

Voters of Southwestern College and the First Methodist Episcopal Church, both of Winfield; and members of the Ruskin Club and the Whittier Chautauqua Club, both of Parsons, all in the State of Kansas, praying for the passage of the so-called Gillett resolution, suggesting a further exchange of views relative to the World Court, which were referred to the Committee on Foreign Relations.

LOANS ON ADJUSTED SERVICE CERTIFICATES

Mr. WALSH of Massachusetts. Mr. President, I have had some recent correspondence and criticisms with reference to the interest charged by the Government on loans secured by veterans upon their adjusted service certificates. My attention was called to the fact that the rate of interest charged was reaching as high as 7 per cent.

A letter from the Director of the United States Veterans' Bureau explains the policy pursued with respect to these loans. As the matter is of considerable public interest, I request that the Director's letter be printed in the CONGRESSIONAL RECORD and referred to the Committee on Finance.

There being no objection, the letter was referred to the Committee on Finance and ordered to be printed in the RECORD, as follows:

UNITED STATES VETERANS' BUREAU,
OFFICE OF THE DIRECTOR,
Washington, December 13, 1928.

HON. DAVID I. WALSH,

United States Senate, Washington, D. C.

MY DEAR SENATOR WALSH: I wish to acknowledge your letter of December 7, 1928, transmitting a letter dated November 19, from Mr. James G. Garrett, Mittineague, Mass., in connection with the interest charged on loans secured by adjusted-service certificates.

The rate of interest applicable on loans made from the Government life-insurance fund on the security of adjusted-service certificates is not fixed by the administrative authorities of this bureau, but is specifically provided in paragraph (i), section 502, of the World War adjusted compensation act, as amended, which reads in part as follows:

"* * * The rate of interest shall be 2 per cent per annum more than the rate charged at the date of the loan for the discount of 90-day commercial paper under section 13 of the Federal reserve act by the Federal reserve bank for the Federal reserve district in which is located the regional office, suboffice, or hospital of the United States Veterans' Bureau at which the loan is made."

It would appear that the Congress, when it enacted the provision above cited, believed that the interest charged should be in sympathy with prevailing money rates; thus, under present stringent money conditions in some Federal reserve districts the discount rate is as high as 5 per cent. However, it should be pointed out that when discount rates were what might be termed "subnormal," the benefit of such low rates was enjoyed by borrowers on adjusted-service certificates.

Interest collected on loans made on adjusted-service certificates from the United States Government life-insurance fund does not inure to the benefit of the Government either directly or indirectly, but is credited to the trust fund, which represents moneys held in trust by the Government for holders of policies of the United States Government life insurance, who are, of course, all ex-service men. Apparently the Congress felt that holders of United States Government life insurance were entitled to interest returns on their money parallel to that received on commercial loans, and that it would be unfair to loan the funds of ex-service policyholders, for whom it was acting as trustee, on any other basis than prevailing money rates.

The communication addressed to you by Mr. Garrett is inclosed, together with a copy of this letter.

Very truly yours,

FRANK T. HINES, *Director.*

BILLS INTRODUCED

Bills were introduced, read the first time, and, by unanimous consent, the second time, and referred as follows:

By Mr. DILL:

A bill (S. 4994) granting a pension to Alpheus J. Williamson;
A bill (S. 4995) granting a pension to Henry G. Mauzey;
A bill (S. 4996) granting a pension to Max Lillenthal;
A bill (S. 4997) granting a pension to John Lamburth;
A bill (S. 4998) granting a pension to Thomas Heslin;
A bill (S. 4999) granting a pension to Effie M. Dailey;
A bill (S. 5000) granting a pension to Frank M. Bowman;
A bill (S. 5001) granting a pension to Ferdinand Beyersdorf;

A bill (S. 5002) granting an increase of pension to Frank H. Wilson, alias Henry Wencil;

A bill (S. 5003) granting a pension to Harriett Turk;
A bill (S. 5004) granting a pension to Samuel W. Sims;
A bill (S. 5005) granting a pension to Felix Shaser;
A bill (S. 5006) granting a pension to Jacob E. Rego;

A bill (S. 5007) granting a pension to Mary A. Reed;
A bill (S. 5008) granting a pension to John Pleas Rader;
A bill (S. 5009) granting a pension to Harry Breese Johnson;

A bill (S. 5010) granting an increase of pension to Emily Fisher;

A bill (S. 5011) granting a pension to Robert B. Early; and
A bill (S. 5012) granting a pension to Walter H. Caswell; to the Committee on Pensions.

