ment of the text to which both Houses had agreed was beyond the power of either House, and consequently beyond the power of the conferees, citing the precedent of April 23, 1902.

After debate, the Speaker withheld his decision.

On March 8, the Speaker ruled:

On yesterday, upon the conference report on the legislative, executive, and judicial appropriation bill, the gentleman from Illinois, Mr. Mann, made the point of order that the conferees had exceeded their jurisdiction in substance as follows: That Senate amendment numbered 235 inserted these words: "or any other;" and again to the amendment numbered 236 the Senate inserted these words: "by this or any other act." The House provision which the Senate amended is as follows:

"No part of any money appropriated by this act shall be available for paying expenses of horses and carriages or drivers therefor for the personal use of any officer provided for herein other than the President of the United States, the heads of executive departments, and the Secretary to the President."

The conference report takes the matter in difference to which the Chair has referred, accepts the Senate amendments, and inserts "or official," so as to make it read "for the personal or official use of any officer provided for by this or any other act other than the President of the United States, etc." It is objected that the insertion of the words "or official" is aliunde to the matter that was in difference between the two Houses, and prevents, if enacted, the use of appropriations in this or any other appropriation bill for paying the expenses of horses and carriages, or drivers therefor, for the personal or official use of any officer, etc. It is evident from the reading of the amendments that the insertion of the words "or official" inserts that within the conference report that was not proposed by the House or by the Senate.

It is true that if the whole paragraph in the bill as it passed the House had been stricken out and a substitute therefor proposed by the Senate, or if the Senate had stricken out the paragraph without proposing a substitute, and the House had disagreed to the amendments of the Senate, then the conferees might have had jurisdiction touching the whole matter and might have agreed upon any provision that would have been germane. But that is not this case. This provision in the conference report inserts legislation that never was before the House or before the Senate, and it was quite competent for the conferees, if they could do this, to have stricken out the whole paragraph and inserted anything that was germane. They could have stricken out these words, "other than the President of the United States, the heads of executive departments, and the Secretary to the President," and while there were but two words inserted, the provision, if enacted into law, would be far-reaching and would run along the line of the whole public service.

As to the wisdom of such a provision, the Chair is not called upon to intimate any opinion. It is for the House and the Senate to determine upon the wisdom of it, and, as the House and the Senate never have considered that proposition, the Chair is of opinion that the conferees exceeded their power, and therefore sustains the point of order.

Even before we had adopted our rule it was a fundamental principle of parliamentary law that matter agreed on by the two Houses could not be disturbed by conferees under any circumstances. It was well, sir. There was a disagreement in language, and it became necessary for the conferees to adopt new language. While the whole bill was in conference the conferees could not do anything beyond their jurisdiction, and when we faced an amendment such as we had in 1918, we reenacted this general policy, but made no exceptions to it and applied it generally, that they could not strike out any matter that had been agreed to by both Houses. We went further in 1918, and amended the rule so as to make such a report subject to a point of order.

The VICE PRESIDENT. The Chair would remark that when the amendment of the Senate is a new bill in the nature of a substitute instead of various amendments to different parts of the bill, the whole status of conference is changed under the precedents. Under the line of argument which the Chair followed the other day in holding that new matter when germane could be put in as an amendment under those circumstances, he would seem to be justified now in overruling the point of order. The status of conference being changed where the Senate substitutes a bill as an amendment, the precedents in effect hold that the restrictions of Rule XVII, paragraph 2, do not apply, and he so rules. The point of order is not well taken.

Mr. PITTMAN. Mr. President, I respectfully appeal from the decision of the Chair.

The VICE PRESIDENT. The question is, Shall the decision of the Chair stand as the judgment of the Senate?

Mr. HOWELL. Mr. President, I suggest the absence of a quorum.

The VICE PRESIDENT. The clerk will call the roll.

The legislative clerk called the roll, and the following Senators answered to their names:

Bratton	Gerry	Moses	Steck
Broussard	Goff	Neely	Stephens
Cameron	Hawes	Norris	Stewart
Copeland	Heflin	Nye	Wadsworth
Couzens	Howell	Overman	Walsh, Mass.
Curtis	Jones, Wash.	Pittman	Watson
Dill	Kendrick	Robinson, Ark.	Willis
Ferris	La Follette	Robinson, Ind.	
Fess	McKellar	Schall	
George	McNary	Sheppard	

Mr. JONES of Washington. I desire to announce that the Senator from Connecticut [Mr. BINGHAM] is necessarily absent on account of illness.

The VICE PRESIDENT. Thirty-seven Senators having answered to their names, there is not a quorum present.

ADJOURNMENT

Mr. CURTIS. It is perfectly apparent that a quorum will not appear to-night. I move that the Senate adjourn.

The motion was agreed to; and (at 6 o'clock and 15 minutes p. m.) the Senate adjourned until to-morrow, Wednesday, February 9, 1927, at 12 o'clock meridian.

HOUSE OF REPRESENTATIVES

TUESDAY, *February 8, 1927*

The House met at 11 o'clock a. m.

The Chaplain, Rev. James Shera Montgomery, D. D., offered the following prayer:

Our Father who art in heaven, be our Father on earth, for it is difficult for us to be always wise and prudent. Breathe Thy benediction upon us, bear with our infirmities, and qualify us for excellency of service. O Thou who givest all and from whom we derive our spirit of life and love and power, help us to say, Thy will be done. Enlarge and intensify our thought of service to all the people. May the highest standards always incite our motives. Grant that Thy Spirit may go forth, carrying with it stability to the weak, wisdom to the erring, and strength to the faltering. Arise, O God, for our country waits for Thee and needs the touch of Thy power. In Thy holy name. Amen.

The Journal of the proceedings of yesterday was read and approved.

THE DEPARTMENTS OF STATE AND JUSTICE, THE JUDICIARY, AND THE DEPARTMENTS OF COMMERCE AND LABOR APPROPRIATION BILL

The SPEAKER. The Chair desires to make an announcement. In addition to the conferees heretofore appointed by the Chair on the bill making appropriations for the Departments of State and Justice, the judiciary, and the Departments of Commerce and Labor, the Chair, at the request of the chairman of the subcommittee appoints Mr. TINKHAM and Mr. GRIFFIN.

PERMISSION TO ADDRESS THE HOUSE

Mr. FISH. Mr. Speaker, I ask unanimous consent to speak out of order for 15 minutes to-morrow morning after the reading of the Journal and the disposition of matters on the Speaker's table.

The SPEAKER. The gentleman from New York asks unanimous consent, to-morrow, after the reading of the Journal and the disposition of matters on the Speaker's table, to address the House for 15 minutes. Is there objection?

There was no objection.

PROHIBITION

Mr. FISH. Mr. Speaker, I ask unanimous consent to include in the RECORD a brief statement by Major Mills, the prohibition administrator in New York, in answer to certain charges made against him on the floor of the House.

Mr. O'CONNOR of New York. Mr. Speaker, reserving the right to object, is the gentleman from New York who made the charges here?

Mr. FISH. No; but this is simply in answer to the charges and I am sure the gentleman from New York would be the last man to object to the request.

Mr. O'CONNOR of New York. I object until the gentleman gets here.

HOSPITAL FACILITIES FOR VETERANS

Mr. KVALE. Mr. Speaker, I ask unanimous consent to extend my remarks in the RECORD by printing a concurrent resolution adopted by the Legislature of the State of Minnesota regarding hospital facilities for veterans.

The SPEAKER. The gentleman from Minnesota asks unanimous consent to extend his remarks in the RECORD in the manner indicated. Is there objection?

There was no objection.

Mr. KVALE. Mr. Speaker, under the leave to extend my remarks I include a concurrent resolution passed by the Legislature of the State of Minnesota, approved February 3, 1927, giving statistical and incontrovertible evidence of the urgent need in Minnesota for veterans' hospital facilities, and petitioning the President of the United States and the Director of the United States Veterans' Bureau to provide for additional beds in Minnesota hospitals:

Resolution

Whereas we learned from the daily press and from Veterans' Bureau information that it is the intention of Frank T. Hines, Director of the United States Veterans' Bureau, to close both hospital No. 65 (Aberdeen) and hospital No. 68 (Asbury) as well as to remove service men from contract hospitals and State institutions as soon as the new hospital No. 102 at Fort Snelling is opened, or immediately thereafter; and

Whereas there are at present 966 men hospitalized in Veterans' Bureau hospitals, 102 men in contract hospitals and State institutions, with an additional 208 men on the waiting list, making a total of 1,276 men either hospitalized or asking for hospitalization; and

Whereas the combined capacity of hospital No. 101 at St. Cloud and hospital No. 102 at Fort Snelling is at present 794 beds, it is apparent that the program outlined by the director will result in an actual shortage of 274 beds exclusive of the 208 requests for hospitalization by men on the waiting list; and

Whereas we understand that one of the buildings at the new Fort Snelling hospital under the present program of the director is to be used as a regional office; and

Whereas this building is constructed for use as a hospital unit of about 83 beds; and

Whereas medical statistics prove that the service men hospital load in this State has remained constant for the past four years and will not diminish for some years to come; and

Whereas Veterans' Bureau records show that there are 1,814 service men with tuberculosis in addition to those at present hospitalized, 50 per cent of whom will need further hospitalization of an emergency or permanent nature; and

Whereas Veterans Bureau records show that there are 1,710 service men in the State of Minnesota rated incompetent for various causes in addition to the men at present hospitalized, and 20 per cent of these will need additional hospitalization: Therefore be it

Resolved, by the Senate of Minnesota and the House of Representatives concurring, That we respectfully petition the President of the United States, Calvin Coolidge, and the Director of the United States Veterans' Bureau, Frank T. Hines, to make use of every bit of available space at Fort Snelling for beds; that they do not at the present time transfer to the hospital the regional office and personnel; and that they maintain, until such time as additional necessary beds have been constructed at Hospital No. 101 and Hospital No. 102, either Hospital No. 65 or Hospital No. 68, in order that the disabled service men of this State may be adequately cared for; and be it further

Resolved, That copies of this resolution be sent to President Coolidge, Director Hines, members of the Minnesota delegation in Congress, and Watson B. Miller, chairman of the American Legion national rehabilitation committee.

