

Weekly Letter From Washington, D. C.

BY CONGRESSMAN HARRIS ELLSWORTH

Washington, D. C., November 27—Livestock and poultry growers of Oregon are troubled by a shortage of protein concentrates for feeds. Next to Washington, Oregon is worse off than any other state. A short time ago, orders booked for delivery into Oregon were only 86 per cent of the 1942 figure and the condition was critical last year.

Six weeks ago, I took this situation up with the War Food Administration, and steps were taken to increase the quantities to be sent into Oregon. The total supply of soy meal will be 20 per cent more than last year, however, due to the demands of increased poultry and livestock production, there will still be an over all shortage similar to last year. The Commodity Credit Corporation will have more meal available for distribution than it had last year. Beans purchased by the CCC are being rushed to crushing plants and directed to the areas where the protein shortage is worst. Effort is being made to bring commercial and government shipments into Oregon up to a minimum of 7,000 tons per month.

Shortly, local USDA War Boards and Advisory Feed Boards will be asked to report on available supplies and future needs. On the basis of this survey, shipments will be directed according to need. Local Boards will have charge of the allocation of concentrates allotted by the CCC. At best, the supply can be expected to meet only the minimum requirements for good feeding practices.

The tax bill was passed by the House Wednesday afternoon. The essential features of the bill have already been adequately printed in the news reports. Several points, not considered of enough national importance to make the news service wires are, nevertheless, of vital importance to Oregon and the far west.

In a previous revenue act, when it was decided to place a tax on freight payments, the committee carelessly set the rate of the tax on a percentage basis. The rate is a flat three per cent. The tax yields about \$174,000,000 annually which is considered an important amount of revenue. We people in Oregon would make no protest against paying a tax on freight, or, for that matter, upon anything else, providing, of course, we are taxed equally with everyone else. But to tax freight bills on a percentage basis, clearly discriminates against us. We have to ship our bulky products farther to our market than other sections do. We have to ship in manufactured articles from a greater distance. The three per cent tax is actually equivalent to a tariff barrier against us, and in favor of the east and south.

The simple equitable and proper way to tax freight charges is to tax on the basis of so much per thousand pounds—or per hundred pounds. A tax of 6½ cents per thousand pounds would raise about the same amount of revenue.

I talked to committee members, appeared at the hearings on the subject and finally spoke about it on the floor of the House. No one disputed the reasonableness of the contention that the basis of the tax should be changed—but the committee did not change it. It did consider the outright repeal of the tax on freight charges and voted once to repeal that section of the act, but later reversed itself and made no change.

The same injustice exists, and for the same reason, in the tax upon passenger fares and telephone calls. These are annoying because they are unfair, but they are not quite so vital to our economy as the freight tax.

Possibly the Senate will correct these injustices when it considers the tax bill. I hope so. I feel pretty certain the House will agree to the changes if the Senate writes them into the bill.

One of the best laughs we have had here in a long time was provided when Wright Patman, who has made so many speeches against the bill which would ban consumer subsidies, voted FOR the bill.

The House of Representatives was sadly shocked Monday by the announcement of the death of two of its members. Both were able men and among the leaders in the House. I did not know Mr. Henry B. Steagall very well, but J. William (Bill) Ditter was a good friend. He was just about the ablest debater in the House, and his sharp tongue and quick mind were not only respected, but often feared by his opponents. Mr. Steagall was chairman of the powerful Banking and Currency committee, and it was undoubtedly the strain of handling the CCC or subsidy bill, as it was called, on the floor, that caused his heart to fail.

The death of these two able men was indeed a national loss.

This portion of Congressman Ellsworth's weekly letter was received too late for last Wednesday's earlier publication.

Washington, D. C., November 20—This is written Saturday following two days of general debate on the bill for the continuance of the Commodity Credit Corporation. The bill is called the "subsidy" bill for the reason that, unless specifically denied in the law, CCC funds could be used for the payment of straight-out consumer subsidies. The House Banking and Currency Committee, however, wrote in the controversial section three of the bill which does specifically prohibit the use of any funds provided in the bill for the payment of consumer subsidies.

