

IN WASHINGTON

WHAT IS TAKING PLACE BY

Robert R. Reynolds, UNITED STATES SENATOR

Any survey of the National legislative situation at the half-way point of the Special Session of Congress, while not wholly encouraging from the standpoint of giving needed reassurance to industry, business and agriculture, does disclose some cheering factors. The more outstanding of these are:

1. Tax revision is no longer something to merely be wished for, but is assured at the regular session beginning in January. If the Senate were empowered to originate revenue legislation, it is likely that it would be undertaken at the current special session. But the prerogative of originating revenue laws is reserved to the House of Representatives.

2. New farm legislation, while temporarily bogged down with amendments and disagreements, promises to be finally drafted with more real thought and real desire to help agriculture than any other similar measure of recent times.

3. The recommendation by President Roosevelt calling for a drastic cut in Federal highway funds has thrown the question of cutting Federal expenditures into bold relief. Regardless of the merits or demerits of the President's proposal, it now seems evident that the Congress must find, as speedily as possible, the point where needless spending ends and real economy begins.

4. That there will be more and more a tendency to adjust sectional differences of opinion on legislation on the basis of compromise. Members of Congress from eastern industrial sections want a wage-and-hour bill. Likewise, members from agricultural sections want immediate action on farm legislation. Naturally, in a situation of this character, North Carolina, both industrial and agricultural, sets astride these sectional differences. There is agreement that the best interest of the country as a whole is the point of compromise, although sometimes difficult to reach.

While North Carolina is, of course, vitally interested in tax revision and farm assistance, a matter of immediate concern is the President's recommendation on highway. This is true because the Chief Executive has urged a cancellation of all road authorizations made by Congress for the fiscal year 1939, under past procedure, these 1939 funds would be allocated to the states before January 1, 1938. Thus the question of whether North Carolina will secure some \$4,250,000 in anticipated Federal road funds in the fiscal year beginning July 1, 1938, is an important question.

Informed opinion at the moment seems to be that the Congress can hardly act within the time between now and December 22, the date tentatively set for adjournment. As a result, it is not unlikely that the apportionment of road funds for the 1939 fiscal year will be made as originally scheduled. Consideration may be given to a curtailment of road expenditures at the regular session beginning in January.

Speaking of the legislative situation as a whole, the deadlocks, disagreements and delays in Congress are in themselves that sentiment from "back home" is having an influence on Congressional procedure. It is in such times that compromise is essential, despite the fact that compromise is slow. But it assures the country more efficient law machinery.

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MOSCOW . . . Mme. Pauline Zhemchuzhina, wife of Premier Molotov, and former head of the perfume trust, who has been appointed Vice-Commissar for Food Industries in the Soviet Union, first woman in history of present government to attain cabinet rank.

WHAT'S WHAT ABOUT SOCIAL SECURITY

QUESTION: When will unemployment compensation benefits be paid?

ANSWER: This depends entirely upon the State law. It just so happens that in Region IV, comprising NORTH CAROLINA, Virginia, West Virginia, the District of Columbia and Maryland, benefits commence in 1938 under the State Unemployment Compensation laws.

QUESTION: What is necessary to be eligible for an unemployment compensation benefit?

ANSWER: The requirements of most State laws are that a worker must have been employed during a minimum number of weeks, which varies with different State laws, and in an employment which is included under the State Act. Monthly benefits are based on the number of weeks worked and the amount of wages earned.

QUESTION: I have been receiving old-age assistance but it has recently been stopped. Is there any action I should take?

ANSWER: If you feel you have not been treated fairly you have the right of appeal to your State Department of Public Welfare.

QUESTION: My employer will not make a note of my account number or deduct the one percent tax which I understand he should do. What steps do you advise me taking?

ANSWER: You should report the facts as you have stated them to me to the Collector of Internal Revenue in your State, or a Deputy Collector in your city. All matters involving taxes come under the Bureau of Internal Revenue.

QUESTION: I was 65 years old on November 9 and have been employed all of this year. Am I entitled to anything under the Social Security Act and do I have to stop working to get any money that is due me?

ANSWER: If you have been employed in an employment which is not specifically exempted from the Social Security Act you are entitled to 3 1/2 percent of the amount of wages you have earned since January 1, 1937. You do not have to stop work to get this money.

QUESTION: I am an employer, having just started in business. How often do I have to make reports and pay taxes under the Social Security Act?

ANSWER: The Bureau of Internal Revenue collects all taxes. Until December 31 a monthly report on Form SS-1, with the amount of money to cover your tax, is required under Title VIII of the Act. After January 1, 1938, this report will be made every three months. You have to report annually on Form 940 the amount of tax you are liable for under Title IX of the Social Security Act. This is due in the hands of the Collector of Internal Revenue for January 31 the following year.

GREYHOUND TRAVEL IN FULL SWING AFTER STRIKE

Cleveland, O., Dec. 2.—Immediately after the settlement of the recent strike of certain Greyhound bus drivers, full schedules were again in operation, effective December 1st. Except in isolated cases, service had been maintained throughout the period of the strike but some schedules had been omitted. With the resumption of all scheduled runs—including suburban—the passenger volume rose to normal at once, with every indication pointing to heavier than usual pre-holiday travel.

Following a deadlock in negotiating a contract between executives of eight Greyhound bus companies, serving 18 States east

of Chicago and St. Louis, and representatives of the Brotherhood of Railroad Trainmen, a strike was called by members of the Railroad Trainmen effective at 12:01 A. M., November 25th, 1937. Approximately 1,300 men were effected by the strike call, of which number about 40 per cent refused to leave their jobs.

Effects of the strike call were felt immediately in some sections. Operations on Greyhound Lines were declared at Philadelphia and Boston. In Cleveland, headquarters for both the bus company and the labor union, some local service was cancelled, but all interstate schedules moved without interruption. In Buffalo, interstate operations were curtailed the first two days of the strike, but thereafter all schedules were moved on time. Normal operations of all bus schedules throughout the strike of seven days, were observed at Pittsburgh, New York, Chicago, Cincinnati, Detroit and Syracuse.

Efforts of Mr. John Conners, of the Department of Labor, bore fruit on December 1st, the deadline set by Greyhound officials for striking drivers to return to work or be classified as having resigned, and the agreement offered by Greyhound officials to the drivers previous to the strike, was accepted by them almost without change.

In the contract, the application for a "closed shop" on the part of the Railroad Trainmen was denied. A raise in the base pay of one quarter cent per mile, effective July 1st, 1938, to all drivers was accepted. All drivers, with the exception of those guilty of destruction of company property during the strike, were returned to work, December 2nd.

Only the Greyhound Lines operating east of Chicago and St. Louis and North of Louisville, Ky., and Norfolk, Va., were effected by the strike.

Duplin County farmers are co-operating to buy a carload of 20,000 pounds of dynamite to be used in blasting stumps on farm land.

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San Francisco's 1939 World's Fair will be located on an island in the harbor, within sight of \$110,000,000 worth of bridges—the two greatest in the world.

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