W. I. NOLAN,
President of the Senate.
JOHN A. JOHNSON,
Speaker of the House of Representatives.

Passed the Senate the 2d day of February, 1927.

GEO. W. PEACHEY,
Secretary of the Senate.

Passed the House of Representatives the 2d day of February, 1927.

JOHN I. LEVIN,
Chief Clerk House of Representatives.

Approved February 3, 1927.

THEODORE CHRISTIANSON,
Governor of the State of Minnesota.

Filed February 3, 1927.

MIKE HOLM,
Secretary of State.

I, Mike Holm, secretary of state of the State of Minnesota and keeper of the great seal, do hereby certify that the above is a true and correct copy of S. F. No. 336, as shown by the records in my office.

[SEAL.] MIKE HOLM,
Secretary of State.

PENSIONS FOR WIDOWS OF CIVIL WAR VETERANS

Mr. HOWARD. Mr. Speaker, I ask unanimous consent to speak out of order for three minutes now.

The SPEAKER. The gentleman from Nebraska asks unanimous consent to address the House for three minutes. Is there objection?

There was no objection.

Mr. HOWARD. Mr. Speaker, the other morning I offered a little resolution and asked for its immediate consideration, and one of the brothers objected to it, and so I did not have an opportunity to have it heard. I now want to read the resolution:

Whereas more than a million American citizens have petitioned the Congress in behalf of better pensions for the widows of veterans of the Civil War; and

Whereas Hon. RICHARD ELLIOTT has introduced a bill (H. R. 13450) granting the prayer of such petitioners: Therefore be it

Resolved, That the officers of the House be, and are hereby, requested to pave the way for early consideration of the Elliott bill, which will provide a pension of $50 per month for all widows of Civil War veterans.

Mr. Speaker and gentlemen, the resolution is before you, and I am quite sure you will all second the motion, which I now make to have it adopted.

LEGISLATIVE APPROPRIATION BILL

Mr. DICKINSON of Iowa. Mr. Speaker, I move that the House resolve itself into the Committee of the Whole House on the state of the Union for the consideration of the bill (H. R. 16863) making appropriations for the legislative branch of the Government for the fiscal year ending June 30, 1928, and for other purposes; and pending that motion, I would like to agree upon time to close general debate. It is very important that this bill be concluded to-night, and I would like to suggest we continue the general debate until not later than 3.30, the total time to be equally divided. It is my understanding I am about one hour ahead of the gentleman from Colorado in the yielding of time. The gentleman from Colorado would have credit for that amount of time and the balance of the time would be equally divided between the gentleman from Colorado and myself.

Mr. TAYLOR of Colorado. Mr. Speaker, this is the last general appropriation bill. During the last session of Congress and at many other times this bill has been used as a kind of dragnet, we might say, for speeches by the Members of the House, and it does seem to me that in view of the fact the House is really ahead of the Senate a long way, we ought to be a little more liberal with the Members of the House in allowing them to deliver addresses on this bill. I have some 10 or 15 applications for time, totaling four hours, and they are real, genuine talks that ought to be made to the House. It does seem to me we are unduly cutting the Members off. I think we ought to have more time. Last year we took an entire week on this bill and I yielded time to 48 Members on this side of the House. While there are not half that many at this time, yet I do feel we ought to have more time, and I do not think we ought to be cut off and start reading the bill at 3.30 o'clock this afternoon.

Mr. DICKINSON of Iowa. What hour would the gentleman suggest?

Mr. TAYLOR of Colorado. Well, if I have an extra hour, as I assume I will have——

Mr. DICKINSON of Iowa. Yes.

Mr. TAYLOR of Colorado. And we run to 4.30 o'clock this afternoon, I will try to eliminate some of the requests and reduce the time with respect to the others, and after 4.30 we can run on with the bill for such time as the House will stay here.

Mr. DICKINSON of Iowa. Mr. Speaker, this bill contains 39 pages. I think we can read the bill in an hour. If we consent to close the debate at 4.30 o'clock, I wonder if we could not have a rather mutual undestanding that we would stay here until the bill is concluded.

Mr. TAYLOR of Colorado. Yes; so far as I am concerned.

Mr. DICKINSON of Iowa. So far as I know there is no controversial matter in the bill. Mr. Speaker, I revise my request and make the time 4.30 o'clock this afternoon.

The SPEAKER. The Chair is not quite certain of the request of the gentleman as to the division of time.

Mr. DICKINSON of Iowa. That the total time be equally divided.

The SPEAKER. The gentleman from Iowa has consumed 3 hours and 22 minutes and the gentleman from Colorado 2 hours and 26 minutes.

Mr. TAYLOR of Colorado. The understanding is that I take the balance of the time that is coming to me now and then we divide the time equally.

Mr. DICKINSON of Iowa. The gentleman from Colorado is going to yield time until the time is equal between us, and then the balance of the time is to be equally divided.

The SPEAKER. The Chair thinks probably it would be better to put the request that general debate be concluded at 4.30 o'clock this afternoon and then the arrangement as to a division of the time may be taken care of by the gentlemen.

Mr. DICKINSON of Iowa. Very well, Mr. Speaker.

Mr. DOWELL. Mr. Speaker, may I inquire, would it not be well to pass the bill and then let the gentlemen talk?

The SPEAKER. Is there objection to the request of the gentleman from Iowa [Mr. DICKINSON]?

There was no objection.

The SPEAKER. The question is on the motion of the gentleman from Iowa [Mr. DICKINSON].

The motion was agree to.

Accordingly the House resolved itself into the Committee of the Whole House on the state of the Union for the consideration of the bill H. R. 16863, the legislative appropriation bill, with Mr. TINCHER in the chair.

The Clerk read the title of the bill.

Mr. TAYLOR of Colorado. Mr. Chairman, I yield 30 minutes to the gentleman from Mississippi [Mr. WILSON].

Mr. WILSON of Mississippi. Mr. Chairman, there are many dangers confronting our country at the present time. There seems to be a state of unrest and apprehension throughout the world. There are those in this country who would alarm our citizens by emphasizing the "yellow peril." There are others who are apprehensive about our relations with some of our neighbors to the south of us. I, as a citizen of the United States, resent the part that my country has recently taken in reference to the internal affairs of the little countries south of our Nation. It is a dangerous policy to pursue. I want my country to cease trying to be the wet nurse to the nations of the earth. [Applause.] It is indeed a dangerous policy, and I daresay that Congress will never sanction the sending of a single American soldier upon the soil of another country to there spend his precious blood in order that one political faction of that country might triumph over another.

And taking advantage of the situation there are many people in this country advocating a great Army and a great Navy in order to safeguard the Republic. Dire, indeed, must be the distress of a citizen when he or she must turn for preservation to a great Army and a great Navy. These are poor refuges for those who love their country and are interested in its preservation. You will find, gentlemen, that nations and empires are not preserved with great military and naval forces. Some historians tell us that Germany's temporary doom was sealed when in 1914 she took into her imperialistic hand the bloody sword. But that is not true. In my judgment, Germany's destiny was written some 40 years before 1914, when Lord von Bismarck, speaking for his people, declared to mankind: "The hour has struck in the history of the German Empire when we must choose between the sentimentalism of Jesus Christ and the materialism of Napoleon Bonaparte." The 40 subsequent years of Germany's life showed to the world that Germany chose for her people the philosophy of Napoleon and turned her back on the philosophy of the Man of Galilee. And Germany's decline started, as starts the decline of all nations, when she turned away from the teachings of the greatest moral teacher the world ever saw.

The greatest danger confronting our country to-day is not from without but from within. If our Nation ever perishes it will not be because some foreign foe with sword in hand cuts us down. The most dangerous enemy to the Republic is not the enemy from without but the enemy from within, who wraps himself in the cloak of respectability and who sows the seed of moral decay in the hearts of your children. [Applause.]

