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## WEEKLY NEWS ANALYSIS

By Edward C. Wayne

### 'Biggest Budget in World's History' For Expanding of U. S. War Program Will Cost Nation 56 Billion Dollars; Russians Continue to Push Back Nazis

(EDITOR'S NOTE—When opinions are expressed in these columns, they are those of the news analyst and not necessarily of this newspaper.)  
(Released by Western Newspaper Union.)



SOMEWHERE IN CHINA.—Veteran Chinese soldiers of this type, pictured at a railway station "Somewhere in China," are advancing toward Malaya to aid the hard-pressed forces of the British against the Japs. It was reported that veterans of this type took part in the slaughter of Jap troops in the Changsha, China, sector.

## TAXES:

### Billions on Billions

Americans who had been given grim satisfaction by the President's stirring message to congress faced with what courage they could muster the huge bill that will have to be paid, 56 billions of dollars.

Congress, to a man, had told the President "we will give you the money." OPM had said, "We can and will do it," and labor said, "we will not stop working." And the country, with surprisingly little grumbling, but with no small measure of worrying, decided to dig down into its earnings to foot half the bill this year.

Twenty-seven billions of dollars, taxes of nine billions on top of 18 billions were to be levied to meet as much as possible of the due bill as it is spent.

On the basis of 130,000,000 people, the expenditure in taxes for the federal war program, added to whatever local and state taxes might be levied, would be \$204 for each person, man, woman or child; \$813 for a family of four. That of course was an average, with those better able to pay shouldering the larger portion of the burden.

The "overall" war expenditure estimate was thus brought to 131 billions, or three times the total cost to this country of World War No. 1.

Mr. Roosevelt frankly had told newsmen it was the biggest budget in the history of the world. Government authorities said it was twice the estimated annual war expenditure of Germany.

On top of the taxes, it would be necessary to borrow 32 billions. The national debt, therefore, would skyrocket to \$110,000,000,000, or about three times the huge figure of June, 1940.

The nine extra billions, the President said, would be divided into seven billions in direct taxes of various types, though he said he opposed a general sales tax. The other two billions would be in the form of new social security taxes.

Existing taxes of all descriptions would be continued, and they have been estimated as due to produce 18 billions.

The war allocations had been split as follows: 18½ billions for the army; 17 billions for supplemental but unspecified items; seven billions to the navy; 7½ billions for the lease-lend program; 1½ billions for the ship program, the rest for miscellaneous purposes.

Perhaps a billion can be lopped off of non-defense government activities, the President said—that is all.

## REACTION:

### Local and World

Britain was exultant over the program, believed it adequate for the swiftest possible victory, and praised the administration to the skies for the stand it was taking, and the X-Y-Z or all-out plan to win the war. One London headline had been typical—"The Yanks Are Coming," which was the British answer to President Roosevelt's promise to send to the British Isles a large A.E.F.

Australian premier, John Curtin, said the President's plan was one for "working and fighting."

## Cause for Study



Senator Walter F. George of Georgia, chairman of the Senate Finance committee, is pictured looking over the 1,172 pages of the 1943 fiscal year budget. His chief interest in the budget would be a study of it with a view of planning new tax measures. The war budget calls for \$56,000,000,000.

## FARMER: Has Prospects

President Roosevelt was seen by senate leaders as opposed to the proposal of the farm bloc to have secretary of agriculture given the authority to exercise veto power on wartime controls of farm prices.

Senator Brown of Michigan said that the President approves having a single price administrator handle all price questions, including those of farm products.

Brown, however, conceded that the farm bloc had powerful support and that the vote on such a measure, if it came to that, would be close indeed.

Secretary Wickard is getting support for the post of farm price czar from both parties. The dispute, of course, is between him and Leon Henderson, the price administrator.

Under the present bill, Brown pointed out, \$140 wheat would be a possibility. The average market price on December 15 was \$1.02.

Cotton similarly could be purchased for 16.2 cents a pound, and could go to 19.65 cents before the law would take over control.

Beef, however, had currently been selling higher than it would under the bill, he added.

Also getting considerable support was a Senator Taft proposal that neither Wickard nor Henderson be given farm price control, but that it be vested in a board of five members. This Taft proposal might form the test of sentiment on the other two proposals.

## CHINA:

### Changsha Victory

The Chinese victory over the Japs at Changsha was termed by Chiang Kai-shek as a possible turning point of the war. It was the third successive setback for the Japanese at this city, and the most disastrous.

Some Chinese newspapers were urging that the Chinese armies now strike into Thailand and Indo-China direct to menace the Jap rear and relieve the pressure on Malaya.

The Chinese said that in addition to the 30,000 Japs killed in the battle, they got 7,000 more as the fleeing Nipponese attempted to cross a nearby river, with Chinese lying ambushed on the far bank.

