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GOVERNMENT SPENDING

There is information of great interest to the country in a statement issued by Secretary of the Treasury Morgenthau July 2nd and generally buried in the financial sections of metropolitan newspapers. He reported on the operations of the Federal Government for the fiscal year ended June 30th.

Revenue receipts of six and one-quarter billion dollars were thelargest for any year in the country's history, with the sole exception of 1920, which included huge sums derived from liquidating war-time assets. Total receipts of the fiscal year ended June 30th, 1933, and more than three times those of the fiscal year 1932. Income taxes alone brought in 2,635 millions, a greater amount than in any year since 1921. That was before the Harding, Coolidge and Hoover administrations had time to start their wholesale refunds of corporation taxes.

Expenditures, according to the Treasury's books, were 300 millions less than for 1937. Omitting the various revolving funds from which recoverable loans are made, the actual expenditures for 1938 were re duced from those of 1937 by more than 700 million dollars.

The Treasury's books show a "net deficit" for the fiscal year of 1,459 million dollars, but included in the expenditures are (1) 16 millions on account of loans that are to be repaid; (2) 460 millions for such permanent assets as public buildings, highways, flood control and reclamation and (3) 1,848 millions for additional—mostly non-Federal—public works undertaken to furnish employment.

Altogether the expenditures which represent investment, either in physical plant or recovarble assets, but not including added assets for national defense, exceeded the deficit on the Treasury's books by more than one billion dollars.

Not only is the deficit the smallest in seven years, but in a true sense there was no deficit at all.

The Treasury's books are kept on a cash receipt and expendiutres basis. If they were kept as a corporation keeps its books the year's operations would reveal a substantial surplus.

Furthermore, because of partisans assertions and uninformed chatter to the effect that the Government is "spending the Social Security receipts," it is worth noting and remembering that the year's expenditures, as reflected in the deficit, show transfers of 387 million dollars to the Old Age Reserve Account, as provided for in the Social Security Act, so that this fund reflects the full amount of the Governemnt's liability to the Social Security beneficiaries.

The trebling of the Government's recipts since 1932, of course, demonstrates the great increase in national income that has occured under the New Deal. National income in 1937 was about 70 billions, as compared to less than 40 billions in 1932.

Secretary Morgenthau's report proves that the Federal finances are in sound shape and that New Deal policies continue to both promote and protect recovery.

WATERFRONT NORTH EAST

It is regrettable that the basin on North East's water front was not made larger, say 1,000 ft. each way to care for the handling and laying up of the sail and motor boats, owners who would like to use the basin.

THE CONSUMER'S FOOD DOLLAR

Hector Lazo, vice-president of the Cooperative Food Distributors of Americea, recently proposed a "national platform" for food distributors of all kinds. Some of his points deserve widespread notice.

He proposed immediate cessation of agitation for all discriminatory tax laws, all legislative price-fixing laws, and all laws which attempt to freeze the channels of distribution and to lessen or eliminate competition. On behalf of his organization, he opposed "any law, regulation or governmental activity that will drive any legitimate competitors out of business, or will attempt to set prices by legislative fiat." And in conclusion he said: "We reffirm our belief that law only can guarantee a man equality to do for himself what others can do if they match him in brains, efficiency and hard work. Beyond that any law that attempts to do more must be arbitrary and, as such, is against the ultimate good."

That is a sound American doctrine. Under a free competitive system, any merchant gets the business he earns by his energy, ability and standards of price and service. The consumer buys wherever he pleases. He can join a cooperative, or he can patronize his neighborhood chain or independent store. And every one of these distributing agencies is continually working to better its service and prices in order to attract trade. The rseult of that is an honest break for all conceerned —and a better deal for the consumer.

Today the consumer's food dollar will purchase 28 per cent more than in 1929. Fair, open competition has been the determing factor that brought that about. Limit retailing with artificial restrictions, destroy competition, hit distributors with class taxes —and then watch the cost of living soar.

GIVE OLD LAWS A CHANCE

.. From the Hunterdon County, N. J. Democrat ..

We are getting a little tired of having so-called economists and sociologists stand up before audiences and say that the new condtions our country faces makes it necessary that we scrap old laws and old methods and adopt new ones. That, of course, sounds plausible, but when we study thekind of laws and regulations these persons would put in place of the old one, we wonder if, after all, they are so new .

In place of giving individuals more freedom to work out their salvation, the new laws and regulations take freedom away. They are exactly the kind Ben Franklin referred to when he said: "They that can give up essential liberty to obtain a little temporary safety, deserve neither liberty nor safety."

And the strange thing about it is that so many of the advocates of the new theories of government are the every one whose families, a generation back, came to this country to escape over-regulation of their personal activities. They came to America because it did hold out hope of economic independence and because they cannot get rich, the first thing they want to do, when business goes into a decline, is to further stifle individual initiative by regulation.

