

- THE CONGRESSIONAL FRONT -  
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HOW ABOUT A LITTLE GEOGRAPHY.

The word geography comes from "geo" meaning earth and "graph" meaning picture so that literally it means a picture of the earth. This is another name for "map." So let's take a look. In 1520, when Magellan sailed out of the stormy straits at the tip of South America which now bears his name, he came into a vast body of quiet water which he called the Pacific. He had no idea as to it's size or depth. The Pacific covers 63,000,000 square miles. That is 8,000,000 square miles more than all the land area of the earth. That's really a big ocean. Moreover it's deep. The Mindanao Deep off of the Philippines is more than 34,000 feet deep. That's over 5 miles down. The Pacific has many deep spots even up a round Alaska. Now then for a few distances. It's 8000 miles from Chile to Australia. It's 7500 miles from Hawaii to New Zealand. It's 3300 miles from Honolulu to Tokio. Those are long, watery distances. Now look at Australia. It's 2225 miles from Sydney on the southeast coast to Darwin on the north central coast. It's 1725 miles from Darwin to Batavia. It's 2276 miles from Darwin to Singapore. It's 4500 miles from Sydney to Yokohama in Japan. It's 4420 miles from Sydney to Honolulu in Hawaii. Finally Australia is 2500 miles wide from East to West and 1500 miles long from north to south. Here then are distances and areas which afford a better appreciation of the land and watery vastness over which our valiant troops will operate.

SHIPS AND MORE SHIPS.

We are fighting on a vast front. Our center is in the Western hemisphere. Our right flank is in Europe and Russia. Our left flank is out over the watery expanses of the Pacific. To supply both flanks requires ships and more ships. By ships we mean not only naval vessels but merchant vessels as well. The present program calls for 2877 vessels to be built by the Maritime Commission. About 160 have already been delivered. Another 750 should be delivered in 1942. An additional 1000 should be delivered in 1942. This of course depends on two things- labor and steel. Best record for ship building in World War I was 234 days. Today deliveries will be made in 105 days from the time the Keel is laid. As late as 1937 there were but 10 shipyards capable of producing large vessels. Today there are 50.

MORE ABOUT SUGAR.

In 1934, when it appeared that the world wide depression would ruin the beet and cane sugar growers in the United States as well as the sugar producers in Cuba, Hawaii, the Philippines and elsewhere, Congress enacted the Sugar Act under which are sugar needs are determined by the Secretary of Agriculture and then divided among the various sugar producing areas. Under this arrangement, Cuba, Puerto Rico, Hawaii, the Philippines, the domestic beet and cane producers may each supply a certain number of tons each year to the American market. To make certain that our own beet and cane producers could survive under this limitation, it was provided that sugar farmers should receive benefit payments of 60¢ per 100 pounds of raw sugar. (In 1941 this was

increased to 80% ) In order to get the funds with which to pay the sugar farmers, a processing tax was imposed on sugar. This tax is paid by the refiners and manufacturers and is collected by the Treasury Department. Since the sugar shortage, we now have this singular spectacle. We first paid sugar farmers not to produce and now we pay them benefit payments to produce. The reason assigned is that particularly in the production of beet sugar, it is a hand labor crop and these benefit payments are required in the light of labor scarcity to insure increased sugar production. Oddly enough, the sugar control operation has made money for the Federal Treasury. Payments to producers plus administration expense totalled about \$49,000,000 last year while the processing taxes totalled about \$68,000,000. So the Treasury made a profit of \$19,000,000 on this operation.

#### DO YOU WANT TO BUY AN AUTOMOBILE?

First you should be advised that there will be 480,000 available automobiles for sale in 1942. Deduct from this number 140,000 which will be kept in a so-called "stock pile" to meet pressing needs. That leaves 320,000 for all purposes. First you must procure OPA Form R-213 which is an application for authorization to purchase a new passenger automobile. This Form contains many questions as to who you are, where you live, what your business is, where your car will be stored, whether you belong to that group which under Section 702 of OPA regulations makes you eligible for an automobile, where you propose to drive, why you need an automobile (see regulations, Section 701), what other transportation facilities are available to you and much other information. This application must be certified. It then goes to the Rationing Board for action which indicates why or why not the application was approved. It then goes to the Office of Price Administration and is certified. It is then sent to the dealer who must also make a statement. Thereafter, the Rationing Board issues a certificate signed by at least two members. At the time of delivery the purchaser must also execute a certificate.

#### WOODEN PLANES

At long last military authorities have seen the light and wooden planes will soon be constructed for use in training pilots and for other purposes. There is a prevailing notion that a wooden plane when struck by bullets would easily shatter and splinter, and that it was especially hazardous from the standpoint of fire. Neither of these beliefs is in accord with the facts. In recent years a method has been devised to take wood veneer and impregnate it with a type of glue and then mold it into tubes, cylinders and sheets for use in airplane construction so that it will not shatter or splinter and is virtually fire proof. Thousands of wooden planes are not in use in other countries and are giving excellent service.