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This Week In Congress Radio Address: Committee and Legislative Review, 1959 August 14
Speaker: Senator J. Allen Frear
Transcribed by: David Cardillo

[00:00]

Announcer: The Week in Congress, recorded on August 14th, 1959.

Mr. Kelly: From Washington, DC, United States Senator J. Allen Frear reports again to the people of Delaware on current congressional affairs. Ladies and gentlemen, Senator Frear.

Senator Frear: Thank you, Mr. Kelly. Congress is moving toward adjournment in early September, but a number of major legislative matters still remain to be acted upon. During the past week, Congress did take up several measures of significant public interest. Matters which have produced large volumes of mail and personal visits, telegrams, and telephone calls. Among them was the Housing Bill S. 57. The legislation earlier passed by both houses, but vetoed by the President. Last week, an effort to override the veto in the Senate was unsuccessful. As a result, the Senate Banking Committee has drawn a new bill. Many members of the Senate would like to have this new bill passed and not vetoed. Meanwhile, on the other side of Capitol Hill, the House Ways and Means Committee, after very lengthy discussions, has reached a decision to meet the immediate financing problems for the Federal Highway Program. As you know, funds to carrying on these projects are nearly exhausted, and various proposals have been made to provide the necessary additional money to keep the construction schedules from lapsing. In its action of last Thursday, the committee approved a temporary increase in the Federal tax on motor fuels of one cent per gallon. That is, from three to four cents, effective September the first of this year and continuing through June the thirtieth, 1961. The committee also voted to transfer to the highway trust fund a portion of the excise tax on passenger cars, parts, and accessories. This latter decision would become effective July the first, 1961, and continue until June the thirtieth, 1964. Let me emphasize that the action of the Ways and Means Committee is only the first step necessary to make this proposal into law. The committee's decision must be approved by the full membership of the House, and also by the Senate. Although the President recommended an increase in the Federal gasoline tax some time ago, there is, as I have pointed out in earlier statements, strong opinions within Congress against placing further burdens on the American motorist. Finally, I also want to acknowledge the tremendous number of letters that are reaching me with regard to the so-called labor reform bills on which the House of Representatives took final action last week. The Senate some months ago passed the Kennedy-Ervin Labor Bill and sent it to the House. It is apparent from the almost

overwhelming public reaction to the McClellan hearings that Congress will put a labor reform bill on the statute books before adjournment. I believe that while differences may exist as to the scope of the legislation being enacted, practically everyone agrees that legislation of this type is clearly necessary in the public interest to correct shocking abuses brought to light during the long weeks and months of public hearings before the Senate's Select Committee on Improper Activities in the Labor Management Field.

Mr. Kelly:

Thank you, Senator Frear. From the nation's capital, you have heard United States Senator J. Allen Frear in his regular report to the people of Delaware on current congressional affairs. Senator Frear will be heard again next week at this same time, speaking from the Senate Office Building in Washington.

[End 04:41]