A speaker at a recent convention of dairymen at Syracuse said: "Men never miss or value a priceless possession until it is gone, and until it is t oo late!"

America doesn't need new laws to meet new conditions half as much as it needs observance of the old laws. We have too many new laws, too many restrictions, too much legislation designed to give one class adavantage over another, with the result that taxes and other barriers adding to the cost of goods and restricting employment are breaking the backs of those who still would make an honest effort to succeed by their own efforts.

ANOTHER FOOLISH HABIT

The safety spotlight is turned by the Keystone Automobile Club on the talkative driver who turns his head to look at his traveling companions.

"His number," said Matthew P. Hanley, Manager of the Eastern Shore Division of the Club, "is legion, and his deadliness has yet to be computed by statisticians. No one knows how many accidents have been caused by this foolhardy yet common practice."

A safety advocate recently wrote to the Club on this subject. After numerous narrow escapes, he said, he made it a rule of life never again to ride with a driver who took his eyes off the road to look at him.

Keystone safety engineers emphasize thehazards involved in thepractice by showing the distance covered at various speeds.

The driver who takes his eyes off the road to gaze at companions for "just a second" is actually driving blind over 58 feet of road at 40 miles per hour; 66 feet at 45, and 73 feet at 50.

Under present day traffic conditiions, the Club contends the drivers should never lose sight of the road ahead. Too many things can haapen in split seconds, it is pointed out, for any laxity in the driver's seat.

It is admitted that the head-turning habit, once formed, is hard to break, but the Club suggests at this point a legitimate function for the "back-seat driver." Calling the driver's attention to the hazard may be effective in helping him overcome the habit.

Washington Post: What this country needs is a device which will make it possible for the ultimate consumer to see an invisible tax.

Government Gets Biggest Haul Of Taxes in History

Washington—The Government made the biggest haul of taxes last year in history. Details of the big catch were released here informally by Guy Helvering, Commissioner of Internal Revenue. The increase was not confined to one type of taxes: it was spread through every category.

The period covered is the 12 months that ended June 30.A preliminary statement shows the following aggregate, compared with the year before, and the earlier record in 1920—

1938—	$5,658,385,125
1937—	4,653,195,315
1920—	5,407,580,251

Thus the figure just announced exceeded the previous all-time high of 1920 by $250,804.74.

Announcement of the collections followed computations which placed the defict for the past fiscal year at $1,524,713,050, which is the lowest since 1931.

Because of the tremendous relief expenditures under way it is accepted that the deficit for the present 12 months will greatly exceed last year's even though receipts may increase from the new busines upturn.

Of the foregoing receipts almost half ($2,584,991,302) came from income taxes Next largest source were payroll taxes, chiefly for the Social Security Law, which produced $743,106,832.

The first five states in volume of collection, and the sums paid were—

New York	$1,234,365,717
Illinois	494,452,774
Pennsylvania	473,191,927
Ohio	334,735,745
North Carolina	326,920,750

The smallest collectiion in one state was in North Dakota—$1,568, 801.

The Massachusetts figure was $185,114,429.

As the figures were coming out the Treasury announced details of its offering of $200,000,000 of notes of the Reconstruction Finance Corporation, the first to be sold to the public in five years. Treasury officials explained the move as the first step toward cutting the RFC loose from the regular Federal budget. Sale of the notes enable the RFC to continue its loan-making activities without help from the Treasury.

SEEING IN DARK

When night falls, Death stalks the unlighted American highway. The night driver has from four to ten times as many accident-provoking hazards to contend with as the motorist who confines his use of the road to daytime travel. Steering a motor vehicle over a dark highway, despite the low volume of traffic on the road after the sun goes down, is as uncertain a process as a roll of the dice. It's an extremely dangerous game in which Life is always the stake amd in which Death usually holds the winning cards.

Twenty-three thousand eight hundred or 60% of the 39,7000 persons killed in traffic accidents last year met Death on the highway after dark.

Night traffic-accident fatalities have increased close to forty per cent since 1930. During that same period o f time motor-vehicle deaths during daytime hours decreased three per cent. It has been determined that your chances of becoming involved in a fatal traffic accident at night are twice as great as they are during the day. It has been further determined that the cost of night accidents range from $2,000 to $8,000 a mile.

United States Third in Number of Sheep

The United States continues to be the third largest sheep-raising country of the world, according to the Bureau of Agricultural Economics. Only Australia and Russia outnumber the United States as sheep-raising countries.

Reports to the Bureau indicate that all of the important wool-producing countries show larger sheep numbers now than in the years just after the World War. The numbers of sheep reported for the various countries, however, are smaller than in 1931 and 1932 when sheep population in most countries reached the highest level on record.

