

The Queenstown News.

ONE DOLLAR A YEAR
IN ADVANCE
EVERY FRIDAY MORNING

M. W. AKER,
GEORGE STEINFELT, Owners

Make all checks for advertising, Subscription or printing payable to The Queenstown News, Queenstown, Md. Phone 2161.

Advertising rates upon application. Entered at the Queenstown postoffice as Second Class matter.

Friday, February 27, 1942.

Jap Airplanes Are Frail To U. S. Built

Few men have any precise knowledge of the extent of American arms production today. And none will or can describe it except in general terms. Facts and figures which could be of any service whatsoever to the enemy are not released or published. It is to the credit of the American press that it has accepted and made workable a "voluntary censorship system which keeps the American people the best informed in the world, and still makes public nothing which could be used to advantage by the intelligence and espionage services of the Axis powers.

But non-statistical reports are being printed, written by men who have been permitted to see what industry is doing for the war effort. At long last, those reports are becoming encouraging. This country is, of course, still far away from the goal of maximum war production. But it is approaching that goal, and in some instances schedules are being exceeded. Industry, big and little, is making the complex change from peace-production to war-production with far greater celerity and economy of motion than many expected. And in Washington, Defense Head Donald Nelson is making use of the unprecedented powers recently given him to weed out bureau heads and employees who threatened to smother the defense drive in red-tape.

The main emphasis is on airplanes. As Time writes, "The world has not yet seen, felt nor imagined the full and awful might of air power." What the Germans did with planes in conquering Europe is regarded as merely the beginning. Ships of almost incredible range, fire-power and load capacity are planned. Today the largest airplane engine in actual production has an output of 2200 horsepower. Designers say that such engines will seem almost tiny by comparison with gigantic ones of the future. Writing some months ago in the Atlantic Monthly, Major de Seversky said: "Research is proceeding successfully on airplane engines that develop as much as 8,000 horsepower! . . . The super bombers of tomorrow will fly from 50 to 100 tons of explosives. . . . A thousand such craft will accomplish as much destruction in a single action as Germany has been able to score in six months of continuous bombings. . . . At least 200 Coventries could be destroyed."

In the meantime, this country is building planes which reliable experts say are unsurpassed anywhere. The war has made it plain that the bomber is the most effective offensive weapon any nation can use, if it is ade-

quately supported with sea and land power. The United States airplane production schedule involves a very high proportion of giant four-engine ships of the Flying Fortress and Consolidated B-24 types. It is those ships which the Dutch have used so effectively to hurry and destroy Japanese shipping and military concentrations. To quote Time once again, "It has already been established that in building the heavy bombers with which air power strikes, the U. S. is far and away ahead of the rest of the world." And the rest of the world combined cannot equal our potential bomber production capacity.

The grave disasters we and our Allies have suffered in the Pacific can be laid to but one thing: lack of supplies and equipment, and a terrible inferiority in air-power. In the Philippines and Malayan campaigns Japan's control of the air has been almost unquestioned. Mere handfuls of Allied planes have gone into action against veritable swarms of enemy planes. The Allied pilots and ships have given a magnificent account of themselves, but in the long run the very weight of numbers wins the day.

That is what we are working for now—to gain for ourselves and the United Nations the vital weight of numbers—in planes, in ships, in guns—which is essential to victory. Everyone who has actually seen action in this war reports that the Jap planes are slower, frailer, poorer-armed than ours. The British report that, plane for plane, they have no doubt of the R. A. F.'s ability to outdo Goering's Luftwaffe. The task is simply to produce enough equipment, and transport it to the fighting fronts, to overcome the great numerical supremacy the enemy possesses.

Not Too Hot Not Too Cold



By JOHN EMBERT

How to Fight Fire

Everyone should be aware of the immediate necessity for reducing fire waste, as a direct contribution to the war effort. Fire, which is the destroyer of time, labor and essential materials, is the enemy of national production.

Furthermore, everyone should ask himself this question: "What can I do to help in the war against fire?"

That is not hard to answer. Start at home. There may be hazards in your heating system which can be easily and cheaply corrected by an expert. There may be frayed lamp wiring—always a potential source of disaster. In all probability, your basement, attic and closets contain old clothes, old magazines and news papers, broken-down furniture and other accumulations of waste which need only a spark to start a destructive blaze. Call the junk-man or some charitable organization and get rid of it. Check garage and work and storerooms for improper storage of varnish, paint, cleaning solvents and other flammables.

Next, go through your place of business and look for hazards there. Check on your extinguishers and other fire-fighting equipment. If you aren't sure of yourself, your local fire marshal or fire chief will tell you how to go about it.

Finally, join a local civilian de-

fense group and participate in the volunteer organized effort to prevent and control fire. In most areas, scientific instruction is being given. Take advantage of it.

