THE CONGRESSIONAL FRONT
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AN EVER PRESENT HELP. It was spring of 1863. The Union Army had been crushed at Fredericksburg. A great burden of taxes lay upon the land. Sorrow was everywhere. The nation was beaten by treason. The national debt was so staggering that public credit was at the lowest point in our history. The Army of the Potomac was shattered in morale and there were a hundred desertions daily. Many regiments had not been paid for six months. Editors were clamoring for peace. Horace Greeley reminded the humble Lincoln that "the bleeding, bankrupt, almost dying country longs for peace." A resolution was introduced in the U. S. Senate by Senator Harlan of Iowa calling for humiliation, prayer, and a recognition of the Divine Power. Responding to that resolution, the noble Lincoln issued a proclamation on March 30, 1863, as follows: "Whereas the Senate of the United States, devoutly recognizing the supreme authority and the just government of God in all the affairs of men and nations has by resolution requested the President to designate and set apart a day for National Prayer and Humiliation ... now therefore in compliance with that request and fully concurring in the views of the Senate, I do by this proclamation designate and set apart Thursday the 30th day of April, 1863, as a day of National humiliation. A. Lincoln, President." That was 75 years ago this month. Two months after that day of prayer came the turning point at Gettysburg. Seventy five years later, we too might profit by this humility.

HIGHWAYS AND BYWAYS. It was more than 20 years ago that Uncle Sam began to take an interest in the prospect of extending aid for the building of highways after his engineers had determined that Federal aid to 7% or about 159,000 miles of highways would connect most of the important cities of the country. In 1921, this Federal Aid Highway Program got actively under way and since then, it had commanded billions of dollars. In the 20 years from 1917 to 1937, a total of 43½ billion was expended for this purpose. The States spent 1 3/4 billion and Uncle Sam added 2 3/4 billion. Meanwhile, the States expended a total of 12 billions and municipalities about 9 billions on streets and highway improvements. The average cost of various types of highways as determined by the Federal Bureau of Public Roads may be of interest: Earth roads, $13,000 per mile, Clay, $9,400, Gravel, $11,200, Macadam, $21,700, Bitumin, $10,900, Bituminous Macadam, $40,700, Bituminous Concrete, $30,900, Concrete, $39,100, Block, $98,000. And we're still going strong, building highways and making every city, town and village accessible.

UNISTA COLONY GOVERNMENT. John Parker is a kindly oldish man who lives in Merion, Pa. He has a plan for giving our civilization a fresh start which he presented to the President. The President graciously asked him to see the Secretary of Agriculture about it. Meanwhile, John Parker has reduced his plan to paper and begun circulating it among Representatives and Senators. He has opened offices and remains on hand from 9 to 10:00 a.m. every Wednesday in the event that Members of Congress wish to discuss it with him. In brief the plan is designated as the Unista Colony Government with a self-supporting colony in every Congressional District and extra colonies for the Senators. There will be 531 such colonies. One thousand engineers are to be put to work at once on each colony, thereby creating 531,000 jobs. These engineers will plan the colony system and provide for 13,000,000 people or the total number now estimated to be out of employment. The colonies will be joined into one system, have their own transport system, their own nation-owned chain system, all owned publicly.
by the colonists. Nothing will be sold in the nation-owned chain stores except articles made in the colonies. These colonies shall have their own independent government. These colonies will serve as a kind of national industrial training school where private industry may hire trained personnel. Each colony shall have a Head Man and in case the head man disagrees with the President, each shall present his side of the case to the people for judgment. Mr. Parker expects that in two years, the 531 colonies, employing 15,000,000 people will be fully established. His philosophy is that since all other ideas have failed, why not try this.

UNCLE SAM - LANDOWNER. For the first time in many years, the Appropriations Committee of the House of Representatives called for a tabulation to show just how much land Uncle Sam really owns. They were amazed to find that the dear Uncle is the owner of 387,432,194 acres. Of this vast domain, the Department of Agriculture is the custodian of 149,000,000 acres and the Department of Interior of 233,000,000 acres. Over 17,000 acres are devoted to Federal prisons. Some landowner, some landlord.

PREVIOUS STINK. One of the most intriguing collections ever placed on display at the Library of Congress is a collection of books, manuscripts, and drawings relating to tobacco owned by Mr. George Arents, Jr., who many years ago thought it might be a literary service to collect every kind of information relating to this subject. It goes back to the year 1507 and embraces writings on the botany of tobacco, snuffing, smoking, tobacco in ceremonials and rituals, reports by explorers, cultivation of tobacco, discussions on the harm of smoking and snuffing, legislation and taxation, etc. Early authors on the subject refer to tobacco as the "noble Fume," the "Divine herb," the "precious stink" the "heathenish weed." It seems that as early as 400 years ago, the controversy arose as to the deleterious effects of tobacco on the system and one writer remarks that "any man who smokes 17 pipes in succession is sure to die." In 1703, one author wrote "A Looking Glass for Smokers" in which he especially appeals to the "Tender Female Sex" to abandon smoking." So, after hundreds of years, we might conclude that the same old controversies about tobacco are still with us.