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FOR THE SAKE OF POLITICS

Collective bargaining has been made the law of the land and everyone is now agreed that it is a substantial national gain.

The National Labor Relations Act was intended to establish definite standards for employers and employees. But everyone knew when the law was passed that it was an experimental measure which would show defects in its actual operation. There was not long to wait as there were more strikes in 1937 than in any year in history. Of course the general public had no patience. and no sympathy, with the sit-down strikes. The public reaction has been aroused against the Maritime labor disputes in which communism threatens to "rule the wave".

One of the labor bills in the House bearing the endorsement of the American Federation of Labor proposes a flat 40 hour week and a minimum wage of 40 cents and hour for the entire country.

Unemployment increased 1,427,000 in January over December, bringing the total to 10,342,000, according to a dependable unofficial statement.

Congress has lost most of its enthusiasm for the wage-hour bill. The same opposition that has defeated the matter in the past year exists in Congress, and continues to be backed by the belligerent South—that wants none of it.

Many members of Congress would like to clarify their records regarding labor. Perhaps more than a hundred House Members oppose bringing labor matters up in any form. In a large number of instances the Representatives of the people are thinking more about the elections next Fall and their chances of returning to Washington than they are about improving legislation that has been passed in recent years, or new legislation that would better safeguard the rights of either the employer or the employes.

SAVE A LIFE

Motor vehicle traffic conditions in the United States are so important to the people of the country that there is always a local State or Federal authority concerning itself with the various problems. The department of Agriculture has reported to Congress upon the subject of "official inspection of vehicles" concerning the "save-alife" or "vehicle-inspection-campaigns".

Within recent years fifteen States have carried on an inspection of vehicles. In one State more than 36 per cent of the cars were found to have faulty brakes. Lights failed to meet requirements more frequently than any other item in most State inspections. Windshield wipers have grown in favor, and added to public safety. Two windshield wipers on automobiles, trucks and buses are now required in several states.

Vehicles inspections have become a part of the "save-a-life" activities of several State Governments.

It will be interesting to observe whether compulsory inspection will be worth continuing and extending over new fields.

CITY CHISELERS

More than 1,000,000 residents of principal cities are on relief and the shrewd administrators of these cities, headed by Mayor LaGuardia of New York, are doing their level best to switch as much of the load as possible onto the Federal Government.

The Federal Government has a perfect mania for taking over all the control that it can digest, and therefore it submits to the abusive habits that are encouraged by the cities.

These same cities have the greatest taxable riches that are to be found anywhere in the Nation. Still some of them are among the worst of the chiselers.

You might just as well talk against the Northwinds as waste wind talking about reducing taxes. The politicians in control will tell you that the total tax structure cannot be reduced, and they repeat it over and over and show that they mean it.

LACK OF CONFIDENCE

By J. E. Jones

Washington D. C.—The Chairman of the Federal Reserve Board says that "a lack of confidence means that some one has got something which he fears he cannot sell for a profit".

If ten to fifteen per cent of the whole population could find the gates of prosperity reopened to them, so that they could go back to their work and recommence drawing their pay check, it would go a long ways towards solving the depression. Nothing expands and widens like prosperity when it once gets to going.

Let's see how Mr. Eccles' definition works out in the case of Mr. and Mrs. Average American—at least that ten or fifteen per cent of the whole population whose bread and butter comes in one way or another from two basic transportation industries—railroads and automobiles.

There were more than 2,000,000 railway employes at one time. In 1936 the number shrunk to 1,086,405. Recent carloadings have dropped for the first time to the low levels of 1932.

With railroads so badly hit by the present slump hundreds of thousands of people are suffering from lack of confidence. Just how many are directly or indirectly dependent on the railroad industry is hard to say. The rate of increase just granted does not satisfy the rail executives. But they have no choice except to wiggle along with a "half-loaf".