A Jap force of 40,000 was said to be trapped in one locality. The total estimated Japanese strength of the drive on Changsha was 100,000 men. Few of them, according to Chungking, were able to get away to the north.

## ZEPPELINS:

### Raid the East?

Army authorities in Washington said it definitely "was in the cards" that Germany might try to get their two huge dirigibles into the air for token raids on the east coast of the United States.

It was revealed after the last war that the big transatlantic Zeppelin of those days was being groomed for just such a trip, but which never came off.

The sister ship of the Von Hindenburg, which was destroyed by flames in New Jersey was said to be still in existence, together with another Zeppelin of the L-Z type, capable of flying the Atlantic.

Each of them, army men said, could be loaded with 10 bombing planes, could drop them to take-offs within easy flying distance of east-coast cities.

Or, they pointed out, it would be possible for the airships themselves to be loaded with an enormous quantity of bombs and to make a "suicide" flight over one or more eastern cities, dropping their deadly cargoes before planes could shoot them down.

## Washington Digest

### '42 Will Be Record Year For American Farm Crops

Food Goals Are Raised to Boost Production As Agriculture's Part in Winning The War for U. S. and Allies.

By BAUKHAGE

National Farm and Home Hour Commentator.

WNU Service, 1343 H Street, N-W, Washington, D. C.

The farmer came across. He produced more the past year than any year in history. Never has America blossomed and borne fruit as she did. Next year the production will be even higher for the department of agriculture found that the farmer was willing to meet the goals set up last August, and even to exceed them.

But that doesn't mean that the food-for-victory problem has been settled. Now the department of agriculture finds a part of the problem back in its own lap, for we are in the war ourselves and our allies depend on us for supplies. The farmer must be assured labor, supplies and machinery to carry out his part of the job. And the processor must have the equipment to take care of perishable products when the farmer lays them down at the door.

Experts here tell me that the farm-labor problem is not unsolvable. The combined demands of war and industry mean that the farmer will have to put up with older hands, with less skilled farm hands. It means that schools will have to be dismissed at harvest time and when harvest time and cultivation time come together. It may mean a land army of women. But the farmer will get the help he needs, even if it isn't exactly the kind of help he would prefer.

## Can Get Repairs

The farmer can also get the parts he needs to repair his farm machinery.

He will get some new machinery, enough to get by with.

He may have to skip a little on the nitrates and the phosphates although at present there are reserve supplies.

But the big problem is to provide the processor with the essentials he needs to prepare the food and to wrap it up in packages for the consumers. Take for instance milk: some 24 new evaporating plants will have to be built, some 350 cheese factories will have to be put up.

And PIGS! This year was a record crop. Next year will be bigger. Will the packers be able to take care of the porkers which may be waddling up at the rate of a possible thousand a day to squeal their last squeals for freedom? That is one thing which the secretary of agriculture is battling over now. It takes tin and stainless steel and a lot of other things which the army wants before you can change a pig into a portable meal. And the army is tighter than a Sunday shoe when it comes to yielding up any of those essential metals. It is interested chiefly in destroying, not preserving.

## Food Goals Raised

The department of agriculture has raised the food goals—already it has called for a 25 per cent boost in the tomatoes wanted; 33 per cent in snap-beans, corn and peas for canning. Russia is very likely going to ask for food that we had not figured on supplying, China may need more. And then, who knows there may be an American Expeditionary Force, probably will be before we are through, which will have to be fed. Modern armies still move on their stomachs, but even in that position they cannot eat off the land as they used to.

These extra, added demands were not in the cards when the original "food for freedom" goals were set up. But they will have to be taken care of. America's good earth can produce them, the farmers can and will raise them. The next thing is to wangle the means of putting them into the packages that will take them where they are going. It's a big job—one of those which when done, will win the war.

## Wartime Washington—Crowded and Busy

Wartime Washington . . . crowded press and radio conferences at the White House with no one admitted without a photographic pass, registered fingerprints or a special signed card issued only to known and guaranteed bearers. Special police, secret service men and two superintendents each from press and radio galleries to inspect each card . . . a modification of the same system for entrance to all government buildings . . . anti-aircraft

guns with their crews, like the one I can see from my window as I write, on top of buildings . . . more British reporters, no Japanese, German or Italian newsmen . . . a sign on the window of one of our many Filipino-driven taxis, "Philippines, U.S.A."—explanation from the grinning driver, "Best take no chances" (many people take the Filipinos for Japanese).

Fur coats on government workers which will be the last for a long time . . . "Paw" (Brigadier General) Watson, presidential secretary, in his uniform like hundreds of others . . . black paint around the edges of the broadcasting station's windows to keep the light from leaking out during blackouts . . . messenger-girls . . . tire-boot-leggers and tire-thieves . . . traffic jams.

