

LOOKING AT WASHINGTON

By Hugo S. Sims, Washington Correspondent

Relief, Recovery and Reform Are Still the Nation's New Three R's

The three R's, famous in educational circles not so many years ago, have become in this year of grace, 1938, Relief, Recovery and Reform. During President Roosevelt's first term of office, there was constant debate as to whether relief and recovery should precede reform. The debate continues today, as the nation again faces a severe economic flop, and officials continue to study its causes, and, by investigation and legislation, to find out why it happened and how it can be prevented in the future.

In 1938, we find some twelve million persons totally unemployed and many more have only part-time employment. Business activity has slumped almost to where it was in 1933. Superficially, the condition resembles 1933, but actually there is a vast difference. Then, private charitable resources and the funds of state and local communities were practically exhausted. There had been no acceptance by the Federal Government of its responsibility in providing relief for the unemployed.

Continued unemployment, in spite of all that has been done, is explained, in part, by basic economic conditions. According to the Public Affairs Committee, official statistics show that there were only three-fourths as many jobs in industry in 1936 as in 1920, although population increased twenty per cent in the interval.

Since 1929, employment in industry has decreased one-fifth. In addition, there has been retrenchment on many sides, throwing thousands of professional and white collar men out of work, and large numbers of farmers, small tradesmen and proprietors have been forced into bankruptcy where they are unable to support themselves in their usual occupations.

While the spending policies of the Administration from 1933 through 1936 had a great deal to do with the measure of recovery which followed, critics point out that once the purchasing power of the Government was checked the recovery movement ceased. Advocates of spending, however, declare that it stopped too "abruptly," and was pushed too high by the payment of the soldiers' bonus which the President opposed, and that the ground gained was thrown away by over-production and the control of prices in 1937 when the Government was trying to step out of the picture gradually.

Anti-New Dealers insist that permanent recovery can be had only through the activity of private industry and assert that a change in Administration or the adoption of new policies by the present Administration, would point the way toward prosperity. They continually demand a "changed attitude" on the part of the President, a real "breathing spell" and the restoration of "confidence." This has been the argument since 1933 behind the cry "recovery before reform."

It was repeatedly asserted that the nation's tax laws were largely responsible for the upset in business last Fall. Congress was told by many business leaders that if it would revise drastically the tax laws, recovery would begin. However, the congressional revision of the tax laws, as repeatedly suggested, has been followed by nothing to indicate that this was the formula for curing the troubles of American business.

The idea that the President, in pressing his reforms, has done so at the cost of recovery is another widely advanced theory for business's troubles. For this reason there have been repeated efforts to persuade the President to "stimulate confidence." This, it is said, is to be accomplished by his giving up radical or experimental measures, taking the Government out of competition with business, and otherwise giving private initiative a free hand. The reader may have asked himself the question, whether, in fact, there is basis for the belief that the President stands between the nation and recovery.

Recently, Erwin D. Canham, Washington newspaper writer, compared the industrial curve of the past few years with what might be called the New Deal curve. He finds that the market began going up, business production and national income increased, and unemployment started to drop early in 1935 and continued until August, 1937. Yet he reports, in 1938, Congress was generally obedient to the President and Mr. Roosevelt was in an experimental mood.

Even the holding company bill, with its death-sentence clause, did not stop the rise in 1935. Congress continued its "leftist" work but the market and the national income increased in 1936, although the President was pursuing bold policies in the midst of a national political campaign. Recovery had reached its pinnacle in 1937, at the time that the President was launching his drive on the Supreme Court and urging his executive reorganization plan.

The record goes further. It shows that when the President was defeated on his court bill, recovery and the market broke, too. Last Autumn,

when the special session revealed a Congress somewhat independent of the President, there were heavy drops in the industrial index. The recent session, with defeats and victories for the President interspersed, has witnessed continued economic decline. Thus, it appears that some factor other than the President's policies underlies the present economic situation.