The automobile industry reported 460,000 directly employed in 1936, and in a comprehensive survey it was ascertained that 6,047,000 were employed directely and indirectly in all forms of highway transportation. Included there were 43,461 motor vehicle dealers in the United States. They are the live-wire business men in all communities that the country has been hearing from in this drive to sell two used cars to clear the market for one new car.

Somewhere between ten and fifteen per cent of the total population of the United States is directly or indirectly dependent for a living upon the two above lines of transportation.

Is it any wonder that everybody engaged in railroads or automobiles, from the highest executive to the most unimportant of the wage groups, are worrying from lack of confidence, because—according to Chairman Eccles' clear definition—they do not know how they can sell their services or their goods at a profit. That's just the reason why the wolf hangs around so many American doorways.

The whole distressing question, according to the best brains of the Nation, is first of all unemployment.

The outstanding gesture toward recovery has been made by the automobile manufacturers, and the dealers of the country are entitled to unstinted praise for the way in which they have gone to bat to revive their own business and lick the depression. The extent to which they are successful will be shown in the increase of employment and the speeding up of factory production.

The Government action, though inadequate, is in the way of putting the railroads in step with the progressive movement of the automobile industry. Increased railroad rates will help the rails to get under shelter, and meet the difinition of Chairman Eccles and sell theid transportation to better advantage, and thereby make it also possible for thousands of railroad men out of jobs to sell their services at a profit. Its now up to the railroads to quit sulking and help to lick fear, and join in national efforts to restore confidence.

Washington started the month with TVA gas on the stomach, but it is now a serious case of acute indigestion, plus complications that may result in uncoverning scandals in handling public monies.

Still, anybody could take a holiday as banks do. They just loaf today and do two days' work tomorrow.

Questions And Answers

WHAT'S WHAT ABOUT SOCIAL SECURITY

Q. 174 What are the conditions upon which lump-sum payments of old-age insurance are made? Who gets that money?

A. 174 There are two types of lump-sum payments that can be made at any time after January 1, 1937. One is a payment which an eligible worker may feceive after he reaches the age of 65. These claimants are men and women who have earned wages in a factory, shop, mill, mine, store, hotel, filling station, or some other line of industry or business, included under the law, and who have attained the age of 65 since January 1. 1937.

The Federal Government, under old-age insurance provisions of the Social Security Act, is also paying benefits to relatives (or estates) of workers who have died and whose wage-earnings since 1936 in employment, as mentioned above, entitled them to benefits.

Q 175 Is it necessary for an employee who has reached the age of 65 to quit work in order to get a lump-sum payment of old-age insurance?

A. 175 No. It is not necessary to retire from work at the age of 65. in order to receive a lump-sum payment under the old-age insurance program of the Social Security Act. Lump-sum benefits are paid to workers who reach the age of 65, and who have worked some time since 1936, in an employment covered by the old-age insurance provisions of the Social Security Act.

Q. 176 If a young person who had been employed in a job that is covered by the law should die could the family collect old-age insurance benefits on that account?

A. 176 The fact that the deceased worker was young has nothing whatever to do with the claim for his old-age insurance benefits. Whether he was 16 or 60 makes no difference. During the time that he was employed in a job covered under the Social Security Act, benefits were accruing to his account; and his estate is entitled to that money. If, for instance, his record shows that the youth had received $900 in wages or salary, his relatives should receive death payment amounting to 3½ percent of $900 which is $31.50.

CHANGE IN MARYLAND UNEMPLOYMENT COMPENSATION LAW

Baltimore, March 31—As the result of the change in the Maryland Unemployment Compensation law which became effective on January 1 the number of individuals, firms and corpations liable for the payment of contributions has been increased about 46 per cent.

This change in the law provides unemployment benefits for those employees in covered occupations whose employers have from four to seven employees the original act having covered only those whose employers had eight or more. In other words, where the protection originally started at eight employees it now begins at four.

At the end of the last quarter. in 1937, the number of liable employers was a little more than 6,200. It is now about 9,100.