## Will the Horse Stage a Comeback?

"My kingdom for a horse!" A lot of the people who own America's 30 million vehicles may murmur that wish before long.

With sale of new autos and trucks banned pending rationing and with the rationing in effect, "My kingdom for a horse" may become no idle wish.

And nobody knows today when the farmer will be told he can have no new farm machinery when what he has wears out.

So the question naturally comes up, will the horse come back?

In the city he just can't. Some cities won't allow horse-drawn vehicles on certain streets. Washington is one of them and not long ago a man drove an old-fashioned carriage with a team of mules down Sixteenth street just to see if he could get away with it. He did—because after all, even a cop knows a mule isn't a horse.

But the city man, even if he learns which end of the horse to put the cropper on, wouldn't have any place to park the animal—he couldn't leave it out beside the curb all night the way many do their cars.

On the farm the horse may become a necessity. But his return will not be achieved overnight. In the first place every year with the increased mechanization of the farm, the supply of horseflesh has been dwindling. The situation isn't as bad as it was some years ago before vaccination scotched the sleeping sickness that threatened to reduce the equine population still further. But considering that it takes nearly four years after breeding before you get a horse in shape for regular heavy work, a market couldn't be built up to supply any increased demand for some time.

It is true that in 1932 and 1933 when money was scarce and feed was cheap a lot of farmers used horses instead of trucks. But the American is a mechanical minded man and unless he just naturally takes to animals he would a lot rather drive a motor. As one horse expert said to me:

"What's more a lot of folks are afraid of horses. Many men who will drive a farm truck 50 miles an hour nowadays would think he had a runaway on his hands if a team he was driving broke into a trot."

On the more serious side of the question however, is the possible long-time demand of the army for essential materials that go into trucks and tractors and which may cut down perceptibly the machines that run farms today. A lot of farmers, like a lot of city people, really can't afford to own the machinery they have. It makes work easier. A horse is more trouble than a machine. But a machine is not always necessary to do farm work any more than a car is necessary to the city dweller to do the work his own father made a shank's mare do.

Also, a horse can eat a lot of non-salable roughage, which food is much cheaper than gasoline is going to be while we need it for tanks and airplanes and army jeeps.

The United States now has 100,000 civilian pilots at the end of 1941, or five times as many as it had on July 1, 1938. About 65,000 of the new pilots were trained in the Civil aeronautics administration program begun in 1939.

—Buy Defense Bonds—

## Bridge of Ships Rising Rapidly

Despite Simultaneous Production of 2-Ocean Navy, Records Tumble.

WASHINGTON, D. C.—America's "bridge of ships" is building fast. In steady procession from the hundreds of shipways along our Atlantic, Gulf and Pacific coasts, new merchant vessels of many different types are descending to the sea in token of America's pledge to move all-out aid to the powers fighting Axis aggression.

Each entering splash recalls the critical days of the last war when our shipbuilders were engaged in a similar effort to offset the ravages of German submarines. Vivid is the memory of Hog Island, Philadelphia, where 122 vessels of nearly a million deadweight tons were produced by the most gigantic ship-building plant ever built, despite payly discouragement, shortages of men and materials and much public impatience. Completed too late to be of much service before the first World war had ended, the big merchant flotilla to which 76 other American shipyards added another 13,200,000 deadweight tons before the end of 1921, served to demonstrate America's genius for volume production.

## Shift to High Gear.

Today American shipbuilders have shifted once more into high gear production. This time they will not be late, as they were in 1918. This time they are primed to establish a production record that will far outdistance the emergency effort of the first World war. Already they are delivering at the rate of three new merchant ships a week and expect by the last part of 1942 to be completing two a day. And they are doing so at a time when America is also engaged in building a two-ocean navy of a magnitude never dreamed of in the last war.

Ninety merchant vessels of 1,000,000 deadweight tons are scheduled for delivery during the first three months of 1942; 146 vessels of 1,400,000 deadweight tons in the second quarter of that year, 154 vessels of about 1,646,000 deadweight tons in the third quarter, and 184 vessels of nearly 2,000,000 deadweight tons in the last quarter of 1942. The first quarter of 1943, final year of the present emergency project, will see another 220 ships aggregating 2,270,000 deadweight tons placed in operation.

## Ahead of World War No. 1.

A recent report prepared by the United States maritime commission compares the present program with that of the first World war. In terms of deadweight tonnage, which best indicates cargo carrying capacity, the comparison reveals that in the present program the production of steel-seagoing vessels of 1,000 gross tons or more will, by the end of 1943, be about equal to that produced in the entire World war construction period (1912-21); and that in respect to speed of output, the current program which began in 1937 will, at the end of 1943, be three years and more than 10,000,000 deadweight tons ahead of the corresponding year 1918 when the armistice was signed.