Doing this will help you—and help your country. The fight against fire is your fight and everybody's fight.

FAITH IN AMERICA

In view of the enormous amount of isidious Nazi propaganda being spread abroad in this country today, I feel that it is my duty to say a few words in this respect. As has been the case with the Nazis in other countries, the propaganda has been spread in such a subtle way that people fall under its influence without often being aware of it.

One thing we often hear is that there is something wrong somewhere with the war situation and that our armies are not having the successes they should. The American people are becoming too prone to expect too much in view of the efforts they are putting forth. Before one becomes too critical of our success he might well ask himself the question, "What am I doing to help out in the situation?"

The Nazi want us to feel that there is something terribly wrong with our army and navy and so cause us, to lose faith in those in command. Nothing would please them better; but we must have faith in our leaders and help them in every way possible. The gallant forces of Gen. Douglas MacArthur in the Philippines should be an inspiration to every American citizen. The guiding philosophy of this great leader should be on the lips of every loyal American, namely, "These people are not fit to live who are afraid to die."

Those who tell us we are a nation of weak people and try to preach to us the doctrine of fear in an attempt to undermine our morale are not fit to be called citizens of this country. We need to be reminded again and again of the spirit with which Washington, Grant, Lee and others were imbued.

It is time the people turned their minds and hearts toward one goal—that of winning a glorious victory. A number of our gallant sons have shown the way. America will rise, as she has always risen in times of grave crises, and show to the world what her patriots are made of.

THE FAMILY AIRPLANE

Before the present conflict, there was much talk of the time when every American family would own an airplane. Many people believed that the airplane era would come and replace the automobile, just as the automobile made the horse and buggy obsolete.

The aircraft era has not come yet, mainly, because no concern has put on the market an aircraft that will usefully serve the needs of the average family.

The ideal plane for the family would be one with a cruising speed of at least 150 miles an hour, capable of seating four or five passengers and one that can be operated cheaply. Aircraft factories were unable to offer these three qualities before the war started.

The great war demand for aircraft has put aircraft manufacturing on a mass-production basis. And when the war gets over, and the greatly expanded aircraft plants are no longer needed to produce war planes, the aircraft industry will focus its attention on the American people. The American family airplane will be put into mass production.

Aircraft will become as common as automobiles. There will be an airport close to the business district of most cities. Real estate near the airport will jump up in value. Communities will grow up around the now deserted airports; the people in these communities will be clamoring for the airplane tourist trade.

The aircraft era is in the future. It will not arrive until after the war is over. But there is little doubt that the fast tempo of this war will make the airplane era a reality long before it could have come otherwise.

Wartime Life Can be Sweet Without Sugar

The new sugar rationing is a blessing to national health in the guise of a wartime necessity. Americans eat too much sugar, according to outstanding nutritionists and physicians. The ration of a little less than a pound per person a week should cause no real privation except to the sugar addicts. Instead, it will help those whose appetites for essential foods are blunted by too much refined sugar in the diet. And it will also make it easier for those who are overweight to reduce to the tune of a patriotic motive. Sugar is a concentrated form of inert calories—arch enemy of stream-

lined and vital figures.

By using more fruits, fresh canned and dried, you can put natural sweetness into your menus. Dried fruits are picked only when fully ripened on the tree, and therefore contain more sugar. Many vegetables can increase the natural sugar content of your meals. Carrots, peas, beets and sweet potatoes are good examples. Increase your weekly consumption of these foods and you won't notice the rationing as much as your emotions (actually not your normal appetite) tell you you will.

Molasses, sorghum, maple sugar, corn syrup, and honey are other non-rationed sweets. They can be used on cereals, desserts and in beverages. When you use them in cooking in place of refined sugar, follow the conversion rules which you'll find in any good cook book.

NOTICE!

In the Dissolution of our Partnership as Baker & Cole, I am still in the same business, trading as

JOHN C. COLE

CONTRACTOR,

TRUCKS FOR HIRE HAULING
GRAVEL and SAND FROM SAME PIT

ALL ORDERS PROMPTLY FILLED

Queenstown, Phone 2341-2011 Maryland.

Some Helpful Hints

FOR TELEPHONE USERS

In the rush of business, domestic and social duties, the simple little things which must be done to get the most satisfactory telephone service are sometimes forgotten. The hints given below are not new—they are just reminders:



CONSULT DIRECTORY

Memory is often faulty. Look up the number when in doubt.



BE SLOW—BE FAST

Be slow to hang up. Give the person you're calling time to answer.

Be fast to answer when your telephone rings. The person calling you will appreciate it.



IF YOU WOULD BE UNDERSTOOD

Keep your lips about one inch from the mouthpiece and speak directly into it, clearly and naturally. Chewing gum, pencils, cigars, pipes and cigarettes make it almost impossible for your words to flow clearly into the transmitter.