Observations on Several Questions of Interest As Congress Adjourns

The adjournment of Congress offers the opportunity for all writers to make a few more or less random observations on events at the national capital. Here are this writer's:

One picture which ought to be interesting to the people of the United States is that of John L. Lewis, leader of the Committee for Industrial Organization, sitting in the office of the Speaker of the House or Representatives, to which came representatives to consult with Mr. Lewis, who was there for the purpose of attempting to put over the "black list" bill, intended to give the Secretary of Labor power to put on a black list the names of employees who disobeyed orders of the National Labor Relations Board and therefore, make them ineligible to handle Government contracts.

It should also be interesting to the voters of the United States and particularly to those who advocate economy and look to the establishment of a balanced budget, to witness the spectacle of both houses of Congress rushing through, at the last minute, spending bills which did not have the approval of the President. This is another demonstration of the statement often made that whatever economy is put into effect in the Federal Government will have to be forced upon Congress by the Chief Executive, whoever he may happen to be. It is to the benefit of each congressman to get as much money spent in his district as possible, and only the President has an interest in protecting public funds. This observation, the reader should understand, applies not only to the present Administration but to future presidents as well.

It is distinctly worth reporting that President Roosevelt, in regaining control of Congress during the middle of its second term, and during the depression, has accomplished something that other second-term presidents have found practically impossible. In the last few months, the report was spread throughout the country that the Congress was regaining its independence and taking charge of legislation. It is true that the reorganization bill was defeated, but it seems equally true that congressmen, for some reason, gave the President much better support towards the last part of the session. It would seem, ordinarily that a President, defeated on taxes, wages-and-hours, the Supreme Court, and reorganization, would find his political power and prestige shot to pieces.

Another observation, apparently warranted by the failure of Congress to do anything as far as the railways of the country are concerned, is the probability of a special session of Congress this Fall. The carriers are in a desperate financial condition and many of them are expected to go into receiverships or bankruptcy proceedings unless business picks up tremendously, more quickly than anyone expects. The railway problem has been before the country, off and on, for many years. That some basic solution is necessary in order to put the transportation industry in sound shape is apparent, but just what the solution will be or how it will be accomplished, remains a puzzle. Some months ago, when Congress was asserting its independence, the President practically dumped the railway problem into the lap of Congress. His action in submitting various data and reports to Congress without recommendations, was considered a reply to rebuffs at the hands of the Congress.

Early tabulation of the appropriations authorized by Congress indicate that something more than twelve billion dollars were made available for ordinary Government purposes and the spending-lending program. This sum compares with \$9,366,174,982 appropriated in 1937 and \$10,560,833,185 in 1936, which was the previous peace-time record.

Among the factors responsible for these appropriations was the business depression, our international situation and the expansion of the Social Security program. For the first time since the World War, our appropriations for defense went over the billion-dollar mark, with \$459,401,254 for the Army, and \$546,866,494 for the Navy. The Social Security program required a billion. Independent agencies received almost a billion and a half dollars. Practically the same amount went to the Treasury-Post Office Departments and Public Works got almost \$3,000,000,000.

While the Agricultural Department's appropriation bill, carrying amounts for activities designed to help farmers, aggregated only about

three-quarters of a billion dollars, the total will exceed the billion-dollar mark if we include additional expenditures in behalf of farmers, which are not included in the total.

It should also be reported, in any general round-up of the present year, that the Supreme Court during the 1937-38 term, has given a broad, rather than a strict, interpretation to constitutional matters. In a number of cases, it has broken endless precedents, one of which reached back nearly one hundred years, and during the term it did not render a single decision adverse to the Administration involving basic New Deal objectives.

When the Court convened last Fall, national attention was centered upon it as a result of the Roosevelt reorganization fight. While the Court had adopted a Liberal trend during the controversy over the proposal, few people were entirely persuaded that this would be a lasting. However the term just concluded demonstrates that the Conservative era that found expression in a series of New Deal defeats in 1934, 1935 and 1936, has come to an end.

