THE CONGRESSIONAL FRONT.

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RAH! RAH! FOR HARVARD

We hope no Harvard man will take offense but it's too good to keep and indicates that college training is valuable preparation for the oddest professions. A panhandler approached a pedestrian on fashionable Connecticut Avenue in Washington recently and said: "Can you spare a little something for an old Harvard man."

FOR WANT OF A NAIL THE SHOES WAS LOST.

Remember that old ditty about "For want of a nail the shoes was lost, for want of a shoe the horse was lost, for want of a horse the rider was lost, for want of a rider the kingdom was lost." Which brings us to the absorbing subject of horseshoe nails. There are about 14,000,000 horses and mules in the land, most of which are found on farms. Horses need shoes, especially those used in cities on hard pavements. Imagine the consternation when the Machinery and Equipment Division of WPB ruled that there were to be neither horse shoes or horseshoe nails for horses doing non-farm work. Under P95 L-26, schedule A or some such appellation shoes and nails for farm stock might be obtained whereas, horses doing non-farm work would have tp procure shoes and nails elsewhere. Whether you get shoes and nails depended on what kind of a horse you were. Where you got shoes and nails depended on where you worked. This is scarcely horse-sense. After a full investigation, the Farm Machinery and Equipment Division decided to take over the problem of shoes and horseshoe nails for all horses, regardless. And so, horse-sense finally prevails over red tape and the kingdom is saved.

DEMURRAGE.

Demurrage is a term applied to the time a freight car is held on a siding or switch track or a vessel is held in port over and above the time ordinarily allowed for it's loading or unloading. If a freight car is held in excess of 48 hours, it is customary to charge a penalty of 3¢ per 24 hours over and above that time. Senator Reed of Kansas believes that the way to expedite loading and unloading of cars and thus make more cars available is to increase the penalty. Accordingly, he introduced a bill to reduce the time for which a freight car might be held to 36 hours and increased the fee to $5 for the first 24 hours, $10 for the 2nd 24 hours and $25 for each additional 24 hour period.

BONDED INSURANCE.

The War Damage Corporation, which Congress created as a subsidiary of the Reconstruction Finance Corporation for the purpose of providing insurance against destruction by enemy attacks will be written through regular fire insurance companies and their agents. Rates and regulations were ready as of June 20th. In a general way the rate on city dwellings, farm buildings and their contents will be 10¢ per hundred of insurance. On growing crops the rate is 5¢ per 100; on churches, hospitals buildings, apartments buildings etc the rate run from 10¢ to 15¢ per $100, depending on the type of construction; on other types of property such as railroad vessels, factories etc the rate runs from 20¢ to 75¢ per $100.

HONEY.

Sugar rationing has lent greater significance to honey as a source of sweetening and the humble "bee" will come in for greater attention. There are an estimated 1,000,000 colonies of bees in the country today with a value of $25,000,000. The honey crop for 1942 is estimated at 160,000,000 pounds or 80,000 tons. While this is but 1/8 of 1% of the sugar consumed each year, it is nevertheless an important item.

One of the impelling reasons why Congress acted to liquidate the Civilian Conservation Corps at this time was that it had too many bosses or supervisors for the number of young men enrolled. Figures submitted to the Appropriations Committee indicated that there had been one paid employee for each 5 boys and that for the years beginning on July 1, 1942 there would be one paid employee for each 7 boys. This looked like too many bosses.

POSTSCRIPT TO HISTORY.

Nine years ago, a determined effort was made by a number of members of Congress to develop a program for the conversion of farm products into high proof alcohol which was to be added to gasoline to improve it's value as a motor fuel. The next step in this program would have been the conversion of alcohol into other useful products including rubber. But there was hostility and opposition to this proposal. The Department of Agriculture exhibited only a mild interest and the matter finally bogged down. It is interesting to speculate on this undertaking in the light of our present shortage of rubber.