If a person assaults your child in this country with a deadly weapon and attempts to take the physical life of the child, that person has committed a crime, the penalty for which is imprisonment in the penitentiary. And yet in this Christian land of ours, whose very Constitution has written upon almost every page of it the God ideal, a person can assault the character of your children with the deadly weapon of vulgar and indecent literature and pictures and stifle and put to death the moral life of your child. Yet we do nothing with that thief and assassin of human character. We even negatively sanction the shipping of this poison through agencies engaged in interstate business.

I introduced a bill last week, which is now before the Interstate and Foreign Commerce Committee, having for its purpose the shutting off at the source of this stream of indecent literature which threatens the moral life of our people.

Gentlemen, I do not wish to make a grave charge and then fail to submit the evidence to prove its truth. I have therefore gotten together, all within the past few months, some of the current magazines which would, under the bill that I ask you to enact into a law, be cleansed of their filth and indeceny or barred by the proposed national board of magazine censorship. I shall name the magazines, the dates, and the pages, but common decency demands that I refrain from reproducing in the CONGRESSIONAL RECORD the extracts to which I refer.

To begin with, there is a comparatively new magazine on the American market called "Two Worlds Monthly," published in New York City and edited by Samuel Roth. In the December, 1926, issue, on page 2, there is an anonymous verse that is without question one of the filthiest pieces of lascivious writing that has ever been printed, privately or publicly. It bears the suggestive title "Women's Delight." On page 24 of the same issue is a similar lewd sonnet, the nature of which is absolutely unprintable. Yet this sonnet appears in big type, boldly enough, in this magazine, which may be purchased on the news stands by the youth of this country. In this same issue are other things equally lewd and unprintable. The tenor of this magazine runs in an abnormal, immoral vein, the editor seemingly being inclined to print only those things which common decency abhors.

Under the guise of "art," the term abused by the cheaper, vulgar magazines as a defense for printing lewd pictures, Scribner's Magazine, in the January, 1927, issue, on pages 106, 108, and 110 reproduced pictures of three paintings of nude women that had a magazine of lesser standing printed probably would have brought upon its head the condemnation of the public.

I do not propose that any magazine shall escape the surveillance of the national board of magazine censorship. So long as a magazine conducts itself upon a high moral plane it need have nothing to fear; but when it wallows in the mire of moral depravity, whether under the name of high art or literature or not, it should be censored and, if the offense warranted, suppressed. [Applause.]

In a new magazine that has just made its appearance in the monthly field, entitled "Beau," there is an article in the December number called "Confessions of a homo-sexualist." For printing such an article I recommend prosecution of the publishers under the existing laws that prevent the sending of obscene matter through the United States mails. But here they may have evaded this law, as many magazines do, by depending upon express shipments for their distribution. In the measure that I have introduced I propose that the express companies, or any common carriers such as bus lines or boats or even individuals, shall be subject to a fine or imprisonment, or both, for transporting for subsequent sale or for delivery under previously paid subscriptions any matter that is obscene, lewd, or lascivious. [Applause.] There are entirely too many magazines evading the present law by using express companies or private means to effect their distributions.

I come now to a magazine that has been devoted to one persistent effort to break down the moral fiber of the Nation, and which printed in its April, 1926, issue a story so vile and filthy that the Post Office Department was forced to throw it out of the mails. I refer to the American Mercury Magazine, published in New York City by a man named Knopf, but edited by a man in Baltimore whose whole life seems to be dedicated to destroying character and villifying American ideals and institutions—Henry L. Mencken. The issue to which I referred and which was barred from the mails contained an article called "Hatrack," written by Herbert Asbury, a prodigal descendant of the famous Methodist Bishop Asbury. It was a lewd story of a woman of the streets, and the details were not spared in the American Mercury version of it. Now comes this same magazine in its February, 1927, issue with a vicious attack upon the ministry. Sad enough is the attack, but sadder still is the fact that the article was written by Branville Hicks, a man who is teacher of Biblical literature at Smith College. It is offensive enough for the magazines of this country to print the articles that are aimed at destruction of the moral life of the Nation, but when men who teach a sacred subject in a college where the youth of to-day is being instructed turns traitor to it in the magazines it is high time to call a halt.

Even Life and Judge, the two weekly humorous magazines, seem unable to publish a single issue without suggestive drawings. College Humor has the same evil complex.

The moving-picture magazines, especially Film Fun, Screenland, and Classic, are flooded with photographs that should be stopped by law and in the name of decency. [Applause.] The films themselves are doing enough harm to the youth of the country without being aided and abetted by the moving-picture

magazines that persist, month after month, in publishing suggestive and obscene poses of the so-called moving-picture stars. In many States films showing scenes such as are reproduced in the moving-picture magazines would be barred; but unless local vigilance is exercised, the magazines themselves run the gamut of indecency in lewd and obscene matter.

It is almost impossible to keep check of the so-called "art" magazines that are flooding the country to-day with their filth. They spring up overnight, spread their obscenity, and then disappear, only to come back again a little later under another suggestive name. Some of them are so lewd that the publishers dare not print their own names anywhere within the covers. I have in mind one called "American Art Magazine," February issue, containing 38 photographs, 37 of which are obscene. Nowhere is the name of the publisher to be found. But whoever he is, he evidently has another magazine of the same type to promote, for he advertises one called "Pep," saying that it is "the snappiest, spiciest magazine on the news stands to-day, chock full of peppy, jazzy stories and alluring photos of gorgeous girls." It was on the news stands, just as advertised, ready to poison the mind and morals of any youth who stepped up and paid 25 cents for it.

Another of this type of magazine that has been on the news stands regularly for a long time is called "Artists and Models." It is devoted principally to models, and most of them in the nude. A defense of its filth appears in the January issue, called the "Woman Number," in this editorial comment:

> This publication has never descended to a mental level below that appreciated by lovers of the arts, artists, sculptors, writers, poets, and those who understand the theater, and connoisseurs who appreciate pictures visualizing beauty that may be enjoyed unshackled and revive or suggest memories to treasure.

Yet in this very issue the descent into obscenity is so low that practically every photograph and article is lewd, filthy, and lascivious. Month after month this so-called "art" magazine has been permitted to occupy a place on the front rows of the news stands where high-school or grammar-school boys and girls may buy it at will.

Worse than all of those I have already mentioned is one whose contents are not only obscene, but whose title is "Sex." It is published by the Dawn Publishing Co., New York, and its name has been trade-marked right here in Washington. It will not sell to a news dealer unless he agrees to buy 20 or more copies; and, to avoid the existing laws on the sending of obscene matters through the mail, it is shipped by express. In a statement called "Our platform," this magazine says that "the nude in art may be beautifully and spiritually presented." It then proceeds, in 64 filthy pages, to present the nude in art in its most obscene and lustful form. In the same editorial statement the publishers of "Sex" say:

> Our program does not condone the salacious, suggestive, morbid sensationalism so current in certain contemporary magazines and daily papers.

Yet it immediately plunges into a vile exhibition of salacious and suggestive articles and pictures.

Too many people in this country are inclined to think that France is the happy publishing ground of all the salacious and lewd material that finds its way into pictures and print. But at Floral Park, Long Island, N. Y., there is the Bohemian Magazine Co. (Inc.) that publishes a magazine called "Burten's Follies." This magazine is a cancer upon the public morals. Not satisfied to print the most obscene and lewd pictures that it can find, it publishes advertisements showing where suggestive art objects and poses may be bought. Some of the advertisements carry the notation: "Sold to artists and art collectors only." But in so far as they are concerned, anybody who has $1 to send for 10 poses is an art collector.

A dangerous trend in the magazine field is toward the so-called "confessional" type of magazines. Its illustrations are not so lurid, perhaps, as the "art" magazines, but the printed material should be subjected to censorship of the kind that I propose in the bill creating the national board of magazine censorship. It is common knowledge among writers that these so-called "confessions" and "true stories" are nothing but sensual lies, written in a pudgy office by a group of $50-a-week vulgar newspaper men, whose job is turning out at least one "confession" a week. But regardless of their source, their harm is undeniable. If the publishing interests of the country are willing to fill their coffers at the sacrifice of the moral life of the younger generation, and if the youth is too weak to protect himself from these destroying influences, then legislation is necessary to protect the youth against himself and to stop the poison at its source. [Applause.]

For a long time the publisher Bernarr MacFadden has persisted in printing indecent pictures in his magazine, Physical Culture, under the plea that they represented the body in its highest form of development. Later he started a small newspaper in New York called the Graphic, which seems unable to come from the press without an obscene picture upon the front pages and other filthy ones spread throughout the entire issue. This tabloid newspaper, together with two others in New York—the Mirror and the News—seem to join hands with the lewd magazines in an effort to portray only the pornographic in their columns.