One of the most interesting conclusions drawn from the decisions of the Court is that they point to the elimination of tax-exempted bonds and salaries without the obstacle of a constitutional amendment. According to some legal observers, the next thirty years should see the growth of considerable new constitutional law, that is, based upon the interpretations of the justices as they attempt to apply the statutes and the constitution to modern conditions.

Another question that looms in the foreground is the use of relief funds to aid the fortunes of candidates in various states. That some political benefit is inevitable when officials spend vast sums of money, is admitted by practically everybody. The deliberate intention, however, to use relief funds for the advancement of certain candidates is another matter

entirely, and whether this is the case or not, there is considerable difference of opinion. Anyway, the discussion of the subject is certain to focus public attention upon such expenditures and thus tend to eliminate, or reduce very much any tendency to make political capital out of relief.

WHITESTON NEWS

Mrs. Bob Lee Carver and her son, Charles, of Williamston, visited Mr. and Mrs. Rossie Baker last week, and attended the Carver family reunion Sunday.

Mrs. J. C. Baker, Mrs. Walter Dail, Rebecca Dail and Russell Baker visited relatives in South Mills Sunday.

Mrs. DeWitt Winslow, Lena, Edna and Burnette Winslow visited Mr. and Mrs. Archie Layden, near Suffolk, Va., Sunday.

Mr. and Mrs. Linford Winslow and daughters, Adalia and Mary Leland, of Belvidere, were guests of Mrs. Winslow's sister, Mrs. Wallace Baker, and Mr. Baker on Sunday.

Miss Minnie Wilma Wood, of Hertford, spent several days last week with Miss Esther Mae White.

Mr. and Mrs. C. T. Winslow and family spent Sunday in Norfolk, Va., with their daughter, Mrs. Earle Cullipher, and Mr. Cullipher. Mrs. Winslow remained for a two weeks' visit with her daughter.

Mr. and Mrs. C. E. Winslow, Benjie Winslow and children and Miss Mary Winslow visited Mrs. Sallie Stallings, at Acorn Hill, on Sunday. Dinner guests of Mr. and Mrs. A. N. Winslow on Sunday were: Rev. and Mrs. R. E. Walston, of Center Hill; Mr. and Mrs. Lindsey Winslow and daughter, Betty Jean, of Hertford.

Mrs. Walter Dail and daughter, Rebecca, of Murfreesboro, are spending two weeks with Mrs. Dail's parents, Mr. and Mrs. J. C. Baker.

Miss Annie Winslow, who underwent a major operation at General

Hospital, Norfolk, Va., is reported to be getting along nicely.

Miss Della Winslow is visiting her brothers, Asa and Edward Winslow, in Norfolk, Va.

Week-end visitors in the home of J. Calvin Winslow were his sons, Irvin Winslow and family, of Rocky Mount, and Ernest C. Winslow and family, of Drivers, Va. Mrs. James Raby and children, of Elizabeth City, Mr. and Mrs. Walter Humphlett, of Winfall, Mr. and Mrs. Irvin White and children, of Hertford, Mr. and Mrs. Sammie Winslow, of Belvidere, Mr. and Mrs. Thomas Winslow, of Belvidere.

Mrs. Joseph Winslow and children, Lelia Lee and Marshall, and Miss Frances Rogerson, of Bagley Swamp, visited Mrs. Winslow's mother, Mrs. Eugene Winslow, recently.

Mr. and Mrs. Arba Winslow and Mr. and Mrs. Eugene Winslow visited Mr. and Mrs. Ellis Stallings, at Sandy Cross, Sunday.

IN MEMORIAM

In loving memory of our dear grandmother, Amelia A. Winslow, who died seven weeks ago today.

It was the thirteenth day of May That our grandmother was taken away.

God has taken her to Heaven To be an angel there. No more sorrow or sickness She will ever have to bear. The stars watch over her grave all night.