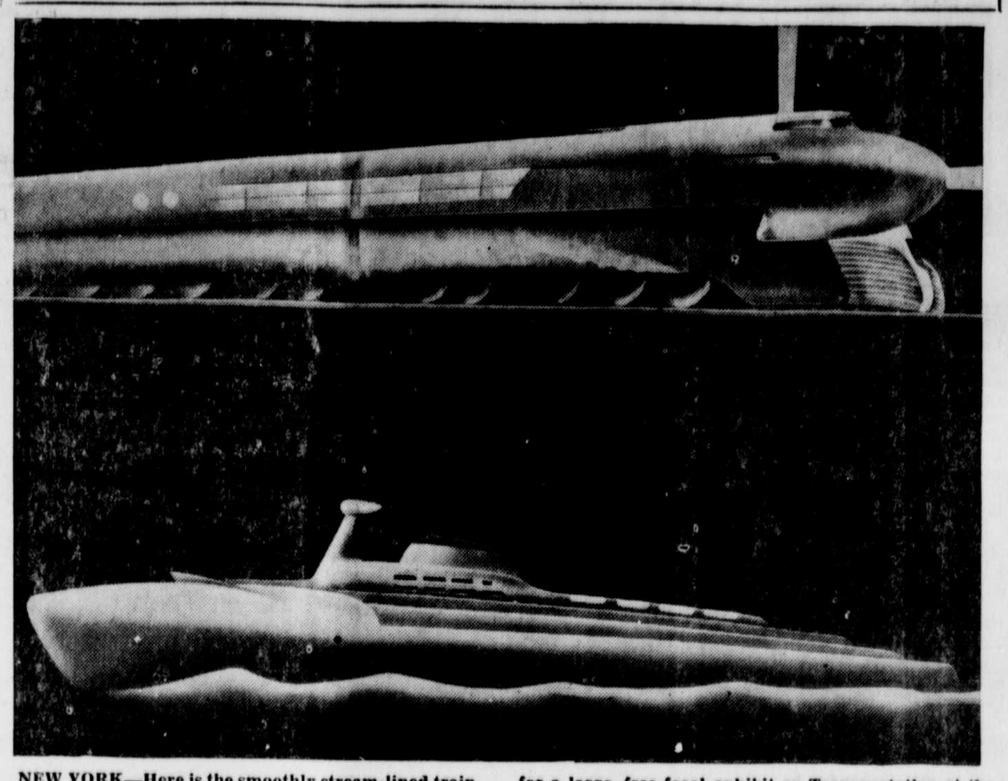
Baltimore City continues to have more liable employers and covered employees than all the 23 counties of Maryland combined although several large concerns are in Baltimore and Allegany Counties. The counties having the largest number of employers liable for the payment of contributions forming the compensation fund are Washington, Baltimore, Allegany, Frederick and Montgomery Counties. Two counties at the bottom of the list—Calvert and St. Mary's—having never had the benefit of railroads. And they depend chiefly on agriculture, which industry is excempt from the unemployment compensation act.

While the first contribution payable this year covers the quarter ending March 31 the contributor has until the end of April to make payment. The rate this year will be higher than in 1937.

Federal relief appears to be permanently established. Harry Hopkins, director of that great Government movement prohesied that it would be—but a year or two ago no one would believe it. The recent action of Congress in increasing appropriations and extending measures for further relief seem to prove that Hopkins was right.

The man who is possessed of this excellent frame of mind (cheerfulness) is not only easy in his thoughts, but a perfect master of all the powers and faculties of his soul. —Addison.

Future Train, Ship for New York Fair



NEW YORK—Here is the smoothly stream-lined train of the future (on top) and the fully enclosed, stormproof, air conditioned liner of the World of Tomorrow as Raymond Loewy, industrial designer, conceived them for a large, free focal exhibit on Transportation at the New York World's Fair 1939. The display will include every stage in civilization's transport progress as well as every vehicle used since the day of the cave man.

