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FRIDAY, OCTOBER 6, 1939

WAR WILL INFLUENCE COST OF LIVING

Big question in most minds today might be phrased like this: "How is the European war going to affect me—as an individual, as a worker, and as a factor in our society?"

The answer to that must naturally vary with the work you do, the way you earn your living, in what section of the country you live, and what your station in life is. And the hazards of forecasting at this early stage are obvious. But, going by the experience of the past, it is the safest bet imaginable that the average man and woman is going to be affected by the European explosion, and in certain definite ways.

First, war is almost certain to have an influence on the cost of living in this country—and an unfavorable influence, looking at it from the point of view of the householder who has to pay the bills. All over the country people rushed into stores to lay in heavy supplies of sugar, flour, and other staples. As a result, many localities reported themselves practically sold out of these commodities. Stores were forced to ration dwindling stocks. This was panic buying, which naturally created a high artifical price situation. Prices immediately soared to completely unreasonable levels from which, they have begun to drop.

The truth is that we have, and have long had, a heavy surplus of most commodities. Sugar stock on hand recently touched an all-time high. This year's world wheat crop was the greatest on record, and the U. S. crop, while it did not set a record for us, was very large. We have an excess of flour in storage. Don't forget that the government has actually been paying out money in export subsidies in an effort to find a market for some of these surplus commodities.

As a result, even with heavy war demand, considerable time must pass before commodity supplies are reduced to "normal," much less below normal. The normal of it all is that the comsumer has no immediate real worry about greatly soaring prices.

One thing to remember—war booms are entirely artificial. They strain the resources of neutral exporting powers to the utmost if they last long enough, and when the war is over, the most drastic kind of deflation must soon result. That happened to us last time, when wartime demand had developed our productive facilities far beyond any conceivable peace-time consumption.

It is said that the government is studying ways and means to prevent its happening again—if so, it has set about a difficult task.

Congress has been called into special session to vote on repeal of the arms embargo. How it votes depends upon just one thing—do the people of this country know what the real question before Congress is, Shall the United States take part in the European war or shall it keep out? No action whatever should be taken by Congress until the people do understand that, whatever the actual question, that is the issue that the Ayes and Nays will decide.

Repeal of the arms embargo is urged on the very ground that it will aid one side, England and France, and we are told that morality and self-interest alike require that we aid them. Does anybody believe that the American people, if they are convinced their aid is needed and should be given, will stop when they have supplied a few guns?

From the point of view of self-interest does anyone believe that having expanded our munitions industry to meet war demands we will shut down the factories when the cash gives out rather than advance loans and credits? In other words, if you are going to aid one side you can't aid it a little or for a little while. When it comes to war you either get in to stay in and to win or you keep out.

1940 model automobiles have begun rolling off assembly lines. The public presentation of the new cars is scheduled for October 15—22 at the National Automobile show in New York.

Continental America and Alaska join in producting $500 worth of fish products every 60 seconds.

FIRE PREVENTION WEEK

In stressing the observance of Fire Prevention Week, October 8th to 14th, the National Board of Fire Underwriters, declares every minute a fire breaks out in America. Two-thirds of all these fires occur in homes. Will your home be on that list this year—and will you and your family be subjected to a menace that may take life, due primarily to your own carelessness.

It is emphasized that all heating equipment and adjuncts should be peirodically inspected and overhauled.

Continuous care should be taken in handling and storing inflammable liquids. Waste of all kinds, such as papers and rags, should be disposed of or stored in metal containers. The wiring of electric appliances should be checked occasionally—a frayed or twisted cord can cause short circuits followed by fire.

Don't leave small children alone at home! Fatal results have often followed the pouring of kerosene on a fire by a child. All small children love to play with fire, and no precaution should be overlooked in restraining them.

Parents should immediately take two steps. First, never leave your children alone at home. Second, do the simple and inexpensive things necessary to the elimination of common fire hazards.

RURAL DISCUSSION GROUPS CREASE

Not only has the discussion method been increasingly used among the rural organizations of Maryland during the past year, but there has been a commendable increase in the ability of rural leaders to correctly use this adult education technique, according to Dr. Linden S. Dodson, extension rural sociologist for the University of Maryland.