This MacFadden is the man who was arrested by the Post Office Department in 1905 and in 1907 was sentenced by the United States district court, Trenton, N. J., to $2,000 fine and two years imprisonment. President Taft remitted the imprisonment. MacFadden, flushed with his recent successes in striking a low and immoral vein in publications, is back of a group that includes such magazines as Dance Lovers, Dream World, Fiction Lovers, Midnight, Modern Marriage, True Experience, True Romances, and True Story. I suggest that every sentence he writes in the future and every article and picture he accepts for publication be subjected to the closest scrutiny of the national board of magazine censorship that my bill would create.

I have mentioned in some detail certain of the glaring obscenities in current magazines. I desire now to submit a list of publications that should be subjected closely to censorship under the bill H. R. 16691 I ask you to enact into a law. The list which follows gives the names of the protested periodicals, the place of publication, and reasons why they should be barred from mail or express or distribution in any manner whatsoever until they have been approved by the proposed national board of magazine censorship:

All Arts and Photos, published in Wilmington, Del., containing chiefly nude photographs, featuring obscene pictures of stage revues.

American Art Magazine, place of publication and name of publishers not revealed, nude photographs.

American Art Students, 21 Park Row, New York, nude photographs.

American Beauties, 483 Drexel Building, Philadelphia, nudes and obscene pictures of revue women.

American Mercury, 730 Fifth Avenue, New York, obscene manuscripts.

Art and Life, Kalamazoo, Mich., erotic pictures.

Art and Beauty, 104 West Forty-second Street, New York, nudes and filthy advertisements.

Art Lovers, 15 Park Row, New York, nudes.

Art Studio Life, New York, nudes.

Artists and Models, 104 West Forty-second Street, New York, nudes and obscene photos of stage women.

Arts, Fads, Modes, Wilmington, Del., nudes.

Arts Monthly Pictorial, Los Angeles, nudes.

Arts, Spice from Life, New York, nudes and obscene cartoons.

Breezy Stories, New York, sex stories of obscene nature.

Burten's Follies, New York, erotic text, nudes.

Cartoons and Movie Magazine, 13 Park Row, New York, nudes and obscene jokes and cartoons.

College Comics, 152 West Forty-second Street, New York, coarse and erotic text and cartoons.

College Humor, Chicago, frequent coarse text and obscene cartoons.

Cupid's Diary, New York, love scenes.

Dance Lovers, 1926 Broadway, New York, erotic pictures.

Dance Magazine, 1926 Broadway, New York, erotic pictures.

Dream World, 1926 Broadway, New York, sex tales, with illustrations.

Droll Stories, New York, sex tales.

Eye Opener, Minneapolis, coarse jokes.

Fig Leaf, Monroe, Wis., bad text and sketches.

Film Fun, New York, indecent pictures.

Flappers' Experiences, Chicago, erotic tales.

Folly-ology, St. Paul, Minn., risque cuts.

High Jinks, St. Paul, coarse.

Hollywood Confessions, Los Angeles, sex tales.

Hot Dog, Cleveland, lewd and profane.

I Confess, New York, sex tales.

Jim Jam Jems, St. Paul, coarse and risque.

Judge, New York. Was once excluded from mails.

La Souriers, Paris, France, obscene.

La Vie Parisiene, Paris, France, risque.

Live Stories, New York, erotic sketches and text.

Love Romances, New York, sex tales.

Love Story Magazine, New York, erotic sketches and text.

Stage and Screen, New York, nudes and obscene poses of revue women.

Strength, Philadelphia, nudity.

Tales of the arts, New York, nudes.

True Confessions, Chicago. Two issues excluded from mails last year. Must be watched.

True Experiences, Jamaica, "life and love" stories of erotic nature.
True Marriage Stories, New York, sex tales.
True Romances, 1926 Broadway, New York, sex tales with illustrations.
True Story Magazine, 1926 Broadway, New York, sex thrillers.
True Tales of the Arts, New York, saturnalia of nudity.
Vanity Fair, New York, nudes, erotic text.
Whiz Bang, Robbinsdale, Minn., sex tales, coarse and suggestive jokes and poems, obscene art.
Young's Magazine, New York, risque tales.
Ziff's Magazine, Maywood, Ill., vulgar.
Low Down, New York, lewd text and sketches.
Moving Picture Stories, New York, nudity.
Movie Monthly, Jamacia, erotic material.
My Story, New York, sex confessions.
French Models, place of publication concealed, obscene material.
Paris Nights, Philadelphia, nasty text.
Police Gazette, New York, obscene advertising. Conviction in 1922. Obscene pictures.
New Eve, New York, nudity and erotic text.
New Masses, New York, excluded from mails May, 1926. Must be watched carefully.
Paris and Hollywood, Minneapolis, night life, erotic tales, and questionable advertising.
Red Pepper, Newark, erotic sketches and prints.
Saucy Stories, New York, sex tales.
Secrets, Cleveland. Conviction; must be watched.
Sensations, New York, erotic text and nude photos.
Snappy Stories, New York, nudity and sex stories.
Snicker Snack, Oak Park, Ill., coarse wit and obscene cartoons.
So This is Paris, Robbinsdale, Minn., erotic.

If a sane, vigorous censorship is exercised over the magazines, much will be done to cleanse the stage of the filth that prevails upon it to-day. Stage plays are usually the outgrowth of material that first appears in magazine or in book form. For example, take The Green Hat, by Michael Arlen, a book that swept this country like wildfire. Young girls devoured this story that dealt with a heroine whose excessive sexual promiscuity was defended by the writer. A little later the author came to this country and was feted as though he was a conquering hero rather than a lewd writer. A little later the story appeared on the stage. Several months ago a little article appeared in Harper's Bazaar under the title, "Gentlemen Prefer Blondes." It was written by Anita Loos. The blonde that the gentlemen preferred was a professional harlot and the article was her diary. From that article grew the book by the same title, and from the book grew the play that immediately became a Broadway success.

The sad hour has come to the American stage when it seems that filth is a prerequisite to plot and obscenity a necessity for success. [Applause.]

The passage of my bill proposing a National Board of Magazine Censorship will keep from the stage some of the filth that comes to it now through the magazines. If conditions are not changed, sooner or later this country is going to be forced into Federal action to cleanse the public stage.

I do not mean this as a general condemnation of the stage. There are many actors and plays now upon the stage, in the United States, which are very valuable contributions to the high ideals of a great people. One of my very closest friends, who is justly honored and appreciated by the people of this country, Pat Rooney, has dignified and elevated the great profession to which he belongs. He, and his charming wife, Marion Bent, and their wonderful son, Pat Rooney III, have entertained the citizens of our country with that kind of wholesome entertainment which recommends itself to the decent amusement-loving public. And I know there are many other actors like these, and hence I do not mean this as a general condemnation of the stage and actors.

An amazing statement appeared on February 3 in the Washington Star by Donald Clive Stuart, professor at Princeton, under whom 90 students are studying the drama. He said:

Moreover, an immoral play never hurt anybody. It doesn't matter whether a play is immoral or moral. If it is immoral, a person is shocked but not harmed.

This statement is unworthy of so dignified a source.

Notwithstanding this statement of this professor from Princeton University, there appeared in New York recently a statement from Theodore Dreiser, novelist, who has always been uncompromisingly opposed to any kind of censorship, as follows:

Some form of legal censorship is inevitable as a result of the present orgy of sex in American theaters, courts, magazines, and newspapers.

I am indebted to George Jean Nathan, the dramatic critic, for an article appearing in Vanity Fair showing that 67 of the dramatic spectacles presented in New York City in recent months were, in his words, "the dirtiest lot of shows that have ever been put on view in the New York legitimate theaters—which cater to young boys and girls as well as to adults." Many of these plays had their origin in magazine stories or books. I give the list, with their names and a brief statement of their vile natures:

