

Member Of Congress Defends President's Social Security Act

Chief Executive Faced With Realities In America Today

By FRANK HANCOCK
Member of Congress

Though there have been many references to the Social Security Act sponsored by President Roosevelt and enacted by the Congress in August, I am certain that very few of our citizens are familiar with its actual provisions. It is truly a belated recognition on the part of our Government of its obligations to its citizens. It marks an historic advance toward economic security for those whose labors and talents have contributed so greatly to the wealth of this Nation. What should these citizens of our country rightfully expect from their government in return for this contribution when, because of bad health, misfortune or old age, they have reached the deadline of service? The answer to that question is the answer to the problem of social security. In the past, it was a job in good times, the breadline in bad times. Changed economic conditions, coupled with technological and scientific advances, have brought about radically changed social conditions to such a degree that it will be impossible to obtain security for every man and his family through private enterprise. We need not be surprised at this development. Time was when one family was an entirely self-supporting unit which did not seek cooperation, even for protection against its enemies. In various ways, economic cooperation in units as large as tribes or villages grew, and with it there came an increasing lack of certain kinds of self-reliance. Up until four or five years ago, in the United States it was generally possible for a decent, hardworking man of average intelligence to build up for himself and his dependents an adequate competence; but today the pace has become too fast. Even when the depression has become a memory, we will have to face the fact that modern industrial life wears out the worker's capacity for maximum efficiency long before he is past the age when his children are grown

up and are able to support him. We all know that many industrial concerns make a policy of laying off men after they have passed the age of 45-50 years. Other skilled workers find life-long trades suddenly valueless to them because technological advances have superseded them. What are we going to do with this army of men and their dependents? Shall we throw them upon the humiliations of charity, or force them to eat the bitter bread of dole? Either of these is a cruel reward for self-respecting and efficient service! Shall we urge them to save? With wages what they are and have been in a large number of our factories, that is an even bitterer jest. The money to provide for them is here. The great middle class of men and women in this country made it with their hands and brains; it only remains to find the proper funnel by which that wealth can be siphoned off the excess profits of industry and stored up in the form of security pensions. To do this is plain ordinary justice. It is something else besides. There is a secondary aspect of the social security bill which in the long run may prove the more important. Its potentialities for good are unlimited, assuming of course that it will have fair, honest and capable administration. The pensions and unemployment insurance will be useful to the whole nation, rich and poor, because they will cushion the shocks of periodic depressions which have threatened to shake our economic life to pieces and destroy our civilization. All of us have seen the grave consequences which follow in the wake of panic, depression, or even ordinary economic fluctuations of our modern life. Our failure in the past to provide these safeguards has made it absolutely imperative during the past two years that we provide relief. No one will deny that prevention is the better policy. It is a part of good Government to encourage and assist able-bodied men to do an honest day's work. In sponsoring the Social Security Act, President Roosevelt faced the realities in America today. He sees as the true purpose of a real and effective social order supplying those

who live under it with the necessities of existence in abundance, providing work for the strong and willing, robbing old age of its miseries and terrors, taking from involuntary unemployment its despair and desolation, and above all giving such guarantees of social security as will enable good men to go to bed at night without wondering miserably what will become of them and their families on the morrow. Millions of others will say with him that "any civilization that fails in these objectives is not a civilization that deserves to endure." He holds a deep-seated conviction that as we lead the world in invention, science and industrial achievement, we can also lead the world into a new social order that will free men from their fears and miseries and make them truly masters of their destiny. Mr. Roosevelt outlined the entire program in his messages of June 8, 1934, and January 4, 1935. In both, he stated that: "Among our objectives, I place the security of the men, women and children of the Nation first." He further stated that security for the individual and for the family concerns itself with three factors; first, decent homes to live in; second, development of the natural resources of the country so as to afford people the fullest opportunity to engage in productive work; and, third, safeguarding against the major misfortunes of life. The Social Security Act is concerned with the third of these aspects of security—safeguarding against misfortunes which cannot be wholly eliminated in this man-made world of ours. The Social Security Act has been designed to provide safe guards through cooperative action by Federal and State governments, thus making possible fullest consideration of individual State needs while maintaining unity of purpose. Our own State, however, has failed up to this hour to respond to this challenge and to meet by cooperation its obligation and duty to the citizens of North Carolina. The provisions of this Act deal with a number of distinct, although related, measures for social security, which the Committee on Economic Security, in summarizing its provisions, has grouped under the following headings: Unemployment compensation, old-age security, security for children, aid to the blind, extension of public health services, vocational rehabilitation.

AAA Payments Boost N. C. Farm Incomes

Farmers of Chowan County who are cooperating in the agricultural adjustment programs received a total of \$58,263.11 in rental and benefit payments during the fiscal year ending June 30, 1935.

These payments together with the increase in prices paid to farmers for their commodities have been reflected in the larger income being received by the farmers, said Dean I. O. Schaub, of State College.

From 1932 to 1934, he pointed out, the total income of North Carolina farmers increased by approximately 155 per cent, or from \$104,362,000 to \$266,449,000. The 1933 income was \$194,390,000.

The total AAA payments to farmers of the State during the past fiscal year ran to \$14,732,147.51, divided as follows: tobacco growers \$8,015,880.21, cotton growers \$5,945,844.43, corn-hog producers \$719,363.20, and wheat growers \$51,599.67.

During this period the expense of administering the programs amounted to \$1,147,290.71, or approximately seven per cent of the total AAA disbursements in the State.

The administration expenses were largely payments to county and community committeemen who were selected from among the farmers to assist the county agents locally with the crop adjustment programs.

