

Good Morning, Friends:

Despite its being Thanksgiving week, Congress got down to business and went to work. The House debated and passed the crop insurance bill and began debate on the post-war highway construction bill. Meanwhile, the Senate began consideration of the flood control bill ^{and only to become} ~~and soon became~~ embroiled in a renewed fight on the old question of public vs private distribution of power.

In all truth, it can be said that up until now, crop insurance has been a failure. This is by no means the first crop insurance bill which Congress has passed. The program has been tried, and only ^{a few months ago} ~~last year~~ Congress refused to reenact it. Farmers have not generally taken to the program, and there ^{is} ~~was~~ no great demand for crop insurance. But, in an effort to appeal to the farm population, both the Democratic and Republican ^{party} campaign platforms pledged to farmers crop insurance. So, there was little left for Congressmen - Democrats or Republicans - to do but to vote for it and give it another trial.

Pledges in party platforms have been all too often ignored. So much so, that many people ^{now} read the platforms of both major political parties either with amusement or with a grain of salt. This should not be. Our two party system has served us well. And if it is to serve us with maximum good effects, the platforms of the two major political parties should be solemnly and carefully prepared with the full expectation that, if the party is entrusted by the people with governmental leadership, these platform pledges will be put into actual operation. An appreciation of this fact explains why crop insurance, which

was turned down by Congress only a few months ago, was passed by an overwhelming vote during the week.

The post-war highway bill is something more than a highway bill. One of its main purposes is to promote employment and economic activity when the war has ended. Construction is a prime force in national employment. This is true for several reasons, particularly because in the process of construction many of our basic industries are spurred to activity--Steel and lumber for bridges and machinery, cement for highways, fuel for operation, ^{transportation - all of which} ~~argument employment~~ The Highway bill has already been passed by the Senate and the House will start voting on it next Tuesday. There is some controversy about its various provisions, but the bill will likely pass the House with a very large majority. The principal activity right now seems to be a vying on the part of various members of both the House and the Senate, to take credit for the bill. If the program will serve its purposes of bringing about more good highways, more good municipal thoroughfares and more good country roads, as well as to promote employment at a time when we may seriously need employment programs, there will be enough credit for all members of Congress.

The bill contains the usual formula of fund matching - that is, the Federal government provides a certain portion of the funds while the State and local governments furnish their proportionate share of the cost. The ^{is, for} ~~bill~~ ^{in state,} ~~contains~~ a provision for municipal thoroughfare construction providing that the government shall match the funds of the large cities in constructing

municipal thoroughfares in our large centers. There is some controversy about this. Quite a few members say that the cities are the wealthiest centers of the nation and should be able to build their own streets and thoroughfares and that ^{Federal} road construction work should be solely a matter of cross-country and thru-city highways. If this program were strictly a highway program, I would then agree with this contention. But, as I have said, it is more than just a highway program. It is one of the basic programs of post-war employment to keep this country in a healthy economic condition during the days following demobilization. And when ^{un-}employment comes, it will come first in our large cities, and ~~the bread-lines would be formed if that~~ ^{breadlines} should ^{again} prove to be the country's unhappy lot, and ^{They would form in our cities there, too,} WPA work would ^{first} ~~again~~ have to be instituted if ^{We unhappily have to} ~~resort must be had~~ ^{again} to that type of employment. This highway bill is not designed as a WPA program. It will be handled in the usual private enterprise manner of letting out contracts to construction contractors on a competitive bidding basis, thus not only building highways but providing self-respecting employment in useful work.

~~I will undertake to discuss this bill more in detail next Sunday morning.~~

In the Senate, where most any sort of an amendment can be offered by Senators to all sorts of bills, consideration of the flood control bill was soon side-tracked by a proposal to create another TVA in the Missouri River Valley, or rather to create a Missouri River Valley Authority modeled after the TVA. This then led to a ^{model} ~~scrap~~ led by Senator Bailey to give the private

power companies priority over the use, distribution, and sale of publicly generated electrical energy. ^{Fortunately,} This move on Senator Bailey's part was ~~fortunately~~ defeated, but the fate of a new MVA still hangs in the balance and may be voted upon by the Senate within the next week. This is a thing that was pledged in the President's platform, ~~but~~ it may have to await the convening of ^{the} a new Congress before it can be enacted.

On Friday,

President Roosevelt sent Congress a report on the operations of the Lend-Lease program, hailed it an outstanding success as an instrument of victory and cooperation ~~between~~ between Allies but recommended that the program end with the cessation of hostilities. The President also pointed out that we had received large amounts of goods and aids from our allies through reverse lend-lease. For instance, Great Britain has given to the United States forces abroad goods and services valued at more than three and one-third billion dollars. Of course, our aid to Great Britain has far exceeded that. ~~We~~ ~~say~~ We have shipped more than twelve billion dollars in goods to the British Commonwealth. But the President wisely said that the only way we could be repaid ~~or wanted to be repaid~~ for our aid to our allies through lend-lease was in victory ~~ending~~ and a lasting peace. Thus, it seems that the President has met four-square what might ^{later} become a disturbing and demagogic question of ~~repayment~~ of war debts. In this life and death struggle, each nation has been put to test to supply all it could to make its maximum contribution to victory. When that is done and victory has been won, the President, though not proposing to call

it quits, has proposed to call it even. But he ^{must see to} ~~say~~ say that cooperation between the allies must ^{continue.} ~~not cease.~~

While this report was being read to Congress, the news tickers were bringing to the Capitol and to the world news of a great raid by ^{B. 29} super-fortresses on Tokyo and a see-saw battle on the Western front of Germany where allied and German forces are locked in a climactic struggle. From this front, ^{turbulent, raging war} Washington received word from General Eisenhower that more supplies were needed. Mr. Krug, Director of the War Production Board, immediately called for greater production of ammunition, both of small and larger caliber, more big guns, more combat vehicles, ^{rocket shells} ~~and~~ heavy trucks, radar, aircraft, and ships. Only a few months ago, the statement was made by high authorities that we had enough smallarms ammunition to supply our forces almost throughout the conflict, and many of our factories making rifle and machine-gun cartridges were closed down. General Eisenhower now says that our troops are shooting far more ammunition than was ever anticipated, so these factories will now have to be reopened and put to maximum production. ~~There was also an urgent demand for production of rockets and their component parts.~~ ^{must go on} Thus, it is seen that the battle of production ~~has not yet been won.~~ ^{Reconversion must wait.} Many a stiff battle, General Eisenhower warns, lies ahead. ~~Re~~ The President and War Production Chiefs have called upon the nation to tighten again its belt and buckle down to the hard work necessary to supply our forces with whatever they need not only to win the war but to save as many of their lives as possible in doing so.