International Relations

MANY eminent people in the political and economic spheres have for years been endeavoring to place before a waiting and anxious world constructive ideas for establishing friendly international relations on a secure and practical basis. But, so far, none of the material methods which have been experimented with have succeeded in breaking down the fear of aggression, or the thoughts of bitterness in the human heart. That these fundamental errors need to be overcome is certain, if the world is to experience the lasting peace and prosperity which humanity has so long desired.

That there is a sure way of solving this most important of all world problems is unquestionable, since there is no unsolvable difficulty. The Apostle John in profound yet simple language, which a child can understand, clearly shows us this way. Tenderly he pleads (I John 4:7, 8), "Beloved, let us love one another: for love is of God; and every one that loveth is born of God, and knoweth God. He that loveth not knoweth not God; for God is love."

Some may say that love is all very well in its very intimate place between friends and relatives, but of what effectual use is it between nations? Further, it is sometimes argued that ideals, ambitions, and characteristics vary so widely in each country, that it is impossible for even the closest neighbor to understand another nation's differing needs and aims, and how to deal with them.

But are we not conclusively told that love, understood in its relation to Love, God, can overcome all barriers, and form that lasting link necessary for world peace? It is the unselfish desires and united aims of men which break down the temporary obstacles of language and material tradition. In the first century of the Christian era Paul discerned this fact, for he wrote, "Whether there be prophecies, they shall fail; whether there be tongues, they shall cease; whether there be knowledge, it shall vanish away." But "charity [love] never faileth" (I Corinthians 13:8). . . .

Mary Baker Eddy, the Discoverer and Founder of Christian Science, writes on page 340 of "Science and Health with Key to the Scriptures": "One infinite God, good, unifies men and nations; constitutes the brotherhood of man; ends wars; fulfils the Scripture, 'Love thy neighbor as thyself:' annihilates pagan and Christian idolatry,—whatever is wrong in social, civil, criminal, political, and religious codes; equalizes the sexes; annuls the curse on man, and leaves nothing that can sin, suffer, be punished or destroyed."

Since the knowledge that God, divine Love, is indeed the Father of all, foreshadows the gloriously liberating effects mentioned in this illuminating passage, it is not impracticable, but divinely potent and natural. This broader realization of true brotherhood, wherein each one seeks his own progress in the good of another, because all are brethren, will in due course solve every national and international problem relating to frontiers, colonies, and economic supplies.

When in a human family there are discontent, lack of affection, and a general disregard for the progress and welfare of each member, it is easy to see that the whole structure of that family's success and well-being is liable to totter. Selfishness and joylessness have undesirable effects on health and happiness. But if one and all have a common basis for true affection and selfless service, the family will prosper, and will steadily increase in health, freedom, and tranquility.

Thus it should be with the great universal family—the brotherhood of nations. Each one should work for the general good, realizing that all the children of God have their rightful place in the divine plan, wherein there is fullest liberty, progress, and true prosperity for all. Since God is good, good is inexhaustible and permanent, and is given in equal measure to all by the loving Father. But in order that boundless good may be fully utilized for the benefit of every nation, man must be clearly understood as not material and imperfect, embodying mortal passions and hatreds, but as wholly spiritual and perfect, the reflection of God and the embodiment of all right ideas.

When love, reflecting the divine, governs the hearts of men and is practised in daily life, every human difficulty will be dissolved. The full understanding of the ever-presence of divine Love is destined to dispel all sense of discord, whether of an individual or a collective nature, banish fear and distrust, and put an end to political intrigue and the desire for alliances and counteralliances. As humanity wakens to recognize "one Father with His universal family, held in the gospel of Love" (*ibid.*, p 577), good will and lasting peace will be established on earth.—*The Christian Science Monitor.*

STUDENTS IN MARYLAND ASSISTED BY FEDERAL FUNDS

Aubrey Willliams, executive director of the National Youth Administration, states 865 students in twenty-seven institutions in Maryland were receiving assistance this year under the Administration's student-aid program.