Sheep numbers on farms in the United States totaled nearly 53 million on January 1st this year. This represents about 8% of the world total of more than 700 million.

OBITUARY

Died July 11th, 1938
Near Bayview, Md.
SARAH J. PUGH
Age 84 years

Widow of Wm. T. Pugh of North East

Died at the home of her son Wm. Pugh.

Funeral was held Thursday, July 14, from the home, at 2 o'clock. Interment was in North East Cemetery.

The following children survive Wm. Pugh, Bayview, Md.: E. Miller Pugh, Los Angeles, California; Mrs. Estella Yates and Miss Harriet Pugh both of Philadelphia, Pa.

Mrs. Pugh was a great reader of the Bible, having read it through many times.

It is poor economy to save ice by wrapping it in heavy cloth; such covering insulates the ice from the rest of the refrigerator.

RE-ELECT SENATOR TYDINGS ON HIS RECORD

HIS REPUTATION

Senator Tydings has relied upon one rule by which to measure his vote on vital national legislation:

"Is this legislation for the permanent betterment of the people of our country?"

As a result, he has upheld the tradition of Maryland statesmanship, written his name permanently in the history of the nation, won the outspoken respect and admiration of his colleagues in the United States Senate, and attracted unstinted praise from prominent newspaper columnists and commentators, who are not given to placing credit where it is not rightly deserved and richly earned.

Senator Tydings consistently has taken the position that the interests of neither the country, the people, nor the party will be served best by viewing legislation solely through the narrow portal of partisanship. He takes his guide from Andrew Jackson's philosophy: "He serves his party best who serves his country best."

SENATOR MILLARD E. TYDINGS

HIS CAREER

A wage earner at 14—a student in the University of Maryland, then the Maryland Agricultural College, at 16—a lawyer before the Maryland Bar at 23—a buck private on the Mexican border at 26—a Lieutenant Colonel of the 29th Division of the American Expeditionary Forces in France at 28—Speaker of the Maryland House of Delegates at 30—State Senator at 31—Congressman at 32—and United States Senator at 36!

This, briefly, is the record of public service of Millard E. Tydings, Maryland's Senior Senator, now seeking reelection for the second time.

Today, still in his 40's, Senator Tydings has the enthusiasm of youth. He is sympathetic, easily approached, unassuming and, to a marked degree, an independent thinker. He is unwavering in acting upon his own decision. No faction controls him. None can influence him against his own convictions. High as he has mounted, the peak of his career lies ahead of him. His sense of public service is as fresh today as when he shouldered a musket on the Mexican border. His ability to render it has increased with the years.

He has come to be recognized as an able, earnest and conscientious leader. This is shown by the fact that within the past several weeks he was singled out by Frederick William Wyle, nationally known news commentator and political analyst, as a dominating figure of national proportions. Wyle, who had studied Senator Tydings' ability and record for a number of years, listed him in his column as one of the 16 Democrats in the United States who is likely to be nominated by his party for the office of President of the United States in 1940.

Benefits He Has Brought To Maryland - -

CENTRAL MARYLAND

- Promotion of Proposed Veterans' Hospital for Maryland
- Location of National Cemetery for Veterans in Baltimore City
- Construction of Airport for Baltimore
- Harbor Improvements in Baltimore
- Improvements to Aberdeen Proving Grounds
- Enlargement of and Additions to Edgewood Arsenal
- Improvements at Fort Hoyle

SOUTHERN MARYLAND

- Opposition to Excessive Tobacco Taxes
- Promotion of Maryland Tobacco Interests by Inclusion of Maryland Tobacco in Reciprocal Trade Agreement with France
- Protection of Egg-bearing Crab
- Development of Oyster Beds with United States Government Funds
- Protection of Seafood Industry Through Appointment of United States Government Chemist and Bacteriologist to Assist in Developing Proper Packing Methods

WESTERN MARYLAND

- Potomac River Flood Control
- Protection Against Pollution of the Potomac River
- Monocacy National Park
- Public Funds for Flood Relief
- Model Testing Basin

EASTERN SHORE

- Protection of Egg-bearing Crab
- Development of Oyster Beds by United States Government Funds
- Protection of Seafood Industry Through Appointment of United States Government Chemist and Bacteriologist to Assist in Developing Proper Packing Methods
- Authorization of Ocean City Bridge and Development of Ocean City Inlet
- Improvements to Perry Point Hospital for Veterans
- Improvement of Chesapeake and Delaware Canal
- Support of Proposed Bridge Across the Susquehanna River and of Bridge or Tunnel Across Chesapeake Bay

Published by authority of Fred A. Dolfield, Treasurer, Tydings Campaign Committee.