WHEN ANSWERING

Always answer pleasantly. It may be your best friend. It may be someone who will get a lasting impression of you from a first call.



PAD AND PENCIL

You'll save time and steps and have a written record of important messages if you keep a pad and pencil by the telephone.



HANG UP GENTLY AND CAREFULLY

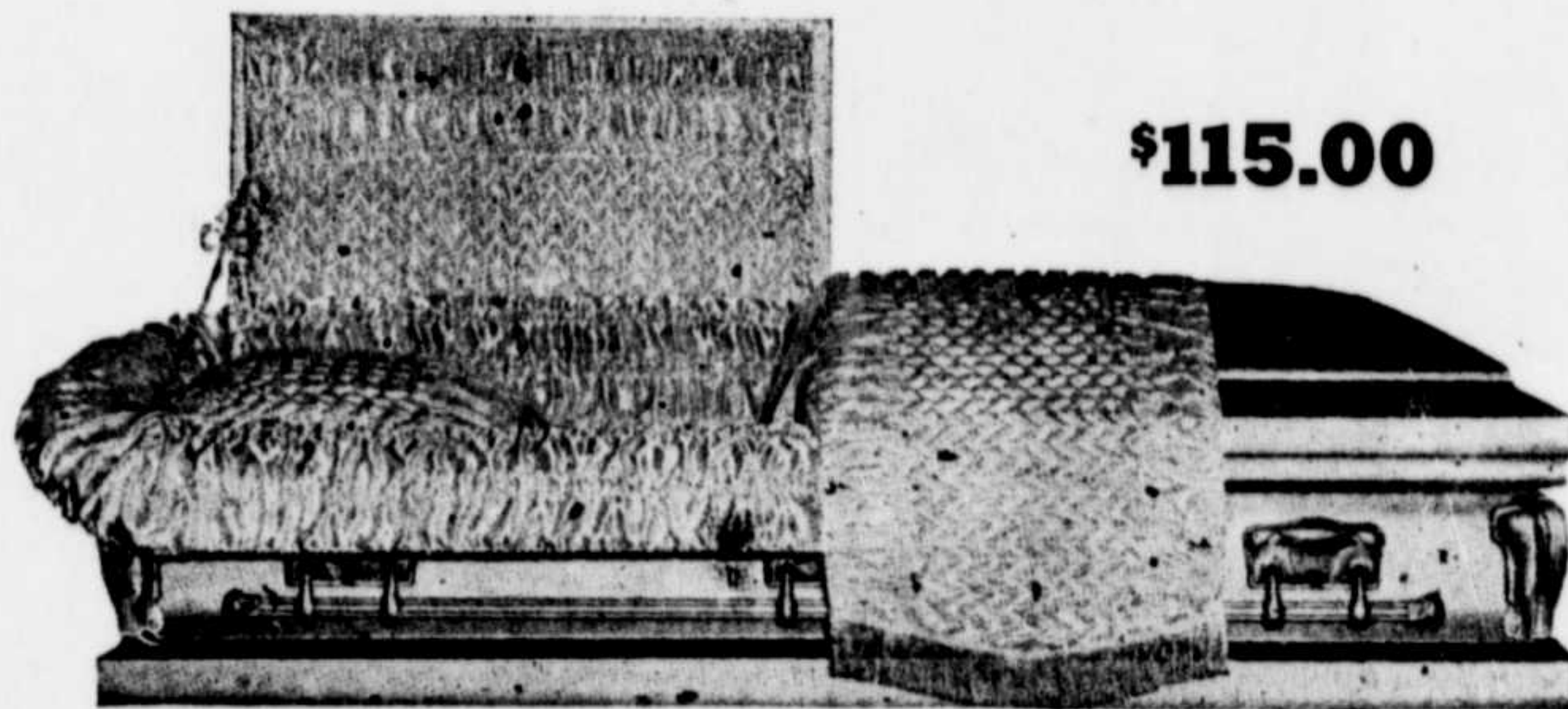
It may annoy the person at the other end of the line if you hang up roughly. Also, if your receiver doesn't rest properly on the hook, people who call you will get a "busy" until this condition is corrected.

There's always time to use the telephone properly and to keep a smile in your voice.

THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY (BELL SYSTEM)

ARMCO METAL CASKET FOR

\$115.00



Heavy gauge metal, Extension Bar Handles with End Handles. Silver Finish Shades. Interior designed for this casket of Princess Satin, eggshell color.

JOHN D. WILLIAMS MORTUARY

EASTON'S FINEST

108 S. HARRISON ST., EASTON, MARYLAND.
Phone Day or Night, Easton 194
Queenstown—Day Phone 2601 Night & Sunday 2051.