The present discussion involves the question of whether the government, in order to protect the citizen with small income, shall pay the grocery bills of the citizens fully able to pay the extra three cents a day per person which a readjusted consumer price scale would mean. There is no threat of inflation. The real threat of inflation is much greater by adding \$1,500,000,000 to the national debt, and to money in circulation, at a time when there is already too much money. Those who oppose the present "subsidy plan" want a price equal to production costs paid the farmer. They want less paid to the middlemen than the OPA has insisted on paying them. In one commodity, citrus fruits, the OPA itself reports 40 millions more paid to handlers last year than should have been paid. This is a possible saving to the consumers. The subsidy opponents want the administration of food centered in a single administrator. They want efficiency in handling the administration of food in wartime. All this is in the argument. It is the argument.

By the time these words appear in print, the House will have voted on the bill—and will most likely have passed it. It is generally conceded that the Senate will also pass the bill and it is likewise generally understood "on the Hill" that the President will veto the bill if it prohibits consumer subsidy payments, which it surely will.

Then will come the real problem. The debate Thursday and Friday revealed that a large number of the Democratic members are opposed to consumer subsidies. It seemed to me more Democrats spoke against the consumer subsidy plan than favored it. Most Republicans are also opposed to subsidies—so it seems quite possible that the two-thirds majority necessary for over-riding the President's veto will be forthcoming. If both Houses of Congress over-ride the veto and force the bill to become law against the will of the Administration, some of the Republicans fear the outcome of an unfriendly administration of the law—with the blame then laid politically at the door of the Republicans, if inflation is thus allowed to take place.

One thing should be made perfectly clear. Those who oppose subsidy payments are also violently against inflation — no sane person would want to see inflation. But we are on the eve of a great political campaign. The New Deal is all too obviously attempting to place the Republicans in a position to be branded the "party of inflation."

Immediately after the commodity credit—or subsidy bill—is disposed of, the new tax bill will be reported on the floor and debate on it will begin. The Ways and Means Committee finished the bill last week, but the subsidy bill was first on the calendar. The tax bill, only about one-fifth as large as requested by the Treasury, will not be seriously opposed on the floor.

Last week a deficiency appropriation bill was cut from a requested \$1,100,000,000 down to \$167,000,000. The cut was mostly due to the fact that the Appropriation Committee uncovered the fact that \$750,000,000 of the deficiency request could be (and was) easily met by a simple transfer of funds from one military bureau to another. No new appropriation was needed—yet it was originally requested.

This week it was revealed that \$5 billions previously appropriated for Army was not needed and was being turned back to the Treasury.

With these revelations fresh in mind, the House will be in no mood to complain at the Ways and Means Committee for reporting a two billion dollar tax bill instead of the ten billion tax requested by the Administration.

The "Drive for Action," which began about two weeks ago sponsored more or less informally by a small group of Republicans, but which has since included just about the entire Republican membership of the House, is making some progress. The majority leadership is obviously feeling the sting of the criticism being hurled

at it—the accusations of "freezing" legislation and refusing to permit action. A few minor bills were allowed to come out for action this week. Another result was a lot of petition signing—so much, in fact, that it is more than likely that at least one bill, the bill to adjust the price of crude oil, will be forced onto the floor by petition this coming week. A total of 205 members had signed last night. Only 218 signers are needed to bring a bill out.

The petition is a device to force a bill onto the floor when a committee refuses to report it out. Petitions are written and placed on the Speaker's desk. Members must go to the desk, ask for the petition and sign it. Such petitions are not circulated, they are never removed from the desk. Very few bills are ever actually forced out by petition. The device is principally a disciplinary one applied against a majority leadership that stops legislation by the pigeon-hole process.

The "Drive for Action" campaign is really showing results and I am glad to report that I have taken an active part in the movement.

Do you have a "Kid Brother" in your home that you do not know how to manage. If so, go to the Junior play Friday evening, at the C.H.S. Gym, and see how Junior Jones, played by Arthur Trepanier, manages—and is managed.

Insurance Specialist, F. R. Bull.

Tenth Case Of Infantile Paralysis

Cos county has its tenth case of Poliomylitis, Dr. Stark, Cos county health officer, states. However, he points out that there should be no fear of a widespread epidemic. It is thought that most adults have had the disease in a mild form where there is no crippling and no damage is done. They are therefore immune to a second attack. In the worst epidemic the United States ever experienced only two people in a thousand were affected or crippled.