An essential factor in the magnitude and speed of the current program was the action of the maritime commission in starting an orderly long-range construction program of 50 ships a year in 1937.

The report shows that the production of steel ships in 1942-43 will more than treble that of 1917-1918, while the production for 1942 alone will exceed by 20 per cent and for 1943 by 40 per cent the output of the peak year, 1919, when about 5,125,000 deadweight tons were produced.

## New Zealand to Breed

### More Horses for War Use

WELLINGTON, NEW ZEALAND.—The internal affairs department, in a statement revealed that while the country was busy mechanizing the army with a tank-building program and the organization of pools for motor transport with which to fling all the oil-driven vehicles possible against an invader, the government is also pushing ahead with the raising of suitable horses for use in areas where auto transport is difficult.

This is being done under the Resumptions act passed by parliament during the World war.

The act provides for transport of approved stallions around the country to improve the quality of the nation's horseflesh, the government paying subsidies to enable the plan to be carried out.

The department said that the total number of stallions available would be no fewer than last year, when 800 foals were born.

## Great Britain Has New Secret Weapon

Proves Effective Method of Protecting Convoys.

LONDON.—Latest of Britain's secret weapons, the fighter catapult-plane—which is shot into the air from the decks of certain ships to combat attacking bombers—has proved an expensive, if effective, method of protecting convoys.

Considered by pilots as one of the toughest jobs in the R.A.F., the plane is launched by means of a catapult from its storage place aboard the vessel. After shooting down the raider—or driving it off—the plane attempts to reach shore, or, if it is too far at sea, comes down into the water.

The pilot is usually picked up by ships in the convoy, but the plane is inevitably a total loss. Costing more than \$20,000, this is an expensive way of combating convoy raiders, but when it is taken into consideration that the four-engined Focke-Wulf—chief long-range ocean bomber of the Luftwaffe—costs more than \$200,000, the dividend is relatively high.

Pilots—all volunteers for this work—realize that their only chance of safety lies in either reaching shore or being picked up by the convoy. When the plane hits the water an automatic dinghy is released which provides—except in very rough weather—the pilot with some means of buoyancy until he can be picked up. Despite the dangers of the service, men from all sections of the R.A.F. flock to volunteer for it.

One of these pilots—a former Grand National jockey, and winner of the 1939 race—Lieutenant Robert Everett has just been awarded the Distinguished Service Order for shooting down one of the Focke-Wulf Condors.

## Voodoo Cults in Haiti

### Are Found to Be Waning

WASHINGTON, D. C.—The Haitian voodoo cult, famed for its "black magic" religious ceremonies, is nearing its last days, according to Dr. Alfredo Metraux, Smithsonian Institution archeologist, who has just returned with one of the finest collections of voodoo ceremonial paraphernalia.

The decline of voodooism is associated with an intensive drive by missionaries, who discovered that some of the most ardent members of the cult were prominent in various Christian churches. They recognized no essential discrepancy between the two loyalties.

As a result of the missionary endeavors a great number of voodoo objects—vases, drums, pipes, wooden bowls, satchels of earth, stone axes, rattles and images of saints—have been discarded. Sacred fig trees are being felled and large posts representing African gods are being destroyed.

The voodoo cultists also are taking oaths to forswear any association with the African deities of their forefathers, and only in the remote jungles of the West Indian republic is voodooism still practiced as before.

## DiETING Adds Pound a Day,

### Gets Him Into Air Corps

LONDON, ONT.—Recently a slim, good-looking young Londoner applied for enlistment in the R.C.A.F. as a pilot observer.

"You are an 'A' medically, but you are four or five pounds underweight," the medical officer advised. "You had better fatten up and come back in a month or so."

So the young man studied up on fat-producing calories, doubled up on his meals and went to bed early each night.

A few days ago he returned to enlist. A surprised medical officer weighed him and found he had gained at the rate of a pound a day. Being several pounds over the minimum requirement, he was immediately enlisted.

A careful search failed to produce any lead weights.

## Only Curiosity Keeps

### British Taxpayer Alive

LONDON.—London business men are chuckling over this letter which is circulating throughout the financial district:

"The Collector of Taxes. Dear Sir—For the following reasons I am unable to meet your demand note for income tax.

"I have been bombed, blasted, burnt, sandbagged, walked upon, sat upon, held up, held down, flattened out and squeezed by income tax, super tax, tobacco tax, purchase tax, beer tax, spirit tax, motor tax.

"The only reason I am clinging to life at all is to see what is going to happen next."