1. A play in which an act of adultery was implied to be in exciting progress in a room adjoining the one before the audience's eyes. (It All Depends.)
2. A play in which an apparently willing and eager young married woman went to a hotel with a man not her husband for purposes of adultery. (Oh! Mama!)
3. A play in which a man openly tried to seduce a young girl. (The Mud Turtle.)
4. A play in which a married man brought his mistress into his home that he might have her handy. (The Kiss in a Taxi.)
5. A play in which a young girl realistically showed symptoms of being with illegitimate child. (The Fall of Eve.)
6. A play in which a flapper was seduced by her own father. (Outside Looking In.)
7. A play in which three married women took on three young boys as gigolos. (Cradle Snatchers.)
8. A play in which a rape was realistically attempted before the audience. (All Dressed Up.)
9. A play in which a male went after a female breathing like an incalescent bull. (Love's Call.)
10. A play in which a young woman who defended her excessive sexual promiscuity was offered as a sympathetic heroine. (The Green Hat.)
11. A play in which a boy's lascivious and degenerate mother carried on under his and her husband's nose with her young paramour. (The Vortex.)
12. A play in which a married woman with a son enjoyed an affair with a man younger than her husband. (The Pelican.)
13. A play in which a young woman, longing for a sexual experience, took on a tramp who casually happened by her house. (The New Gallantry.)
14. A play in which a young girl married to an old man deliberately had a child by a younger man. (Human Nature.)
15. A play in which a white woman had an affair with a Chinaman. (The Bridge of Distances.)
16. A play in which a respected lawyer entered into a liaison with his most personable client. (Accused.)
17. A play in which a man invaded a house and immediately seduced one of the willing lady guests. (The Buccaneer.)
18. A play in which the heroine very agreeably had an illegitimate baby. (Stolen Fruit.)
19. A play in which the hero defended himself as a maquereau and lived openly in sin with his woman. (The Crooked Friday.)
20. A play in which a sex-starved young woman deliberately went out and had an affair. (The Call of Life.)
21. A play in which a young wife committed adultery in order to get a job in the movies. (A Man's Man.)
22. A play in which a man carried on sexually with the madam of a bordello, to the delight of the half dozen fancy-women residents. (Weak Sisters.)
23. A play in which a middle-aged woman tried to seduce a young boy. (Lovely Lady.)
24. A play in which a girl child urged a man of 45 to deflower her. (The Glass Slipper.)
25. A play in which a scene of seduction was elaborately acted out in full view of the customers. (Arabesque.)
26. A play in which an old woman had a protracted affair with a young man. (Lucky Sam McCarver.)
27. A play in which a young woman had an affair with her old suitor's young valet. (The Man with a Load of Mischief.)
28. A play in which young boys openly discussed their affairs with women. (Young Woodley.)
29. A play in which a woman and man were in a locked room apparently for purposes of illicit intercourse. (Naughty Cinderella.)
30. A play in which a married woman deliberately went to a bachelor's apartment for sex purposes. (A Lady's Virtue.)
31. A play in which a man attempted the virtue of a woman. (Twelve Miles Out.)
32. A play in which a man repeated the above. (Me.)
33. A play in which a boy seduced the housemaid. (Young Blood.)
34. A play in which several old men carried on with girls in a fast house. (Morals.)
35. A play in which a young boy and girl indulged in sexual intercourse and in which the girl became with child and was defended by her parents. (The Devil to Pay.)

36. A play in which a woman championed illicit love. (Easy Virtue.)
37. A play in which a woman lasciviously teased a man and drove him crazy with passion in order to subjugate him. (Lysistrata.)
38. A play in which illicit amour was handled sympathetically. (Stronger Than Love.)
39. A play in which the heroine had innumerable affairs and was openly coveted by an octogenarian lecher. (The Makropoulos Secret.)
40. A play in which a man pawed a young woman with animal intent. (Down Stream.)
41. A play in which a young woman had sexual intercourse with a monstrosity. (Goat Song.)
42. A play in which a young Englishman coveted the mistress of a Chinaman. (The Love City.)
43. A play in which a woman smilingly surrendered her person to a loose bachelor. (A Weak Woman.)
44. A play in which a young woman ran away from home, had an affair that ended with child, and came back home and boasted about it. (Magda.)
45. A play in which a nymphomaniac went to a bordello and took on a Japanese. (The Shanghai Gesture.)
46. A play in which a married man seduced his chauffeur's wife. (The Great Gatsby.)
47. A play in which a lustful man tortured a sentimental man with accounts of his amours with the woman the latter loved. (The Jest.)
48. A play in which a young woman proposed to a man that he seduce her in her own home. (The Jay Walker.)
49. A play in which a white man stole a colored mistress from her black lover. (Lulu Belle.)
50. A play in which a young girl married to a cripple, and, needing sexual relief, ran off with a lusty sailor. (Port o' London.)
51. A play in which a married woman entered a man's bedroom in a night-dress ostensibly with a view to sacrificing her virtue. (The Night Duel.)
52. A play in which a married man defended his mistress against his wife. (The Unchastened Woman.)
53. A play in which a lumberjack tore the chemise off a young girl and tried forcibly to deflower her. (The Virgin.)
54. A play in which an old woman, a guest in the house of a man and his mistress, prayed that a young man would ravish her. (The Masque of Venice.)
55. A play in which a young man enjoyed illicit intercourse with a married woman and in which a Lesbian made a play for young girls. (Nirvana.)
56. A play in which a young girl was debauched by a young man and had a baby by him. (Juno and the Paycock.)
57. A play in which a man exhibited violent symptoms of his lust for a young woman. (Devils.)
58. A play in which an old woman betrayed her evil thoughts by leading on an old man. (The Chief Thing.)
59. A play in which a woman entered into illegal relations with a man she fancied. (Ashes of Love.)
60. A play in which a half-naked yellow girl employed all her sex resources to get a white man into her grip. (The Half-Caste.)
61. A play in which a young white girl had numerous sex affairs among South Africans. (Kongo.)
62. A play in which a young married woman went sex crazy and seduced a clergyman. (Bride of the Lamb.)
63. A play in which a young woman told the man who coveted her that she would willingly surrender to his importunities. (Glory Hallelujah.)
64. A play with a passage of sex double entente that made Jurgen seem stuff for babes. (Pomeroy's Past.)
65. A play whose leading scene was laid in the bedroom of a couple of unmarried lovers. (At Mrs. Beam's.)
66. A play that eloquently championed a woman who lived openly in sin with a man. (Beau-Strings.)
67. A play that dealt realistically with the pastimes of a harlot. (Sex.)

Let us, gentlemen, as the representatives of our people, set up every possible governmental agency to suppress these vile publications.

Let the dirty dog in human form who would dare publish them feel the lash of outraged authority. He has no proper place in decent society. His place should be in the penitentiary, clothed in the stripes of a felon, and branded with disgrace.

Preachers have preached against this great evil, and have preached well; the good people have prayed against it, and have prayed with fervor; writers have written against the curse, and there has been logic is their sentences; and some have even wept before the altar, and their tears have been sincere. But, gentlemen, the day has come when we should do something more than preach or weep. The tears and the arguments and the agitations should be crystallized into effective legislative action, and the iron hand of the law should take hold of this great evil and throttle it and hurl it back into hell whence it came. This deadly incubus has been hovering over our country for a long time. Like the upas tree, it has been breathing forth the breath of moral death and carrying in concentration the soul-destroying essence of hell itself.

Let us start this movement to preserve and to protect the highest and best interests of our people by setting up this national board of magazine censorship, and then let those in authority on the board drive from our Christian land every salacious, indecent magazine, even as Jesus drove from His Father's house those who sought to defile it. [Applause.]

SUNDRY MESSAGES FROM THE PRESIDENT

The committee informally rose; and the Speaker having resumed the chair, sundry messages, in writing, from the President of the United States was communicated to the House by Mr. Latta, one of his secretaries, who also announced that the President had, on dates as indicated below, approved and signed House bills of the following titles:

On February 5, 1927:

H. R. 10082. An act to permit construction, maintenance, and use of certain pipe lines for petroleum and its products.

On February 7, 1927:

H. R. 3664. An act to correct the military record of Daniel C. Darroch;

H. R. 5085. An act to remove the charge of desertion from and correct the naval record of Louis Nemec, otherwise known as Louis Nemeck;

H. R. 5243. An act to promote the mining of potash on the public domain;

H. R. 5486. An act for the relief of Levi Wright; and

H. R. 7563. An act to amend section 4900 of the United States Revised Statutes;

H. R. 9061. An act to authorize Lieut. Commander Lucius C. Dunn, United States Navy, to accept from the King of Denmark a decoration known as a "Knight of the Order of Dannebrog";

H. R. 9433. An act for the relief of Alexander Edward Metz; and

H. R. 15011. An act granting the consent of Congress to the Paragould-Hopkins Bridge road improvement district of Greene County, Ark., to construct a bridge across the St. Francis River.