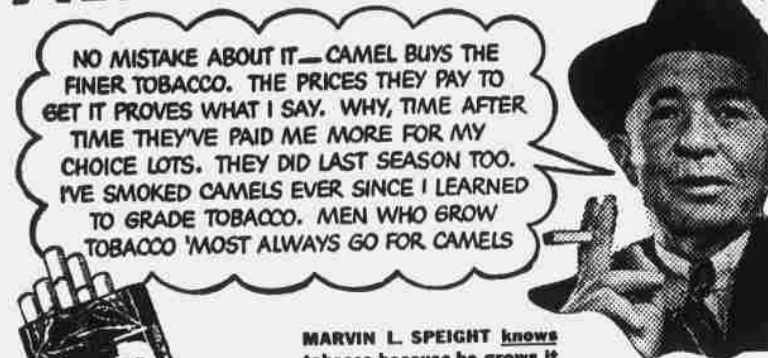
A dear one has left us Though we loved her with all our might.

It is lonely here without you, We miss your voice and smiling face too.

We hope to meet you bye and bye, In your home up in the sky.

—By her granddaughters, Mavis Winslow and Marie Spivey.

I KNOW FINER TOBACCO



NO MISTAKE ABOUT IT—CAMEL BUYS THE FINER TOBACCO. THE PRICES THEY PAY TO GET IT PROVES WHAT I SAY. WHY, TIME AFTER TIME THEY'VE PAID ME MORE FOR MY CHOICE LOTS. THEY DID LAST SEASON TOO. I'VE SMOKED CAMELS EVER SINCE I LEARNED TO GRADE TOBACCO. MEN WHO GROW TOBACCO MOST ALWAYS GO FOR CAMELS

MARVIN L. SPEIGHT knows tobacco because he grows it

YOU can't tell the men who grow tobacco that all cigarettes are alike. Year after year growers like Mr. Speight have seen Camel pay more to get the best lot of their crops. And because they know Camel uses CHOICER, MORE EXPENSIVE TOBACCO, they say: "We smoke Camels because we know finer tobacco make finer smoking." Try Camels yourself and see!

"WE SMOKE CAMELS BECAUSE WE KNOW TOBACCO"

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You may never drive your car at the record-breaking speeds made by America's famous race drivers — but isn't it a comforting thought to know that Firestone Gum-Dipped Tires have proved their SAFETY at speeds much higher than you will ever drive? In planning your Fourth of July trip or your summer vacation tour, guard your life and the lives of your family with the only tires made that are Triple-Safe.

By Triple-Safe we mean —

First: Every fiber in every cord of every ply is saturated and coated with liquid rubber by the Firestone patented process of Gum-Dipping which counteracts tire-destroying internal friction and heat. That means protection against blowouts.

Second: They have two extra layers of Gum-Dipped cords under the tread. That means protection against punctures.

Third: They have a scientifically designed tread that stops your car up to 25% quicker. That means protection against skidding.

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JOIN THE FIRESTONE CAMPAIGN TODAY!

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5 Tube \$19.95

This new Airchief is "As Easy to Tune as Blowing Your Horn." Merely, push button—Set your station—6 Tube \$24.95

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For greater power to get the most out of your Firestone Extra Power Battery. Ask for our "Changeover" Price.

FIRESTONE SPARK PLUGS

Save gas—get improved motor performance. Buy the best—save money.

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4 Wheels \$3.05 UP

DRIVING LIGHTS

As illustrated \$6.55 Others \$7.98 UP

SPORT GOGGLES

Just the thing for your Holiday trip. Various frames and shades.

19c UP

SEAT COVERS

Cool as a breeze. Easy to clean. Tailored to fit. Fibre covers are ideal for hot weather driving. Cloth-fibre style coupes \$2.19 UP. Other Coupes \$1.69 UP

HORNS

\$2.69 UP

INSECT SCREENS

Keep out bugs and leaves.

59c

BABY SEATS

Complete comfort and safety for the baby in your car.

89c

PICNIC JUGS

Four quart Jug \$1.49

GOLF BALLS

The "Par-Hole" is a 75c value. Liquid center.

59c

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