Returns from 19 counties that reported on their activtiies in that line show three times as many total discussions and 24,803 more persons participating in discussion work during the period July 1, 1938 to June 30, 1939, as were reported for the corresponding period the preceding year. There were 2,274 discussions last year, compared with 506 the year before. Total attendance last year was 33, 295 and the preceding year it was 8,492.

Local subjects predominated in the discussions, although national and other topics found a place. A tabulation of the subjects shows 58 local, 39 national, and 32 other subjects.

A number of Congressmen who half-hearted supported the total arms embargo passed by the last Congress, though they were skeptical of its wisdom, have announced that they will now vote for the cash-and-carry plan. But the leaders of the embargo group have not changed their views a whit—if anything, they feel more strongly than ever that America must refuse to sell arms and war material to any belligerent power, irrespective of where our sympathies lie. Senator Borah has announced that he will fight to the bitter end against any proposal to lift the embargo—he is convinced that "half-way" neutrality would sooner or later lead us to war.

Whatever course Congress takes, the usual informed view now is that debate is likely to be long and bitter, and that a special session might drag into the regular session before definite legislative action occurs.

It is apparent that there is much confusion as to what we should do to maintain our neutrality and to protect our financial structure, and that considerable time must pass before a definite and workable program can be put into action.

An idea of the big way in which business does things many be gained from the fact that to produce its 1940 models of cars one automobile manufacturer spent in new tools and dies $12,000,000.

A fool may have brains enough but lacks the sence required to make use of them.

AMERICA'S GREATEST COMIC WEEKLY

Favorites of the comic world, daring adventures and other entertaining features are found every Sunday in the big Comic Weekly "Puck" distributed regularly with the **Baltimore Sunday American.** On sale at all newsstands.

CONOWINGO PEACE ACTION COMMITTEE

Nottingham, Pa.
Sept. 30, 1939

Editor of The Midland Journal
Rising Sun, Md.

Dear Editor,

We are appalled by the war news which comes to us from across the Atlantic. Keep the United States out of the quarrels of her European neighbors, Surely, never again must American boys be sent into foreign countries to fight foreign wars.

To avoid such tragedy, we must avoid the mistakes of 1914. Then we sold arms to our future allies and built up a war boom. We sold them war material strictly for cash. When the cash ran out we loaned them money to buy our munitions. Our young men were conscripted to safeguard our loans. The war ended. Our reward for our help—war debts, depression, unemployment, intolerable taxation and loss of tens of thousands of our husbands and sons.

To day we have a strong neutrality law planned to safeguard us in time of war. Perhaps the most important clause in this law is its embargo on the shipment of arms. No longer can we send instruments of death to warring nations; no longer can munition manufacturers make fortunes.

Unfortunately there is a movement on foot to amend this neutrality law by repealing the section which forbids the sale of arms to belligerents. A special session of Congress has been called for this purpose.

Shall we make again the mistakes of twenty years ago? If not, then it is important that we, the people, understand what is going on and that we are wide awake to the danger of such changes in our neutrality laws, and that we express ourselves on these important issues.

Sincerely
Edith P. Coates,
for Conowingo Peace
Action Committee

SAFETY INSIGNIA FOR CYCLISTS

"A "safety insignia for safe cyclists" is the Keystone Automobile Club's latest contribution to solution of the problem created by the increasing use of bicycles on congested highways.

Announcement was made yesterday by George E. Keneipp, Manager of the Club, that a bronze lapel insignia will be given to boys and girls who sign a safety pledge, which reads: "I, the undersigned owner and operator of a bicycle, agree that the bicycle should be operated with the greatest amount of care to avoid accidents on the highway. Therefore, I promise my parents that I shall obey all the rules of the road and be an expert and safe driver."

In a bulletin containing the pledge, which is being widely distributed, the Club outlines the law covering operation of bicycles. It is emphasized that the law requires all bicycle riders to:

1. Equip bicycle with a lamp on the front and a red reflector or lamp on the rear.
2. Equip bicycle with horn or bell in proper operating condition.
3. Obey all traffic signals and signs.
4. Use proper hand signals to indicate turning and stopping.
5. Ride on right side of highway close to curb.
6. Park vehicle in a safe place.
7. Stop and render assistance in case of accident, and report accident to police.

