of the world? There are many possible answers to that question. And here's one of the best: "The United States is the country where the little guy is boss—where the little guy can go as far as his energies and abilities allow—where the little guy doesn't have to bow and scrape to anyone."

Little guys made this country. They came from everywhere to establish freedom and escape tyranny. They were often cold and hungry. They seldom became rich. But they kept the faith. They built the homes and cleared the land and raised the children. They fought the wars of the past, just as they are fighting this war. The little guys were proud and strong and confident of the future, and the great land in which we live is their gift to us, the little guys of the present.

Little guys built the industries of this country. They saved a few dollars and put them into a store or a bank or a factory of some kind. They took chances. Much of the time they lost, but that didn't dismay them. They saved a few more dollars and took new chances. They didn't laugh when some visionary came along with an idea the wise-ones said was obviously insane—the telephone, or a plan for lighting homes with electricity. There might be something in it, they thought and they played the long shot. For the visionaries with the ideas were the same kind of people—little guys trying to get ahead, little guys trying to build and create. And some of them went from shacks to mansions in a year or two, and a year or two later were back in the shacks starting again. They always started again. It was in their blood, their bone, their character. The little guys didn't give up.

All of this country is a monument to the little guy. All of our industries, our farms, our homes, our resources—the little guys did the work. They went into the oil fields and brought out the black gold. They dug in the earth and gave us our coal and metals. A few became famous, but the millions remained unknown. They worked and died in obscurity, but this country is an everlasting monument to their deathless spirit which lives on.

This is the ideal we Americans must always keep in mind—America must be a place where the little guy is king. Free enterprises is the little guy's kind of enterprise—he can go into any business he wants, invest his savings in whatever he wants, and lick the competitors to a frazzle if he is able to. The government belongs to him—he does not belong to the government. The little guy made America, and today he is perpetuating America. And tomorrow he must be the symbol of America, too.

Jobs for All of Us

War brings many a menace to the people at home, no less than to the fighting forces on the battlefield. One of these menaces is fire.

We must expect efforts to destroy American producing facilities thru sabotage. That happened in the last war and it will undoubtedly happen again. The torch and the bomb are the saboteur's principal weapons. The civil defense organizations which are being established in all sections of the country should be trained to combat this danger. The regular police and fire forces cannot do it all.

The chance of air attack is another definite possibility. The Army Command on the Pacific Coast has said definitely that enemy planes appeared over San Francisco, and no one knows when an actual bombing attack may be made somewhere. London and other European cities were saved by the superb work done by volunteer fire fighters, trained and equipped to deal with incendiaries.

The public also must cooperate to prevent fires which are not a direct result of war. We must keep our industries producing without cessation. A single great fire, in a key factory, could delay the completion of needed weapons for weeks and perhaps months. Any fire destroys materials and supplies which are vitally needed. And to rebuild after a fire, takes labor which should be used for defense production.

The civil population has many important jobs in war-time. And fire protection is one of the most important.

NOTICE

Application has been made to the undersigned by

CHARLES A. THOMAS for a transfer of license to sell beer, lager beer, ale or porter at the premises known as

LAST END INN
Grasonville, Md.

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 Session of 1933, an 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 exceptions 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 January 6, 1942.

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