MESSAGE FROM THE SENATE

A message from the Senate, by Mr. Craven, its principal clerk, announced that the Senate had passed without amendment House bills and House joint resolutions of the following titles:

H. R. 585. An act for the relief of Frederick Marshall;

H. R. 1105. An act for the relief of the Kelly Springfield Motor Co. of California;

H. R. 1330. An act for the relief of Helene M. Hubrich;

H. R. 1464. An act for the relief of Charles C. Hughes;

H. R. 2184. An act for the relief of James Gaynor;

H. R. 2491. An act for the relief of Gordan A. Dennis;

H. R. 4376. An act to allow and credit the accounts of Joseph R. Hebblethwaite, formerly captain, Quartermaster Corps, United States Army, the sum of $237.90 disallowed by the Comptroller General of the United States;

H. R. 4719. An act for the relief of the New Braunfels Brewing Co.;

H. R. 5866. An act for the relief of the Lehigh Coal & Navigation Co.;

H. R. 5991. An act authorizing the adjustment of the boundaries of the Black Hills and Harney Forests, and for other purposes;

H. R. 6586. An act for the relief of Russell W. Simpson;

H. R. 6806. An act authorizing the payment of a claim to Alexander J. Thompson;

H. R. 7156. An act for the relief of Maurice E. Kinsey;

H. R. 7617. An act to authorize payment to the Pennsylvania Railroad Co., a corporation, for damage to its rolling stock at Raritan Arsenal, Metuchen, N. J., on August 16, 1922;

H. R. 7921. An act to authorize the Commissioner of the General Land Office to dispose by sale of certain public land in the State of Arkansas;

H. R. 8345. An act for the relief of Crane Co.;

H. R. 8685. An act for the relief of Henry S. Royce;

H. R. 9045. An act to establish a national military park at and near Fredericksburg, Va., and to mark and preserve historical points connected with the Battles of Fredericksburg, Spotsylvania Court House, Wilderness, and Chancellorsville, including Salem Church, Va.;

H. R. 9287. An act for the relief of Albert G. Tuxhorn;

H. R. 9667. An act for the relief of Columbus P. Pierce;

H. R. 9912. An act approving the transaction of the adjutant general of the State of Oregon in issuing property to sufferers from a fire in Astoria, Oreg., and relieving the United States property and disbursing officer of the State of Oregon and the State of Oregon from accountability therefor;

H. R. 10076. An act for the relief of the estate of William C. Perry, late of Cross Creek Township, Washington County, Pa.;

H. R. 10130. An act authorizing the Secretary of the Navy, in his discretion, to deliver to the president of the Rotary Club, of Crawfordsville, Montgomery County, Ind., a bell of a battleship that is now, or may be, in his custody;

H. R. 10725. An act for the relief of Capt. C. R. Insley;

H. R. 11325. An act to amend an act entitled "An act to provide compensation for employees of the United States suffering injuries while in the performance of their duties, and for other purposes," approved September 7, 1916, and acts in amendment thereof;

H. R. 11762. An act to provide for the sale of uniforms to individuals separated from the military or naval forces of the United States;

H. R. 12064. An act providing for a grant of land to the county of San Juan, in the State of Washington, for recreational and public-park purposes;

H. R. 12212. An act authorizing the Secretary of the Navy to dispose of obsolete aeronautical equipment to accredited schools, colleges, and universities;

H. R. 12309. An act for the relief of the Bell Telephone Co., of Philadelphia, Pa., and the Illinois Bell Telephone Co.;

H. R. 12852. An act authorizing the Secretary of the Navy to accept on behalf of the United States title in fee simple to a certain strip of land and the construction of a bridge across Archers Creek in South Carolina;

H. R. 12889. An act to relinquish the title of the United States to the land in the claim of Moses Steadham, situate in the county of Baldwin, State of Alabama;

H. R. 12931. An act to provide for maintaining, promoting, and advertising the International Trade Exhibition;

H. R. 13481. An act authorizing the Secretary of the Treasury to accept title for post-office site at Olyphant, Pa., with mineral reservations;

H. R. 14248. An act to amend the provision contained in the act approved March 3, 1915, providing that the Chief of Naval Operations, during the temporary absence of the Secretary and Assistant Secretary of the Navy, shall be next in succession to act as Secretary of the Navy;

H. R. 15537. An act to amend section 476 and section 4934 of the Revised Statutes;

H. R. 15604. An act for the promotion of rifle practice throughout the United States;

H. R. 15651. An act to encourage breeding of riding horses for Army purposes;

H. R. 15653. An act to furnish public quarters, fuel, and light to certain civilian instructors in the United States Military Academy;

H. R. 15821. An act to revise the boundary of the Hawaii National Park on the island of Maui in the Territory of Hawaii; and

H. J. Res. 233. Joint resolution authorizing the Secretary of War to loan certain French guns which belong to the United States and are now in the city park at Walla Walla, Wash., to the city of Walla Walla, and for other purposes.

The message also announced that the Senate had passed with amendments House bills of the following titles, in which the concurrence of the House is requested:

H. R. 3436. An act for the relief of certain officers and former officers of the Army of the United States, and for other purposes;

H. R. 4553. An act authorizing the President to restore Commander George M. Baum, United States Navy, to a place on the list of commanders of the Navy to rank next after Commander David W. Bagley, United States Navy;

H. R. 10485. An act for the relief of William C. Harllee;

H. R. 11421. An act to provide for conveyance of certain lands in the State of Alabama for State park and game preserve purposes; and

H. R. 11803. An act to authorize the incorporated town of Juneau, Alaska, to issue bonds for the construction and equipment of schools therein, and for other purposes.

The message also announced that the Senate had passed Senate bills and joint resolutions of the following titles, in which the concurrence of the House is requested:

S. 118. An act for the relief of all owners of cargo aboard the steamship *Gaelic Prince* at the time of her collision with the U. S. S. *Antigone;*

S. 670. An act for the relief of Joseph F. Thorpe;

S. 1266. An act authorizing the establishment of a fisheries experiment station on the coast of Washington, and fish-hatching and cultural stations in New Mexico and Idaho, and for other purposes;

S. 1453. An act for the relief of Frank Topping and others;

S. 1787. An act for the return of $5,000 to the New Amsterdam Casualty Co.;

S. 1959. An act granting relief to persons who served in the Military Telegraph Corps of the Army during the Civil War;

S. 2618. An act for the relief of the National Surety Co.;

S. 3739. An act for the relief of Josephine Doxey;

S. 3896. An act to amend section 11 of the merchant marine act, 1920, and to complete the construction loan fund authorized by that section;

S. 4069. An act to authorize the Secretary of the Interior to exchange for lands in private ownership in Gunnison County, Colo., certain public lands in Delta County, Colo.;

S. 4268. An act for the relief of H. W. Krueger and H. J. Selmer, bondsmen for the Green Bay Dry Dock Co., in their contract for the construction of certain steel barges and a dredge for the Government of the United States;

S. 4474. An act to amend an act entitled "An act to regulate the practice of pharmacy and the sale of poisons in the District of Columbia, and for other purposes," approved May 7, 1906, as amended;

S. 4491. An act for the relief of G. W. Rogers;

S. 4611. An act authorizing certain Indian tribes and bands, or any of them, residing in the State of Washington, to present their claims to the Court of Claims;

S. 4669. An act for the relief of the Kentucky-Wyoming Oil Co. (Inc.);

S. 4682. An act granting permission to Lieut. Col. Harry N. Cootes, United States Army, to accept certain decorations tendered him;

S. 4683. An act granting permission to Commander Jules James, United States Navy, to accept the decoration of the Legion of Honor tendered him by the Republic of France;

S. 4719. An act for the relief of Thomas Johnsen;

S. 4756. An act for the relief of Capt. Ellis E. Haring and Edward F. Batchelor;

S. 4841. An act for the relief of Samuel J. Leaphart;

S. 4851. An act authorizing the Secretary of War to convey to the city of Springfield, Mass., certain parcels of land within the Springfield Armory Military Reservation, Mass., and for other purposes;

S. 4858. An act for the relief of Martha Ellen Raper;

S. 4964. An act transferring a portion of the lands of the military reservation of the Presidio of San Francisco to the Department of the Treasury;

S. 5083. An act to supplement the act entitled "An act granting the consent of Congress to the city of Louisville, Ky., to construct a bridge across the Ohio River at or near said city," approved April 2, 1926;

S. 5213. An act for the relief of the Lucy Webb Hayes National Training School for Deaconesses and Missionaries;

S. 5332. An act to authorize the removal of the Aqueduct Bridge crossing the Potomac River from Georgetown, D. C., to Rosslyn, Va.;

S. 5339. An act to authorize the Secretary of the Treasury to enter into a lease of a suitable building for customs purposes in the city of New York;

S. 5349. An act to amend section 7 (a) of the act of March 3, 1925, known as the "District of Columbia traffic act, 1925," as amended by section 2 of the act of July 3, 1926;

S. 5435. An act to provide for the widening of C Street NE., in the District of Columbia, and for other purposes;

S. 5466. An act for the relief of the Citizens' National Bank, of Petty, Tex.;

S. 5523. An act authorizing the Shoshone Tribe of Indians of the Wind River Reservation in Wyoming to submit claims to the Court of Claims;

S. 5539. An act to authorize and direct the Comptroller General to settle and allow the claims of E. A. Goldenweiser, Edith M. Furbush, and Horatio M. Pollock for services rendered to the Department of Commerce; and

S. J. Res. 120. Joint resolution authorizing the acceptance of title to certain lands in Teton County, Wyo., adjacent to the winter elk refuge in said State established in accordance with the act of Congress of August 10, 1912 (37 Stat. L., p. 293).

The message also announced that the Senate had agreed to the amendments of the House of Representatives to the amendments of the Senate Nos. 2 and 3 to the bill (H. R. 15959) entitled "An act making appropriations for the Executive Office and sundry independent executive bureaus, boards, commissions, and offices for the fiscal year ending June 30, 1928, and for other purposes."