By Mr. BARKLEY:

A bill (S. 5013) to authorize the Secretary of War to lend War Department equipment for use at the eleventh national convention of the American Legion; to the Committee on Military Affairs.

By Mr. WALSH of Montana:

A bill (S. 5014) authorizing the Secretary of the Interior to issue to the city of Bozeman, Mont., a patent to certain public lands; to the Committee on Public Lands and Surveys.

By Mr. COPELAND:

A bill (S. 5015) for the relief of heirs of Jacob D. Hanson; to the Committee on Claims.

A bill (S. 5016) to confer jurisdiction on the Court of Claims to certify certain findings of fact, and for other purposes; to the Committee on the Judiciary.

By Mr. GREENE:

A bill (S. 5017) for the relief of Cullen D. O'Bryan and Lettie A. O'Bryan; to the Committee on Claims.

By Mr. McMASTER:

A bill (S. 5018) for the relief of the wife of Floyd C. Moulton; to the Committee on Finance.

By Mr. CAPPER:

A bill (S. 5019) granting an increase of pension to Sarah L. Headington (with accompanying papers); and

A bill (S. 5020) granting an increase of pension to Thomas Anderson (with accompanying papers); to the Committee on Pensions.

By Mr. MOSES:

A bill (S. 5021) granting an increase of pension to Julia A. Parsons (with accompanying papers); to the Committee on Pensions.

By Mr. HEFLIN:

A bill (S. 5022) to amend sections 183 and 184 of chapter 6 of title 44, of the United States Code, approved June 30, 1926, relative to the printing and distribution of the CONGRESSIONAL RECORD; to the Committee on Printing.

By Mr. HAWES:

A bill (S. 5023) granting a pension to Jackson St. John; to the Committee on Pensions.

By Mr. WATSON:

A bill (S. 5024) granting a pension to Anna J. Van Nuys; to the Committee on Pensions.

AMENDMENT TO CENSUS BILL

Mr. BRUCE submitted an amendment intended to be proposed by him to the bill (H. R. 393) to provide for the fifteenth and subsequent decennial censuses, which was ordered to lie on the table and to be printed.

PAY AND ALLOWANCES IN THE ARMY, NAVY, ETC.

Mr. JONES submitted an amendment intended to be proposed by him to the bill (H. R. 12032) to amend the act entitled "An act to readjust the pay and allowances of the commissioned and enlisted personnel of the Army, Navy, Marine Corps, Coast Guard, Coast and Geodetic Survey, and Public Health Service," approved June 10, 1922, as amended, which was referred to the Committee on Naval Affairs and ordered to be printed.

ADDRESS BY SENATOR BINGHAM

Mr. BLACK. Mr. President, I ask unanimous consent that there may be inserted in the RECORD an address delivered by the junior Senator from Connecticut [Mr. BINGHAM] at Kitty Hawk, N. C., on December 17, 1928, at the celebration of the twenty-fifth anniversary of the first airplane flight.

The VICE PRESIDENT. Without objection, it is so ordered. The address is as follows:

It is a source of great pride to the members of the National Aeronautic Association to be standing side by side with the distinguished delegates to the International Civil Aeronautic Conference who have come to this sacred spot from many lands to honor the two men who first showed the world how to fly.

We who have cast our lives and our hopes with aeronautics know that it matters not what boundaries may separate us geographically. We strive for a common goal, and we are guided by one principle. That principle is profound faith in the art of flying, which Orville and Wilbur Wright, first of mankind, began to practice on this very spot 25 years ago to-day.