AAA rental and benefit payments in Bertie County amounted to \$138,718.91; Gates \$45,961.18; Perquimans, \$37,669.63; Tyrrell, \$39,949.08, and Washington, \$45,021.41.

Bill Jessup Alternate To Enter West Point

Bill Jessup, who left Thursday to enter Duke University, was notified this week by Congressman Lindsay C. Warren, that he has been named as first alternate in an appointment to West Point.

Bill, who is the son of the late Mr. and Mrs. Julian C. Jessup and grandson of Mrs. W. T. McMullan, of Hertford, is an honor graduate of the Perquimans High School of the class of 1934.

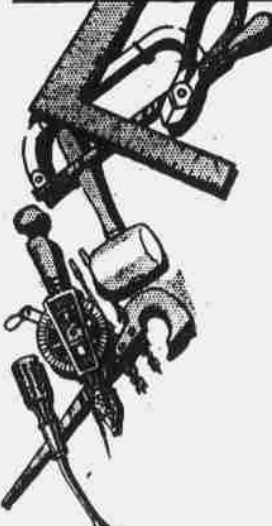
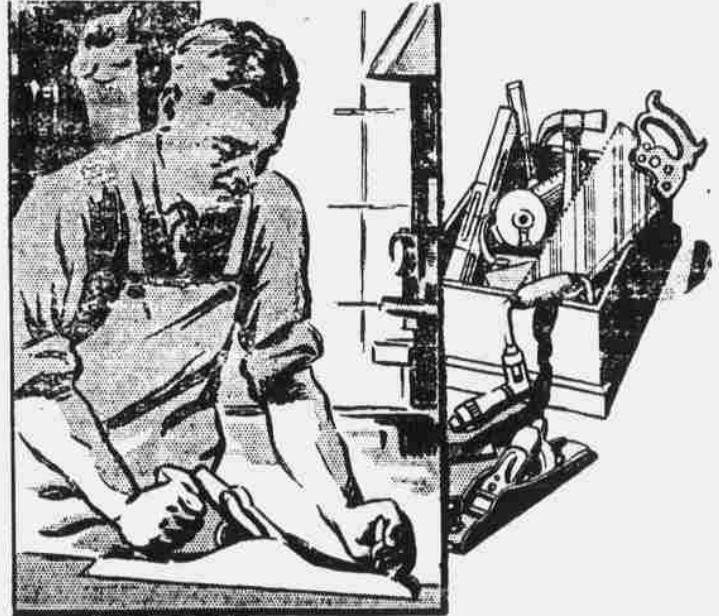
Exhibits in the Fat Cattle Show to be held at Asheville on October 9 will be entered by numerous farmers and 4-H club boys from western North Carolina.

Charleston, S. C., there U. S. 17 to Jacksonville, S. C., whence S. C. 32 is taken to Pocatigo and then U. S. 17 picked up again to Savannah, Ga., and Jacksonville, Fla.

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SWEET CRUSHED Corn	3	No. 2 Cans	25c
COLONIAL Sauerkraut	3	Large Cans	25c
PRENTICE TINY Peas	3	No. 2 Cans	50c
OLD VIRGINIA HAM AND Beans	3	Cans For	25c

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Peaches
15c

TRIANGLE SALT

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KRAFT'S ASSORTED CHEESE

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BEST BARGAINS

HIGHWAY GROUP TAKING NEW VOTE ON NAME ROUTE

Ocean Highway Association Seeking To Divert Automobile Travelers Along Atlantic Seaboard

At the meeting called at Ocean Forest Hotel, Myrtle Beach, S. C., on August 20, for the purpose of organizing an association to promote automobile travel over the highway route along the Atlantic coast from New York to Jacksonville, Fla., by way of Norfolk, Va., Wilmington, N. C., Charleston, S. C., and Savannah, Ga., it was voted to name the organization "Ocean Highway Association," and the name of the route "Ocean Route." Since this meeting, however, one of the directors has informed officials the "Ocean Route" might be confusing because some might think it referred to a steamship route and the highway would thereby lose potential travelers.

A new vote, therefore, is being taken by the association by mail to determine if the majority of the sentiment favors the adoption of a new name or if the name "Ocean Route" be retained.

A ballot has been sent to the directors for the purpose of voting, and contains the following suggested names for the route: Ocean Route, Ocean Highway, Seashore Route, Coastal Route, Ocean Trail, Sunshine Route, Ocean Boulevard, Ocean Forest Trail, Seaview Route and Coastal Highway.

Among the board of directors in this section are J. A. Pritchett, of Windsor, John Hassell of Williamson, E. W. Spire of Edenton, Ray Jones of Elizabeth City and E. L. Reed of Hertford.

At the meeting in South Carolina the following resolution was adopted:

"Resolved that the Ocean Highway Association through its Board of Directors here assembled do endorse this proposed sea island highway project via Beaufort, S. C. as a national defense highway connecting the very important government stations at Savannah, Fort Screven, Parris Island, the Marine station at Beaufort, South Carolina, Fort Moultrie and the Navy yard at Charleston, the coast guard station at Georgetown, Fort Fuher at Wilmington, N. C. and the Navy yard at Norfolk. These stations in the event of an emergency would be of paramount importance in the maintenance and the defense of the coast and interior. Be it further resolved that the War Department, the Coast Guard, the Marine Corp, the Navy Department and the Department of the Interior each and all be contacted through the executive heads and that they be urged to endorse this project and work for its completion."

The route will be the present No. 180 from New York to Pennsville, N. J., there via ferry to Newcastle, Del. and from that point U. S. 90 to Cape Charles, Va., then via ferry to Norfolk and from Norfolk U. S. 17 south via Wilmington, N. C., and



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car selling at a higher price does not give you as much interior room as the Ford V-8.

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