The message also announced that, pursuant to the provisions of section 5581 of the Revised Statutes of the United States, the Vice President appointed Mr. SMOOT and Mr. ROBINSON of Arkansas members of the Board of Regents of the Smithsonian Institution to fill vacancies that will occur on March 4, 1927.

LEGISLATIVE APPROPRIATION BILL

The committee resumed its session.

Mr. McMILLAN. Mr. Chairman and gentlemen of the committee, I have recently received a number of telegrams and other communications from constituents of the city of Charleston, and employees of the Charleston Navy Yard. These communications I think are of vital interest to you, because in them there is presented a question to Congress and to the country which, in my opinion, deserves your earnest and favorable consideration. I will read these communications for your information, as well as excerpts from letters which I have received:

[Telegrams]

SUMMERVILLE, S. C., *February 2, 1927.*

The Hon. THOMAS S. McMILLAN,
Congressman South Carolina, Washington, D. C.

SIR: There is shortage of four thousand in steam engineering appropriations for month February. This will mean the laying off of 12 men unless something is done by you to assist us. Kindly give this your immediate attention.

WM. E. TAYLOR,
Chairman Shop Committee,
No. 38, Building 9, Navy Yard, Charleston, S. C.

CHARLESTON, S. C., *January 31, 1927.*

Congressman McMILLAN,
Washington, D. C.:

Machinery division, $2,300 less for February. Lay off of 20 men inevitable if you do not assist us. Please do all you can to keep these men with families employed. Thanks.

A. O. STROHMEYER,
Chairman Inside Machinists,
Navy Yard, Charleston, S. C.

CHARLESTON, S. C., *February 2, 1927.*

Congressman McMILLAN,
Washington, D. C.

HONORABLE SIR: We the boiler makers and helpers of the navy yard, Charleston, are wishing you to do all in your power to have Navy Department increase the allotment for the machinery division which has been cut very low for this month.

Respectfully,

W. M. ROURK, *Chairman.*
R. J. McNIELL.
WM. MERRITT.

[Letter]

CHARLESTON, S. C., *January 31, 1927.*

Hon. THOMAS S. McMILLAN,
First District of South Carolina, Washington, D. C.

DEAR TOM: I was informed late this afternoon by our master mechanic that we were $2,300 short for the month of February in the machinery division, and what applies to them, also applies to us. As a whole this will be equal to about 18 men, so it will seem that about 18 men will be laid off. I was also informed that the Norfolk yard is calling in all the men they can get, and we think there should be no discrimination between us, therefore we ask you to do what you can for us in this matter.

Yours sincerely,

W. M. TILSON,
For Committee.

Within the last few days the yard has received instructions from the Bureau of Engineering cutting down our allotment for the coming month to such an extent that, unless a reconsideration therefor is allowed, it will mean ultimately the discharge of many employees mainly in the inside and outside machinists' groups. What this means to us is unnecessary to point out to you.

If the bureaus keep cutting down their allotments and the number of our employees continuously reduced, there will come a time when we can no longer cut off from the bottom, but, in order to preserve a semblance of a balanced force, will be obliged to consider cutting as well from the top. We fully realize the consternation that such a situation would create, but it is a matter over which, as you are perfectly aware, we employees have no control. Unless we can get more money from the department we will have to keep on cutting down. The only answer is to get more work for the yard, and I sincerely hope that not only you, but also Senator SMITH and Senator BLEASE, and other friends you could get to interest themselves, in this matter and use all possible influence to keep the yard from being starved to death.

Now, the laying off of many of our valuable and high-class workmen, some having been here steadily for many years, due to withholding work from this yard, and their having to leave their home town to go to the navy yard at Norfolk, Washington, Philadelphia, and New York, to my personal knowledge, many of whom are still in those yards at work, but most eager to return here to their homes and return their families to their homes, too, is a tragedy; just because some official saw fit to withhold work from this yard and to send it to some of the bigger yards—why? Perhaps for political reasons. But its not a square deal, and we ought to be able to hammer away so heavy and hard and fast that the Nation will demand an about-face in the matter and giving this yard, even more so than ever, a fair deal in the way of work, both construction and repair work, where we can not only find labor plenty, but high-class labor, even cheaper than at any other yard, and in a climate where work can be conducted without molestation from rains or cold. Let's hope that a new day is about to dawn upon the Charleston yard for fairness and a square deal.

Your profound and abiding interest in this navy yard and its efficiency, and in its employees as well, is well known and most genuinely appreciated, I assure you. We, the employees, in so far as we may, stand ready to lend you every cooperation possible, and trust you will keep up the fight, with the cooperation at all times of all of our South Carolina delegation in Congress, until the evil has been fully remedied.

I suggested a few minutes ago that this matter is of prime importance to the people of the country and I shall undertake to show you why I believe it should receive the attention of the Congress. Let me review a little history to you. Do you know that on the east coast of this country we have seven navy yards, and that six of those seven navy yards are north of Cape Hatteras, which is the dividing line, geographically, between the north and south Atlantic Ocean. To the north of Cape Hatteras is a coast line of 700 miles. In those 700 miles there are six navy yards. To the south of Cape Hatteras, to Mexico, a distance of 3,500 miles, we have but one navy yard, and that navy yard is at Charleston, S. C. In the six navy yards north of Cape Hatteras there are employed on an average per year per yard, more than 3,100 men. There is an expenditure for labor in those six yards north of Cape Hatteras to the extent of $4,600,000 on an average per yard per year. To the south of Cape Hatteras in a shore line of 3,500 miles, we have only one navy yard, and there are employed in that navy yard only 515 men, with a labor expenditure of $782,000 per year.

I shall insert in the RECORD for your attention a statement from the Paymaster General of the Navy showing navy yard expenditures for the fiscal year ending June 30, 1926, and average number of employees and the average number of men employed in the various yards. This statement I am satisfied will convince you beyond a question of doubt of the rank injustice and inequality against our only southern yard and the South in general.

Labor expenditures by yards for fiscal year 1926

Yard	Labor	Average number of employees
Portsmouth	$4,772,124.00	2,635
Boston	4,691,319.00	2,574
New York	6,290,574.00	3,408
Philadelphia	5,368,017.00	3,203
Norfolk	4,959,541.00	3,013
Charleston	782,068.00	515
Mare Island	5,266,721.00	2,874
Puget Sound	5,983,618.00	3,289
Washington, D. C	4,936,640.59	3,094

This record shows on its face the unadulterated bald-faced discrimination shown against the South, and as a Representative from that section of the country, which I have the honor to represent, I do not propose for such discrimination and inequality to exist without raising my solemn protest. Think of it! A shore line of 3,500 miles facing the Gulf of Mexico, the Carribean Sea, the Panama Canal, Cuba, and other foreign countries, and the nearest section of our country to those countries in Central and South America, with whom we are at this very moment having very strained diplomatic relations.

Mr. JOHNSON of Texas. Will the gentleman yield?

Mr. McMILLAN. Yes; gladly.

Mr. JOHNSON of Texas. I am very much interested in the gentleman's statement. Can he inform us whose fault it is that these navy yards are congested within a certain area, and not scattered throughout the coast equitably?

Mr. McMILLAN. I shall be glad to try and answer the question of my friend from Texas. In those six navy yards north of Cape Hatteras there are 16 dry docks. If those dry docks were put along at different points equally so far as the number of miles are concerned, in those 700 miles there would be a dry dock for every 44½ miles of coast line, while south of Cape Hatteras there is only one dry dock for 3,500 miles of coast line. The gentleman from Texas wants to know what is the reason for such condition. I believe I can tell him the cause in a nutshell. It is due entirely to the game of politics

and without the slightest regard for the safety and defense of our common country.

Let it be understood at the outset. I am a friend of the Navy. I believe in an adequate navy. A few weeks ago, as we all know, we had under consideration on this floor the naval appropriation bill and the question of the new cruiser program. I voted for those items and supported them, because I believe this country should have an adequate navy, but, at the same time, I believe, as a Representative on this floor I have the right to indulge in what I believe to be constructive criticism, for the benefit of the country as a whole as I see it. It is not by any means a pleasant duty for me to criticise any department of the Government. It is not and never has been a part of my nature to criticise anyone unless I am sure of my ground. I am convinced in this case that I know what I am talking about and it is therefore my duty, as a member of this body, to bring the matter to the attention of Congress and the country.

The Charleston Navy Yard has for many years reminded me of the proverbial red-headed stepchild, and that this red-headed stepchild, as is represented by the Charleston Navy Yard, has received, and still is receiving, about the same sort of support, or rather to be more exact, the same kind of abuse whether the administration in power be Democratic or Republican. When the Democrats are in control they immediately say: "Why bless your soul, what is the use of worrying about the navy yard at Charleston, S. C., and the South generally? They vote for us and always will." When the Republicans are in control they immediately say: "What is the use of us worrying about South Carolina or the South either? They have never voted for us and never will." [Applause.] So there you are. We get it in the neck going or coming, purely because of politics and without the slightest regard to the merits involved.