Assume liability for any damage resulting from the careless and negligent operation of vehicle when the other party is not guilty of negligence.

9. Stop while passengers are boarding and alighting from street car.
10. Keep vehicle in safe operating condition.

It also is pointed out that the law forbids bicycle riders to:

1. Hitch on or hold fast to the outside or rear of any other vehicle.
2. Carry an extra passenger on the handle bars or any other part of the vehicle.
3. Engage in any trick, zag-zag or fancy riding on the highway.
4. Ride his bicycle on a sidewalk unless a local ordinance directs otherwise.

CHRISTIAN SCIENCE SERVICES

"Are Sin, Disease and Death Real?" will be the subject of the Lesson-Sermon in all Churches of Christ, Scientist, on Sunday, October 8.

The Golden Text will be from Psa. 103:23, "Bless the Lord, O my soul, and forget not all his benefits; who forgiveth all thine iniquities; who healeth all thy diseases."

Among the citations comprising the Lesson-Sermon will be the following from the Bible, Psa. 119:1: "Blessed are the undefiled in the way, who walk in the law of the Lord."

The Lesson-Sermon also will include passages from the Christian Science textbook, "Science and Health with Key to the Scriptures," by Mary Baker Eddy, among the following, page 415, "Sin, disease and death have no foundation in Truth."

Powers Depend On Battleships

Monster Fighting Vessels Made Less Vulnerable To Air Attacks.

WASHINGTON.—Despite the new factor of air power in naval warfare, battleships still are believed to be the backbone of the navy in every "big navy" country of the world. A survey shows that although Great Britain has the largest navy, her shipyards are working night and day to increase the number of her capital ships by about 50 per cent. The same is true of France, except that France seeks to add even more, about 90 per cent.

Italy's shipyards are found to be working to double the number of her battleships. The German navy seeks to add about half again as many as that country now has.

Less Vulnerable to Attacks.

The great strides that have been made in recent years to make such ships less vulnerable to attacks from the air are believed a prime reason for this situation, Rear Admiral William C. Watts, new commandant of the Great Lakes Naval Training station, asserts.

This surge of reliance on the largest of the fighting ships is even more significant when the rising cost of these great floating fortresses is considered.

According to Capt. Jonas Ingram of the United States navy, "Of all combatant ships the battleship is the only one designed to stay and 'take it.' Nothing else is tough enough." For that reason, battleships must keep pace with the increasing effectiveness of shellfire and aerial bombs. Regardless of cost they must have such heavy armor and so many separate watertight compartments that they are virtually unsinkable.

Cost Mounting Steadily.

The battleships the United States is building today each cost 16 times as much as the American battleships built 30 years ago, and the cost is steadily mounting. The total tonnage of the latest type of American battleship under construction is 45,000 tons. Its main batteries will carry 16-inch guns, and its anti-aircraft guns have been upped in caliber from three inches to five inches.

It has been predicted by military authorities that naval action would probably decide a war in which Germany and Italy opposed Britain, France, and Poland.

In total tonnage the side of the British and French empires is overwhelmingly superior to the dictator powers. Britain's giant armada totals 2,079,863 tons and France, with the second largest navy in Europe, has 815,000 tons. The tiny Polish navy is reported to amount to 16,500 tons, or one-third the tonnage of a single modern battleship.

The Italian navy ranks third in Europe with 717,920 tons. Germany, which has had a short time to rebuild the navy she lost after the World war, has 541,023 tons. Thus the empire powers have almost a 5 to 2 superiority over the dictator powers in tonnage. Even if Russia should add her 290,589 tons to the German-Italian side, the Britain-France combination would be superior by nearly two to one.

Youthful Art Is Good, Asserts Head of Museum

PITTSBURGH. — The youth of America is turning out some pretty good art these days, according to Dr. Andrey Avinoff, art connoisseur and director of the Carnegie museum.

Dr. Avinoff has been studying art produced by high school students for several years. He's a member of the jury which judges the annual exhibition of art by secondary school students sponsored by a national magazine.

"I began to notice these young people sometimes produce work that approaches remarkable perfection," he said. "Some have a precocious ability on the borderland of the inspired, comparable in many ways with professional artists.

