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THE CONGRESSIONAL FRONT.
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NATIONAL TRANSPORTATION POLICY.

It can scarcely be said that until now, we have had a national coordinated transportation policy. Since 1887, railroads have been rather closely regulated by the Interstate Commerce Commission. The Motor Carrier Act of 1935 placed regulation of motor trucks in a separate division of the Commission. Inland waterway transportation has always been regulated by the Inland Waterways Corporation as an adjunct of the War Department. When air transport began to develop, it was regulated in part by the Bureau of Air Commerce in the Department of Commerce, in part by the Post Office Department and in part by the Interstate Commerce Commission. Later, the whole field of civil aeronautics was turned over to a newly created agency called the Civil Aeronautics Authority. There was only a modest bit of coordination between these various agencies. For the first time, a clearly stated transportation policy has been set forth as a part of the Transportation Act of 1940. It contains this language. "It is hereby declared to be the national transportation policy of the Congress to provide for fair and impartial regulation of all modes of transportation subject to the provisions of this act ... all to the end of coordinating, developing and preserving a national transportation system by water, highway, and rail as well as other means, adequate to meet the needs of commerce of the United States, of the Postal Service and of the national defense." While air carriers are not included, it is fair to assume that in the near future, they too will be coordinated to this broad policy.

ONE YEAR ENLISTMENTS.

It is being asserted with great vigor in all sections of the land, including the nation's capital, that one-year enlistments coupled with increased pay will bring such a volunteer response that conscription would be unnecessary. Merely to document the matter, Major General Adams, Adjutant General of the Army has advised Congress that one-year enlistments are already authorized by law under the National Defense Act of 1920. He states however that "in recent years 1-year enlistments have not been encouraged" on the ground that the turnover hampers regular army training programs. This contention would not of course apply if a training program was scheduled for but a single year as is proposed by the conscription bill now before Congress. General Adams also submitted a table of one-year enlistments to indicate that short term enlistments were discouraged for the Regular Army since that table shows that in the 9½ year period from 1931 to 1940 inclusive, only 2093 persons were accepted for a one-year period.

BREAD AND BUTTER FOR THOSE WHO REMAIN BEHIND.

The National Defense Act of 1920 is one of the most all-inclusive defense measures ever enacted by the Congress. Its purpose was to develop a unified military system in this country which would embrace the Regular Army, the National Guard, the Reserves and the unorganized militia. The act fully covers all details such as pay and allowances for those who serve in the military establishment but oddly enough, it did not include provisions for extra allowances for the wives, children or other dependents of those who entered the service. The National Guard mobilization bill recently enacted by Congress provided that members of the Guard or Reserves who had dependents that were entirely dependent on the wages or salary of such a member of the Guard or Reserves could apply and receive a discharge from service if he made application within 20 days from the time he was ordered to duty. However, the human equation enters into the picture. Many who are subject to service and who have dependents might not apply for a discharge so that those left behind might find themselves in distressed circumstances while the bread winner was in the military service. To meet this situation, the House adopted an amendment to the bill authorizing the President to provide extra allowances for dependents. There will be provision for those who might be left behind.

ECHOES OF THE WORLD WAR.

The nation's law books are studded with hundreds of statutes dealing with benefits and compensation provisions for war veterans, their dependents and widows and orphans of war veterans. Much of this legislation deals with the kind and degree of proof that is required before a veteran can obtain compensation for disabilities incurred in the military service. This difficulty springs from the fact that during previous wars, records of a veterans condition when he entered the service, records of hospitalization and treatment during the service, and records at the time of his discharge were lost or were inadequate as a basis of proof. Every service officer of the American Legion, the Veterans of Foreign Wars, the Disabled American veterans, and every Congressman and Senator can testify to the vast amount of time and energy that has been devoted to the problem of proving that a verteran's condition is traceable to the service and the difficulties which have been encountered in so doing. To meet this situation in future military service by the National Guards, the Reserve and other components which may be called to active duty, Congressman Miller of Connecticut who lost both legs during the World War while serving as an aviator and who attends congressional sessions in a wheel chair, offered an amendment providing that every soldier should be provided with a statement of his physical condition both at the time of entry into and at the time of discharge from the service. When the Military Affairs Committee of the House opposed the amendment on the ground that it was unnecessary, Mr. Miller replied: "The Veterans Administration spent 3 months trying to convince me that I was in an infantry outfit when I never saw an infantry outfit at all." The amendment was adopted. Strange echoes of the World War!

TO INFORM 130,000,000 PEOPLE.

Don't you wonder at times, just how folks got along several hundred years ago when there were no books, newspapers; telephones, radios and what not to keep people informed. In fact, only 100 years ago, there were millions of folks who never got to read a newspaper. News was still fresh if it was ^{not} over six weeks old. Today we want news hot off the wire or the air waves and some columns go so far as to claim that they are presenting "tomorrow's news today." All of which leads us to comment on the recent survey on communication in this country. It indicates that we now have more than 14,000 newspapers, about 7000 periodicals and magazines, 247 book publishers, 17,000,000 telephones, 19,200 telegraph printers, 8,878 commercial radio stations, 55,000 amateur radio senders, 44,000,000 radio sets, 100 motion picture producers and 17,000 theatres from which we can get news, information, education, and entertainment by eye and ear. Standing on the threshold is television whereby plays, pictures, events and even the transmission of a newspaper page might come to every household in the land. We are not lacking in means of communication.