

ALKY GAS. The demonstration of alcohol gasoline blend has developed to generous proportions and is attracting national interest. It starts from the main building of the Dept. of Agriculture. News men and photographers and camera men will be on hand. The testing equipment of the U. S. Bureau of Standards and the American Auto Association will be used. Eight cars will be used, of different compression ratios. Temperature and wind recordings will be made. Senators and Congressmen will participate. Among the notables will be Capt. Rickenbacher, famed War-ace, Dr. Gray, Chief Bureau of Soil Chemistry, Dr. Gray, Agricultural Engineer, Dr. Dickensen and Dr. Bridgman, Bureau of Standards, Dr. Berliner of Wilmington Del. Lieut. Piccerilli, formerly Chief of Naval Aeronautics Laboratory during the War, Hon. Henry A. Wallace, Secretary of Agriculture, Prof. Rexford Guy Tugwell, Prof. Christianson, of Iowa State University, Prof. Brown of Michigan University and many others. It looks like a field day for the idea that grew from the brain of Paul Boshor's over in Gridley, Illinois.

HAWAII. The Hawaiian Island, 2100 miles west of San Francisco, with an area about the same as the State of Connecticut has been a U. S. Territory for 35 years. For 22 years one of the requirements was that anyone appointed as governor must have lived in the Island for at least one year. For the last 13 years the requirement was three years residence. This week, the House, deferring to the wishes of the President, passed a resolution permitting the President to appoint a governor who has never resided in the islands. This bill is an echo of the sordid Massey-Fortescue affair that happened in Honolulu more than a year ago. The vote was 237 to 119. It might be of interest to know that an Ass't Attorney General, investigating conditions in the islands found no evidences of crime or lawlessness and that the Pinkerton Company, which investigated the Massey-Fortescue affair completely exonerated the natives. Seems like the old white-wash bucket was used somewhere.

MORGAN INVESTIGATION. These are hot days for the Morgan quizz. The Van Swerongen Twins who built up a railroad empire with a million dollars have suffered a complete loss of memory and can scarcely answer any of Pecora's questions. Mr. Morgan, his son Junius, Mr. Lamont, Mr. Whitney, all involved in the Morgan matter were contributors to the Economy League, the League that is pushing to cut veteran reductions to the bone. Likewise Charles Mitchell, the N. Y. banker now under indictment for tax evasions in New York. Cutting veterans allowances and giving Uncle Sam the run-a-round on taxes seems to be the favorite indoor sport of some of those folks.

RAILROAD BILL. Passed this week in both houses without a record vote. It provides for a railroad "czar" called the Coordinator. Also for the consolidation of the railroads into three groups, Eastern, Western, and Southern, with coordinating committees, of seven members each, five members to be selected by the railroads in each group on the basis of their mileage and one member to represent electric railroads and one to represent steam railroads with revenues of less than a million dollars annually. Employees, represented by the 21 standard organizations, and employees represented by any other organizations shall each have a committee for each regional group. Regional boards of adjustment shall be appointed to settle controversies between the roads and employees. The number of employees in railroad service shall not be reduced by reason of any action taken under this new bill, below the number shown on the payrolls in May 1933, with deductions for deaths, retirements or resignations; nor shall the roads put any employee in worse position so far as wages are concerned, by the provisions of this act, than as of May 1933. Where employees, are transferred from one locality to another, the act provides that the roads must reimburse such employees for expenses and property losses incident to such transfer, the Coordinator to provide the means for determining the amount of expense and loss. The expense of administering the act is provided by assessing each railroad \$2 per mile. One of the salient features of the bill is the repeal of the recapture clause. This is a provision of the Interstate Commerce Act, providing that railroads must pay into a fund all net earnings in excess of 6% to be used by the Commission to aid weak and unstable roads. The total amount supposed to be due the Commission under this clause is 359 million but only 11 million had actually been paid. This 11 million will be refunded to the roads which paid. The purpose of the bill is to aid railroads in refinancing and reorganizing and in getting back on a solvent, paying basis.

LOANS FOR HOME OWNERS. This bill passed both houses and will probably be signed by the President on Saturday. An abstract will probably be found elsewhere in this paper.

THIS AND THAT. A 93 year old brewer this week poured 16,500 gallons of 16 year old wine into the gutter because he needed the vats for making beer. This would make a little over 1 million 8 ounce glasses. It was a tearful affair. Beginning July 1st, married women and their husbands will have a choice as to which shall remain on the government payroll but only one shall remain. Bees deposited 20 pounds of honey in a local fire alarm box. Tobacco men are conferring here with the Department of Agriculture. They decided to start a campaign to induce smokers to smoke more cigars. Budding young generals, just graduating from West Point decided that this is a cruel cold world. Nearly 350 of them, with average deposits of \$700 each, find themselves sadly inconvenienced because of bank closings. The Civil Service System received a rude jolt in this Congress. Jobs at Muscle Shoals, or under the Wagner Bill for Employment Bureaus or under the Agricultural Credit and Relief Acts will be doled out without regard to the Civil Service Act.