On December 17, 1903, there stood where we are now standing a strange device that looked like a cross between a box kite and the skeleton of a bird. Its creators believed that it would enable them to fly.

A biting cold wind was blowing across Kill Devil Hills at the rate of 27 miles an hour. Orville Wright and his brother realized the difficulties of flying in such a high wind, but estimated that the added dangers in flight under such conditions would be partly compensated for by the slower speed in landing.

So this great American, who is with us to-day, climbed aboard the strange craft. He warmed up the motor. He released the wire that held the machine to the track from which it was to be launched. The machine moved forward into the wind. His brother, Wilbur Wright, ran at the side, holding a wing to help balance the airplane on the track. And then the machine left the ground. It answered to the controls. Man was flying! Twelve seconds later a landing was made 120 feet from the point at which the machine rose into the air. For thousands of years man had watched and envied the flying birds. At last he had conquered the secret. He too could fly.

Orville Wright has spoken of this flight as being "exceedingly erratic," which he attributed in part to the irregularity of the air and in part to lack of experience in handling the craft. The flight lasted only a few seconds, but it was the first in the history of the world in which a machine carrying a man had raised itself by its own power into the air in full flight, had sailed forward under this same power without reduction in speed, and had finally landed at a point as high as that from which it started.

Three more flights were undertaken immediately thereafter, with Wilbur and Orville Wright alternating as pilots. Each successive flight was an improvement upon its predecessor, and when the joy of these two men was at a height greater than either ever experienced before, a strong gust of wind picked up this mechanical bird and played havoc with it. Although this came like a bolt of lightning out of a blue sky, Orville and Wilbur Wright had cast the die; they had solved the problem of human flight, even though the elements, always the aircraft's greatest enemy, scored a hit almost coincident with man's great victory.

In the quarter of a century which has elapsed since that memorable day the art has developed from two pilots and one plane to tens of thousands of airmen and aircraft flying all over the world. The science of aeronautics has gone forward until it has taken a vital and prominent place in the national defense and in the economic life of all peoples.

Twenty-five years ago to-day an airplane established a distance record of 852 feet and a nonstop flight record of 59 seconds. This was on the fourth and last flight of the original Kitty Hawk machine and was made with Wilbur Wright at the controls.

To-day the records of the National Aeronautic Association show that airplanes have remained aloft for 65 hours and 25 minutes and have traveled 4,466 miles in flight without refueling; have flown to an altitude of 38,418 feet; have shot through the air at 318 miles per hour; and have lifted more than 6 tons of cargo nearly 7,000 feet. They have brought the people of New York and California to within 19 hours of each other. They have joined Europe and America in single nonstop flights. They have linked America and the Far East; they have circled the globe; they have flown over the top of the world; and they have started to shrink the earth until it is difficult to foresee just when and where this shrinkage will stop.

Our mail, express, and, in many cases, our people speed through the night along lighted highways of the air, outdistancing every other available means of transportation. What we have to-day is but an indication of what we shall have in the future. It would be unwise to indulge in predictions as to what we shall be doing with aircraft, or what aircraft will be doing for us, when the fiftieth anniversary of this great event in the history of our Nation and the world rolls around. The best course to pursue is to seek the truth and build on a foundation of thorough knowledge.

[Addressing Mr. Orville Wright.]

We have an obligation to you, Mr. Wright. Our obligation is to take what you gave us here 25 years ago and develop it to the maximum. We must use as far as we are able the intelligence, the foresight, the perseverance, the honesty, and the integrity together with the modesty and unselfishness which have characterized your every action from the day when you and your brother first undertook the solution of the problem of human flight. Mr. Wright, you have endeared yourself to the heart of everyone who has had the good fortune to share your friendship and acquaintance. You have proved yourself worthy of all the honor that has been tendered you for your magnificent contribution to the progress of the world.

No honor is too great for this genius of the twentieth century.

Mr. Wright, we are grateful that you could journey back to the scenes of your first flights to honor by your presence your fellow members of the National Aeronautic Association in their humble efforts to preserve for posterity the exact location which marked man's first flight. At the same time we deeply mourn the absence of your devoted brother not only from this hallowed place on this occasion but from the world.