"America," he said, "has produced more fine art by its youth than any other country in the world. It is a fountain of youth, a brilliant outburst of talent. These American young people have extraordinary ability."

The Russian-born scientist practices what he preaches. He already has purchased 40 paintings, prints and drawings for his private collection of American art by adolescent youth.

'The Old Maid' Is Newest Dance Step

NEW YORK. — Thy call it "The Old Maid," but it's really the wallflower dance. It's a dance introduced at the national convention of the Dancing Masters of America here recently. "The Old Maid" allows an unescorted girl to cut in on a dancing couple. The three continue to dance together, the man in the middle with his arms around the waists of the two girls. The three take their steps in the same direction—something like a chorus routine.

Works for 50 Years Without a Vacation

Railroader, in All That Time, Has No Day Off.

KANSAS CITY, MO.—John J. Shine, who has sold railroad tickets to vacationers for a half century, is going to take a vacation.

It will be his first since he came to Kansas City from Carroll county, Mo., in 1889 to start selling tickets in the old Union depot.

He's now division passenger agent for the Wabash railroad, and the management of that line finally got tired of Shine's perennial "no" to vacation offers. He hadn't even taken a day off for sickness or any other cause since he first became a railroader. His "bosses" commanded his retirement, effective this October.

"I haven't made any vacation plans," he said. "Don't even know where I'll go. Fact of the matter is, haven't thought about it."

But for 50 years he has thought about other people's vacation plans, although during the early years of his career of ticket selling—before the turn of the century—he was more concerned with getting great hordes of pioneers and adventure seekers to the opens plains of the West.

"It was a wild era for the little Kansas City station," Shine said. "People from almost every place in the world jammed the depot as they poured through this funnel to the West.

"The station was filled night and day with colorful throngs, even the Indians coming in on the iron horse for a peek at the hordes of settlers.

"Ticket buyers used to stand 100 deep at my window. Trunks were stacked to the ceiling in the station with whole trains carrying out baggage.

"The railroads have come a long way since that mad rush to the West. One fellow made a lot of money selling straw sacks at the station for the passengers to sleep on."

Texas Starts Excavation Of Huge Meteor Crater

ODESSA, TEXAS.—Excavation of one of the nation's largest known meteor craters, eight miles southwest of here, has been started by a crew of 20 WPA workers. The crater, measuring 600 feet from rim to rim, is known to be exceeded in size only by the famed mile-wide Canyon Diablo pit in Arizona, Dr. E. H. Sellards, director of the bureau of economic geology at the University of Texas and in charge of excavation, said.

It was Dr. Sellards who first announced in 1927 that the largely filled-in Odessa crater was actually caused by an "iron" meteorite, which appears to have smashed into the earth "thousands of years ago."

Dr. Sellards said excavation was being pushed to study the effects on the earth under the impact of a large meteor. The Canyon Diablo crater has never been completely excavated, he said. He was unable, as yet, to estimate the actual size of the original meteor.

"It may easily have exploded at impact," he explained. "We have already found and examined several fragments."

In accord with WPA plans to make the excavation accessible to the public for its educational value, Ector county officials are constructing a two-mile road from U. S. route 80 to the crater's edge. It is estimated that the excavation may be completed in about a year.

Family Works in High Places on Paint Jobs

DES MOINES, IOWA.—The Pettibones live a high life, traveling from "pole to pole."

Frank Pettibone, 37, has been painting the pinnacles of buildings and monuments since he was 20 years old. Three years ago he married Ruth Seydel, and since that time she and her son Jack have aided Pettibone in painting towers, clocks, poles and high girders.

His last job was applying three coats of paint to the 40-foot flagpole atop the 237-foot Des Moines building. He termed it a "small job."

Pettibone prides himself on the jobs he did on poles surmounting the 42-story Smith building in Seattle, Wash., and the 500-foot Claus Spreckles building in San Francisco.

"My only sensation when up high is that of work," he said.

Mrs. Pettibone adds that her only accident in the altitudinous work was a bite by a black widow spider while painting a flagpole at Stanford university.

Pershing's War Horses Enjoy Peaceful Old Age

WASHINGTON. — At least two aged army horses need never worry about an untimely death because they have outlived their usefulness.

