The Congressional Front
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16th District

Turkey Trade Treaty. Turkey is willing to do a bit of swapping with us. She buys manufactured products from us and we buy mostly natural products and hand made goods from her. If we are willing to reduce the duties on what she sells us, she might be willing to reduce duties on what we sell her. Principal items which we buy from Turkey are valonia extract, licorice in extract, pastes, and crude form, cigarette tobacco used in American blends, figs, raisins, figbarks, pichotia nuts, poppy seed, canary seed, all kinds of hand woven rugs and carpets, meerschaum for making pipes and cigarette holders, borax, chrome ore, furs, amery ore, and sausage casings from sheep, lambs and goats. One of these days, that succulent sausage that you devour for breakfast may be encased in a near-transparent casing from a goat or sheep that grazed in the very shadow of the palace at Constantinople.

Andrew Furuseth. Last week there passed from this earthly scene a man. "A man." In his case it should be written in letters of burnished gold. He was a Norwegian. He was in the late eighties. He had been a sailor in the days when sailors were but slaves. Time and the elements had carved into his face a ruggedness and individuality that commanded the attention of renowned artists and sculptors. It was but the reflection of his character. Nearly 50 years ago, Andrew Furuseth determined to crusade to ameliorate the frightful condition of men before the mast. He lead a strike in Glasgow, Scotland in 1890. In 1893, he came in Washington to plead the sailors' cause. He was a man. He studied. He prepared. He championed the Maguire Act of 1895, the White Act of 1898, the LaFollette Act of 1915 and they became law. He became leader of the International Seaman's Union and never forsook the cause. The welfare of the sailor was his life's cause. He could have been rich but died poor. He could have had a castle but clung to a dingy hall bedroom. The freedom enjoyed by American sailors is his monument. He was a man.

Paper. On January 28th, newspapers carried the account of the slapping of John M. Allison, third secretary to the U. S. embassy at Nanking by a Japanese sentry. The State Department sent a sharp note of protest. At three o'clock on that day, 300 girl workers from a neighboring hospitery mill paraded Washington streets to protest against the proposed U. S. boycott of Japanese silk on the ground that they and 250,000 others might lose their jobs. At 11:00 a.m., there was read to the Congress, the President's message requesting a larger military and naval establishment to cost from $800 million to a billion dollars more than the regular appropriations for national defense. The message also indicated to Congress the desire for the enactment of a universal draft bill. At 3:00 p.m., a member of the House made a speech, stating that Japan was gradually overrunning the Philippines and that it should be stopped. At 5:00 p.m. Washington society ladies dramatized their boycott of Japanese silk with a fancy affair at a local hotel. Eleanor Powell, glamorous dancing movie star, appeared with her shapely legs encased in cotton hose. Signs began to appear in Washington shop windows, "We sell Lisle hose." Thus, incidents multiply.

New Anti-Chain Store Measure. A new measure has been introduced which seeks to discourage the operation of chain stores by means of a heavy tax. In brief, the bill provides that any person, firm or corporation which owns, operates, manages, supervises or controls directly or indirectly ten or more retail stores (five or more if they are not all located in the same state) shall pay the following annual tax: For each store under 10, $50 per store; for each additional store not in excess of 25, $100; for each additional store not in excess of 50, $200; for each additional store in excess of 75, $250, and so on to the point where each additional store over 500 will pay an annual tax of $1000. In the last two years, there has been much litigation on this subject and the sponsors of the bill have had difficulty in meeting constitutional provisions. They believe that this measure will meet all legal requirements.

East and West vs. Central West. The Panama Canal belongs to the people of the United States. It was constructed with public funds. In the 23 years that it has been in operation, 92,990 ocean-going commercial vessels have passed thru this canal. In a single year from 5000 to 5500 commercial vessels will use the canal. Under the new toll system as proclaimed by the President on August 25 and 31, 1937, loaded commercial vessels pay 90¢ per ton on the net tonnage of the vessel while vessels in ballast pay 72¢ per ton. Total revenue from tolls exceeds $2 million dollars annually and to some extent, these tolls offset the advantages that producers and shippers on the Atlantic and Pacific coasts have as against manufacturers and shippers in the central west. Now comes Senator McAdoo of California with a bill which would remove all tolls on intercoastal shipping. That is to say that shipments of goods from New York to San Francisco or from Seattle to Baltimore could pass thru the Panama Canal without paying tolls. Do you recall how much the tolls would mean to Washingtonians and producers in the land-locked inland empire who must pay higher freight rates to get their goods to market? The astute Senator from California knows a good thing when he sees it.