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THE CONGRESSIONAL FRONT
By Congressman Everett M. Dirksen
16th District

HIGH COST OF KILLING

On several occasions, figures have appeared in the Congressional Record to indicate the cost of killing a soldier in war. The derivation of these figures is a bit obscure. It is stated that in Caesar's day it cost 75¢ to kill a man in battle; in Napoleon's day, the cost had climbed to \$3000; in Lincoln's day it is said to have reached \$5000; in the World War it was estimated at \$21,000. Today the cost is estimated at \$50,000. To destroy a man piloting an airplane would probably cost an infinitely higher sum. Take a battery of 3-inch calibre anti-aircraft guns with 4 such guns in a battery. Assume that each gun fires 25 times per minute. That would make a 100 rounds per minute. On the basis of present costs, these shells would cost about \$22.50 per round. Thus it costs \$2250 to fire this battery for a single minute. Now, if by the law of averages you can figure how many shots must be fired to bring down a plane, you will have the cost of destroying the pilot of a fighting plane. It must be an enormous sum.

YOUR SHARE OF MONEY IN CIRCULATION.

The enormous spending program for national defense has obviously increased the amount of money in circulation. It is one of the phenomena of modern times. If the number of dollars in circulation for each person in the land is a criterion of prosperity, then we should be enjoying the most glamorous prosperity since the beginning of this nation. In 1879 there was but \$16.92 in circulation for every man, woman and child. By 1917 it had increased to \$40.23. In 1920 it was \$53.21. A report of the U.S. Treasury indicates that on January 31, 1941 it had risen to \$64.90. That figure simply means that outside of the Treasury of the U.S., \$64.90 in silver and paper money is in circulation for each of the 132,000,000 men, women and children of this nation. This definite fact would seem to be the answer to that school of economic thought which contends that real prosperity and welfare is based upon the quantity of money in circulation. The other group of money economists believe that it is the speed of the turnover of money and not the quantity which spells good times.

LIFE CAN BE SO EMBARRASSING.

General John O'Ryan of New York is a distinguished soldier. During the World War he made an enviable record and was cited for able and distinguished service. During the hearings on the lease-lend bill before the Foreign Affairs Committee of the House of Representatives, he stated in response to a question that he did not believe we should convoy ships to China because Japan was not coming over here to take over the United States. On the other hand, General O'Ryan stated six months before that he thought we should send another expeditionary force to Europe. With this background, the General made a grievous mistake recently. He engaged in public debate with a prominent United States Senator. In the course of that debate, General O'Ryan aired his views with vigor on the subject of all-out-aid. Then the Senator publicly asked him: "General O'Ryan, the truth about the matter is that you are registered in the State Department as an agent for the Japanese Government at the present time, are you not?" "Yes" pipsqueaked the General. It had been revealed sometime before that the General was drawing fancy pay from the Japanese Government as an adviser.

COST OF COUNTING FOLKS

Recent estimates of the Census Bureau indicate that the 16th decennial census taken in 1940 cost over \$53,000,000. This includes an item of \$8,000,000 for the housing census taken at the same time so that the cost of counting the population in 1940 was \$45,000,000. In round figures this is about 34¢ per person. It is interesting to note that in 1930 it cost about 32¢ per person to count the nations population; in 1920 it was 22¢ per person; in 1910 it was 16¢. Perhaps we do a more thoro job in 1940 but the fact remains that it cost twice as much to count a human being in 1940 than in 1910.

LLOYDS IS STILL REPORTING.

More than 350 years ago, when all ocean cargoes were carried in sailing ships and the risk of a vessel being lost was extremely great, the loss of a single vessel could put a vessel owner out of business. It was then that the marine insurance business came into being in a definite and widespread way. A vessel would be insured against loss and if it went down, the loss was assessed against a large group of persons in the maritime business who participated in such underwriting. Most of this business was carried on by private companies. It was usually transacted in the coffee houses of London where men assembled to drink coffee. One of the most celebrated of these coffee houses was known as Lloyd's in Tower Street London. Over 170 years ago, a large marine insurance firm was organized and became known as Lloyd's of London. It still does a world wide business today. The old custom of tolling a bell to announce the loss of a vessel is still practiced. A short time ago, this same Lloyd's of London announced that for the first 18 months of the present war, shipping losses were 1/7 greater than for the first 30 months of the World War of 1914. This loss of tonnage is one of the acute and serious problems of the nations which are resisting the aggressors. The U.S. proposes to repair this damage by building 600 vessels of simple design, two thirds of which will be built for Great Britain. But a real difficulty arises. To build ocean going vessels requires equipment located on deep water. These are known as "ways". Most of the existing ways are now being used to construct vessels for the U. S. Navy and for our own merchant marine. Thus the building of a large number of additional vessels will require at least 50 new shipways. They are built of structural steel and require time. To send food and war material to foreign nations requires ships. To build ships requires tools and ways. To build ways requires time. Thus a long time elapses from the moment when Congress provides the authority and the funds until the completed vessels actually slide down the ways and are ready for use.