Jeff and Kidron, mounts Gen. John J. Pershing rode in victory parades down the Champs Elysees in Paris and New York city, are now romping and frisking over the grass lands of the army remount depot near Front Royal, Va.

Their only care is "being on their dignity" when company comes. No visit to the depot is complete without a glimpse of the two horses which Col. Warren W. Whitside, commander of the depot, says are the "most photographed horses in the country."

By L. L. STEVENSON

New York: Desiring to see the Aquacade at the World's fair, Mr. and Mrs. Frank Hood of Charlotte, N. C., joined a ticket-booth line in which there were probably 500 persons. When the line hadn't moved an inch in 10 minutes, Mr. Hood asked a fair policeman what was causing the delay. The reply was that there was no delay.

"But what are they doing in line?" persisted the North Carolinian.

"Oh, just standing," replied the officer. "That's a habit New Yorkers have. If any one is waiting they line up to see what will happen. When you go back to town, stop and look up at the sky and you'll have a mob around you in no time. This crowd's probably waiting for the next show, which will come three hours later."

With that Mr. Hood stepped up to the window, bought tickets and he and his wife went in, leaving the 500 outside.

* * *

Free Show: Steam-shovel addicts—the shovels are really gasoline powered nowadays—got eyes full in two ways while a monster was engaged in chewing up the street in the vicinity of where the old post office building once stood. Kibitzers were on hand in plenty as the big scoop plowed up huge bites of asphalt and the sight of course was one eyeful. The other came in the way of dust stirred up by the work. Nevertheless, a large portion of the audience was so deeply interested that it didn't mind the dust. And dust in the eye isn't pleasant either. I speak from first-hand knowledge acquired in the vicinity of where the old post office building once stood.

* * *

Three Cheers: When he came up to a blind man who was hesitating at Broadway and Fifty-first street and offered to help him across, he had every indication of being one of those "good Samaritans" common in this supposed-to-be-emery-hearted city. But as he was leading the blind man, he attempted to pick his pocket. He might have got away with it, too, had it not been for the Havana-Madrid doorman who witnessed the whole proceeding from his post. The doorman captured the thief and before turning him over to the police gave him what is known as a "going over" and did it so thoroughly the thief was actually glad when a cop came up. And so, a salute to a deserving doorman.

* * *

Behind N. Y. Scenes: Scrubwomen who wash down thousands of steps after office workers go to their homes . . . A chef in the kitchen of a large hotel who juggles plates when not busy . . . An information booth attendant in Grand Central asks a companion for the right word to fill out a cross-word puzzle . . . Taxicab drivers sit around listening to ball games on dull afternoons . . . Two street cleaners take time off to pick horses from a racing sheet . . . A traffic cop in the back of a tailor shop leaves his wet raincoat to dry . . . Clerks ordered around during working hours order waitresses around during lunch hour . . . Thanks to Bob Stanley, musical director, for this assist.

* * *

Protection: Frank Benedict, the veteran engineer, told me of the saloon in Superior, Wis., where a number of engineers were gathered and talking railroading. A stranger came in and, taking his place at a bar, asked the man in the white apron if he had an umbrella.

"What do you want an umbrella for?" asked the bartender. "It isn't raining."

"I want to keep the cinders out of my beer," was the reply.

* * *

End Piece: Someone with a flair for mathematics has figured out that Jane Froman can do almost 67 hours of continuious warbling without resorting to sheet music or repeating a number. Miss Froman, it seems, knows the words to 2,000 songs which have been done over the air in the last few years. The average tune of one verse and one chorus runs two minutes. Thus, 4,000 minutes or 66 hours and 40 minutes, which is enough to indicate that the gal has a good memory.

(Bell Syndicate—WNU Service.)

Steeplejack's Dog Follows Tradition

PORTLAND, ORE.—Lady, an Austrian shepherd dog, trotted back and forth on the parapet of the fourteenth story of a downtown Portland building and refused to leave her dizzy perch. Office workers leaned from windows and a crowd gathered in the street far below. Peace and quiet were restored only when Steeplejack Roy Smith, her master, climbed down from a 60-foot flagpole he was painting and chained his dog to the roof.