The quarantine period is two weeks for the people living in the house where there is a case of poliomylitis. The adults of the house are to be excluded from public gatherings and from handling raw food, such as working in a restaurant or milking cows. If they work in the open they can continue their work. Children are to be excluded from school two weeks and kept in their own yards.

While there is much that is not known about Infantile Paralysis, it probably cannot be controlled by methods of quarantine. The smart thing to do is to observe general rules of good health. Parents should see to it that children wash their hands before eating and that they eat well balanced meals. The doctor should be called when they are ill, because proper care and treatment usually bring about improvement

and may prevent permanent deformity. Dr. Stark also points out that to gargle and use antiseptics in the nose and throat is apt to weaken the tissues rather than to protect them. In other words this should be avoided.

Mrs. Georgia Hansen has returned to her home and has almost completely recovered.

Greyhound Urges WAVE Enlistment

Lending aid to the U. S. Navy's recruiting program to enlist 20,000 more young women in the WAVES, Pacific Greyhound is carrying a large advertising message in more than 500 newspapers of California, Oregon, Nevada, Arizona, New Mexico and parts of Utah and Texas, urging eligible young women, not now engaged in war work, to volunteer for naval service.

"In ships, planes, and fire power," state Lieutenant Irene Williamson, who is the Twelfth Naval District WAVES procurement officer, "our Navy is now the greatest in the world. But ships and planes are useless without trained men to man them. The Navy must use thousands of Navy men now filling shore billets to man our new fleets. If these men are to be made available for combat duty, the young women of America must step in and take over their jobs. If scheduled offensives in this global war are to be carried out,

the Navy must have 20,000 more young women by the end of this year to release men for combat service."

WAVES are trained at Hunter College in New York City and then assigned to Naval stations throughout the United States. Applicants for enlistment must be between 20 and 36 years of age, and have had at least two years of high school education. Young women meeting enlistment requirements are urged to apply at Women's Naval Reserve Headquarters, Central Tower Building, San Francisco, or any U. S. Navy Recruiting Station.

The parents of one of our senior boys were forced to decide that he could not have that convertible coupe for a graduating present. The reason? See why he won't graduate in the Junior Play tomorrow evening.

Calling cards, 50 for \$1.00.

Pimples Disappeared Over Night

Yes, it is true, there is a safe harmless medicated liquid called Kieerex that dries up pimples over night. Those who followed simple directions and applied Kieerex upon retiring were amazingly surprised when they found their pimples had disappeared. These users enthusiastically praise Kieerex and claim they are no longer embarrassed and are now happy with their clear complexions. Don't take our word for it, use Kieerex tonight. Only 50c. If one application does not satisfy, you get your money back. There is no risk so mended by

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EARN
↓
LEARN
in an interesting job

Join the WAVES

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can serve in the Navy as a WAVE

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STOREKEEPER
AEROGRAPHER
AVIATION MECHANIC
PARACHUTE RIGGER
LINK TRAINER
OPERATOR
CONTROL TOWER OPERATOR
PHOTOGRAPHER
HOSPITAL CORPSMAN
MAIL CLERK
or other rating

No greater privilege was ever offered any woman than to don a Navy uniform and thus release a sailor to man our ships and fly our planes. That's what you do when you join the WAVES. You'll always be proud that you served, and the training, education and experience will enrich your life and expand your personality.

The Navy needs you. Pay is good, even compared with high war industry wages. Food, lodging, travel expenses and attractive uniforms (\$200 to \$250 worth to start) are included.

Learn, earn and serve... side by side with the Navy's fighting men. Call, 'phone or write your nearest Navy Recruiting Office.

THE WAVES DEPEND ON GREYHOUND

Greyhound serves the WAVES with vital transportation to and from the many bases where they are on duty. In addition, a large proportion of other service men and women travel by bus to training centers, embarkation points and on leave, and many buses are used exclusively to serve military camps. This diverts buses from civilian service; however, we are making every effort to take care of the traveling public under these difficult conditions, and greatly appreciate your cooperation.



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