And now, on behalf of the membership of the National Aeronautic Association, I have the honor to unveil this granite bowlder which we hope will long serve to mark the birthplace of human flight and to perpetuate the affectionate regard in which you are held by all those who are proud to be known as your fellow members.

RADIO BROADCASTING LICENSES

Mr. DILL. Mr. President, I ask unanimous consent to insert in the RECORD the complaint of The Radio Protective Association against The Radio Corporation of America and affiliated corporations, asking the cancellation of licenses for broadcasting by those organizations. This is a complaint under section 17 of the radio act, and is so full and complete and so directly in point that I think it would be well to have it printed in the RECORD.

I also ask unanimous consent to have printed in the RECORD an article from the New York World under date of December 17, quoting Mr. Hoover's testimony before the House Committee on the Merchant Marine and Fisheries against the Radio Trust.

The PRESIDING OFFICER (Mr. McNARY in the chair). Without objection, it is so ordered.

The matter referred to is here printed, as follows:

Before the FEDERAL RADIO COMMISSION.

The Radio Protective Association v. the Radio Corporation of America, the Radio Marine Corporation of America, the National Broadcasting Co., the General Electric Co., the Westinghouse Electric & Manufacturing Co., the United Fruit Co., the Tropical Radio Telegraph Co., and the American Telephone & Telegraph Co.

To the honorable the FEDERAL RADIO COMMISSION,

Washington, D. C.

GENTLEMEN: The Radio Protective Association respectfully charges to your honorable commission that the Radio Corporation of America, the Radio Marine Corporation of America, the National Broadcasting Co., the General Electric Co., the Westinghouse Electric & Manufacturing Co., the United Fruit Co., the Tropical Radio Telegraph Co., and the American Telephone & Telegraph Co.—all licensed by your commission as radio operating companies under the radio act of 1927—are violating section 17 of said act.

Your petitioner charges that these violations consist in the control by these licensees, who are engaged in the business of radio communication, of assets of the American Telephone & Telegraph Co., which is a telephone company doing a wire communications business, and that said control has the purpose and the effect of restraining commerce in the field of communications between the United States and foreign countries and of creating an unlawful monopoly therein. This control of such assets for such purpose is expressly forbidden by said section 17.

Wherefore your petitioner prays that your honorable commission will order the revocation of the licenses heretofore granted to these corporations in the field of broadcasting as well as of communications and for other purposes.

Your petitioner further prays that until the final determination of the issues which arise under these violations of section 17, your commission will refuse to grant any applications for further licenses which may be made by any of these corporations, or for any renewals or modifications of existing licenses.

The records of your commission will be the best evidence of the licenses now held by these companies, but the attached list contains the call letters of the licenses now in the hands of these companies, so far as they are known to us, and against each of which we respectfully ask an order to show cause why such an order of revocation should not be issued.

Only if safeguarded against the threat of monopoly control, can the radio art reach its highest development and give to the American people the fullest benefits of this marvelous means of mass communication. This is the purpose which Congress had when it wrote section 17 into the radio act of 1927. In undertaking to maintain the freedom of competition in radio, Congress, by that section of the statute which created your honorable commission and entrusted it with the protection of this new art, prohibited any combination of wire interests with wireless interests that might restrain competition in the field of international communications.

In response to a previous communication from our association, your commission sent us under date of August 23, 1928, a copy of an opinion rendered by Hon. Louis G. Caldwell, general counsel for your commission, in which he wrote as follows, concerning section 17:

"The foregoing constitute direct prohibitions. The first prohibition is directed specifically against licensees. In my opinion this prohibition comes within the 'restrictions and conditions' of the radio act, and, on a showing to the commission of a violation on the part of a licensee, the license may be revoked. It is not necessary that there first be a judgment of guilty by a Federal court or a finding or certificate of any Federal body. * * * The very evident intention of the section was to prohibit such a combination of wireless or radio communication interests with other forms of communication interests (such as cable,