The national total of students receiving assistance, he said, was approximately one-third less than last year because of a "substantial decrease" in appropriations for the NY under the 1937 Relief Appropriations Act. This year's national quota was 75,993, compared with 124,818 during the 1936-37 school year.

Monthly allotments to Maryland educational institutions this year amounted to $12,975, Williams said, and yearly allotments, $112,117. The total included both college and graduate aid.

Williams explained, however, that while the quota of students represented a 39 per cent. reduction from last year, the actual number of students aided during December, 1937, was only 32.6 per cent. less. This was true, he said, because many institutions reduced the average monthly payment of $15 on which quotas were based in order to assist as many students as possible. December, 1937, preliminary figures showed a total of 95,025 college and graduate students received an average wage of $11.72.

P. T. A. SUMMER ROUNDUP

The Cecil Council of Parent's Teacher Association has adopted the "Summer Round-up" program as its first project. Delegates of local units will report this action to their local meetings and attempt to have each unit undertake this project. The "Summer Round-up" is an attempt on the part of the parents to have all children in their communities, who expect to enter the first grade, have a complete physical examination. Committees will be appointed to visit the parents of all such children and urge them to take their children to a family physician or attend one of the county health clinics which will be under the direction of a child specialist.

Nations are like the unhappily married. After a certain number of insults, they get so they don't give a darn.

But think how city men would howl if a farmer with a gun strolled in to hunt little animals on their premises.

HOW

MUSKRAT HAPPENED TO BE AT HOME IN THE MARSH.—According to an old Indian legend, the muskrat gave great service to the Sun-god during the flood. So the Sun-god said: "You may have any part of the country to live in that your heart desires." The muskrat chose the lakes.

The next day he came back and said: "I made a mistake. I would rather live in the grassy meadows, where there is something to eat." He was told that choice was satisfactory.

The following day he was back again. "I made a mistake," he said. "There is no deep water for swimming in the meadows, and I like to swim."

The Sun-god replied: "One day you want water. The next day you want land. You don't know what you want. I will decide for you. From now on you will live in the marsh, which is neither land nor water, where there is green grass to eat and plenty of water to swim in." And the muskrats have lived in the marsh ever since.

How to Carve Turkey, Beef, or Leg of Mutton

When carving turkey, as many slices as possible should be taken from the breast. Insert the fork into the breast, then cut away the legs and place to one side for future use. Remove the wings, taking care to remove as little of the meat as possible, then slice the breast neatly and cleanly. The stuffing should be cut across in thin slices, according to a writer in the Montreal Herald.

A joint or sirloin of beef may be cut from either end. The inside loin should be cut lengthwise, and the outside loin down to the bone. Insert the knife at the bottom just above the bone, and run it sharply down between the bone and the meat.

In the case of a leg of mutton, the knife is carried right down to the bone, slices being taken, alternately from each side. When dealing with a shoulder of mutton cut from the outer edge of the shoulder towards the bone, carving as many slices in this manner as possible. Next cut the meat on either side of the blade bone, then turn the joint over and slice across the entire length of the shoulder.

How to Hang Pictures

Prof. Mary L. Matthews says: "A few pictures well selected and arranged look much better than a number of pictures crowded together. A larger picture should be hung alone on a wall space; smaller pictures grouped together. Small pictures that cannot be readily seen across the room should be grouped together above a desk or placed in such a position that one may observe them when sitting near the wall on which they are hung. One small picture hung alone on a large wall space is ineffective. Groups of pictures should not emphasize a diagonal line in their arrangement. Pictures hung on the same wall space should be alike in character. For example, color prints look best together, landscape pictures look best alone and should not be grouped with those of figures or of interiors."

Used Cave for Glass Work

The first glass maker in Scotland was George Hay (1566-1625). He took advantage of a peculiarly formed cave at Wemyss on the Fife coast, and set up his furnace therein.