Let me at this time remind you of certain recommendations that have heretofore been made in connection with the strategic importance of the navy yard at Charleston by a number of distinguished officers of the Navy. I read an excerpt of a letter from Admiral Helm, former commandant of the Charleston Navy Yard, a letter to the Charleston Chamber of Commerce, in which, among other things, he stated:

* * * The incomparable superiority of the Charleston Navy Yard lies in the fact that not only is it the nearest yard of first-class equipment to the Panama Canal, but it is the only yard south of Norfolk which is impregnable against attack by sea. Charleston, although under seige throughout two great wars, has never been captured from the water. Its defenses to-day guarantee it against such a fate in the future and make the Charleston Navy Yard, sheltered from storm and protected against any hostile fleet, the great strategic base from which any possible naval warfare of the future is most likely to be conducted.

Likewise a statement of Admiral Benson, Chief of Naval Operations in 1916, as follows:

We ought to have a good yard somewhere south of Hatteras where ships could go in case of injury in battle without having to come to our northern yards.

He also stated the requisites for a good navy yard, all of which Charleston possesses.

And then, a letter from Rear Admiral Anderson, former commandant of the Charleston Navy Yard, to a subcommittee of the Senate a few years ago. His letter in part reads as follows:

Regarding the question of a dry dock, there are three reasons why in my opinion such a dock should be located south of Hatteras. My study of strategy makes me firmly of the opinion that in any naval war in which this country may become involved in the Atlantic the battle would probably be fought south of Cape Hatteras, in which case a harbor with a deep channel and dry dock capable of receiving disabled ships would be absolutely indispensable. This phase of the question, however, has undoubtedly been presented to the committee over and over again, and I will not waste your time by discussing it further.

Second. I was in command of the American Patrol Detachment during the war, and my mission was to safeguard American and allied interests in the Caribbean and Gulf of Mexico. In preparing my "Estimate of the situation" I found that about 1,500,000 tons of shipping passed through the straits of Florida each way monthly and, after the submarines appeared off our coasts, was routed by Charleston. Had the commanding officers of the German submarines been of the same caliber as those during the first year of the war, and had they handled their vessels with nerve, they would have attacked this shipping proceeding along our coast and done immense damage to it. In addition to sinking there would have been many vessels injured both by mines and torpedoes which would have been able to limp into the port of Charleston; and if we had a deep waterway and a dry dock capable of taking these damaged vessels, the dock would have more than paid for itself.

Without this dock and under such conditions we would have been absolutely swamped. As the submarine is essentially the weapon of a weak naval power and it is by no means impossible that unscrupulous use of this weapon against merchant shipping might be repeated in the future, it seems to me to be the part of wisdom to provide against it as far as possible.

Third. The discriminating railroad rates against Southern cities has recently been abolished and there is little doubt but what the commerce of Charleston will largely increase, in which case a dry dock capable of accommodating large merchant vessels at this port might be a paying proposition.

Let me add here in the fulfillment of the prophecy of Admiral Anderson that since the discrimination of railroad rates has been removed that the port of Charleston since 1921 has increased its foreign trade from $12,000,000 to $48,500,000. This remarkable increase is also shown in the port receipts of Savannah, Jacksonville, New Orleans, and other South Atlantic and Gulf port cities.

Mr. GASQUE. I am greatly interested in the gentleman's statement that he is in favor of a strong navy and has always voted for one and for every appropriation that has come up to strengthen the Navy. Is not the gentleman also in favor of economy in the handling of the funds that we appropriate for the Navy?

Mr. McMILLAN. Absolutely.

Mr. GASQUE. Is there any economy in bringing ships for repair from Cuba or even farther south, from Nicaragua and Colon, right by the Charleston Navy Yard and take them north to have them repaired when they go right by that navy yard?

Mr. McMILLAN. There is no economy in such program, as I see it. On this very point may I call attention of the House that to-day we have a fleet of gunboats and cruisers under command of Admiral Latimer in the Carribean Sea and the Gulf of Mexico, guarding America's interests in Central and South America countries. These ships, under the present policy of the department, in the event they are to be repaired, must return to what is known as their home yard to which they have been assigned for such purposes, although their base is in southern waters. It is not in the interest of economy, as I see it, for them to be required to steam hundreds, or perhaps thousands, of miles burning additional fuel and taking additional time, and while doing so immediately passes the navy yard at Charleston, which is amply provided from every standpoint for handling their needs and providing for their requirements.

I desire at this time, also, to call attention to one or two other outstanding events within the past few months, which should not go unnoticed and unheralded, in relation to the strategic importance of the Charleston yard, bearing out again and again the recommendations made by these distinguished officers of the Navy, to which I have referred. Last fall, in the month of October, a few destroyers of the Atlantic destroyer force were ordered to Miami, Fla., as a result of the Miami storm, with a view of aiding and assisting the citizens of that stricken area in every way possible. The destroyer *Shaw* while on its way south went out of commission and limped into the port of Charleston, where it was immediately taken in tow by the forces of the Charleston Navy Yard, and the necessary repairs made to it with the least possible delay.

The report of its commanding officer to the commander of the Atlantic destroyer force is very illuminating and highly satisfactory in every detail as to the work which was done on his ship and the speed in which it was accomplished. For the illumination of the Members of this House I am going to read for your information a part of this report, which reveals in glowing terms the splendid work done by the officers and employees of the Charleston yard:

3. The work done by the Charleston Navy Yard was in every case most satisfactory. The workmen employed are real mechanics, and there is no lost motion whatever from the time a repair is authorized until its completion. There was no loafing and no trial and error work to contend with. A plan was made by the leading man and this plan was worked out without the least friction and in the minimum time, and there was no occasion to try and try again. The work was done properly and efficiently the first time. The men are in most cases old employees and take a real pride in the quality of their work. The courtesy and cooperation of the officer personnel of the yard can not be praised too highly. While it was still possible for the *Shaw* to complete her assigned mission every effort was made by the yard officers to supply her with necessary stores, tug service, and oil barges. When it became apparent that she would not be able to continue on toward Florida a tug was sent to tow the *Shaw* to the navy yard and berth her safely there instead of leaving her in the stream. When the necessary repairs were authorized plans were ready and there was not

a moment's delay in starting the work. The motto of this yard might well be "Courtesy, cooperation, and competency."

4. So little work is being done at this yard that Coast Guard vessels can secure priority. This means that they get the best workmen, instead of having to take what is left over after other ships are provided for. The commander, destroyer force, is in a position to realize this benefit more than anyone else in the service.

5. Should it become necessary to operate in southern waters, the following logistic data are given: At the Charleston yard there is berthing space for four or more ships, oil and fresh water are obtainable, and excellent repair facilities are at hand. The harbor is easy of access, either by day or by night. The percentage of thick weather is small and tugboat assistance is available for landings or getting away from wharf at unfavorable stages of the tide (current).

Hardly had this job of the destroyer *Shaw* been completed before the battleship *Arkansas* appeared on the scene. This battleship, as you will recall, was one which was included in the modernization act, and her reconstruction had just been completed at Philadelphia. She was on a "shake-down" cruise to Guantanamo. It appeared from the very beginning that she had lost one of her main bearings and put into Hampton Roads for repairs before coming to Charleston. After leaving Hampton Roads during the latter part of November of last year she anchored off the Charleston Lightship with one of her engines disabled. She limped into Charleston the following day, at which time the officers and mechanics of the Charleston yard were called upon for help. The work involved rebabbitting of two large main bearings, a job ordinarily lasting a week or so, but the yard force got busy immediately and within two or three days the job was completed, much to the surprise and delight of her commander. She again put to sea, with everybody loud in their praise for the promptness and efficiency in which the yard employees had done the work.

These incidents, in my opinion, again forcibly demonstrate my argument and position, as well as revealing to you and the country the indisputable fact that the navy yard at Charleston occupies a unique and important place in the naval strategy of our country. It is the only yard, I repeat, south of Cape Hatteras capable of effecting major repairs. In the case of the *Arkansas;* here was a ship, one of the major units of the Atlantic Scouting Fleet, finding itself disabled in the vicinity of Charleston and being required to have its repairs promptly and efficiently carried out. Upon inquiry I have ascertained from a reliable source that unless the yard would have been available to her it would have cost the Government approximately $12,000 to have her towed to the next nearest yard. I mention these incidents merely to bring to your attention again the prime importance of this yard and the concrete examples why same is an absolute necessity in our naval picture.

I want to call your attention to another glaring inequality and discrimination against the Charleston yard. As you perhaps know, many articles that are used in the Navy, both on shore and afloat, are manufactured within the navy yards of this country. Upon examination I have found according to the records of the department a total of 141 articles manufactured. These articles are too numerous to mention, but let me remind you that not a single one of the 141 articles are manufactured in the yard at Charleston, although many of such articles are manufactured directly from cotton goods which is grown and raised within a stone's throw of the navy yard at Charleston. For instance, let me mention a few of them that come within this particular category: Clothes, table covers, hammocks, chair covers, kites, lines, mattress ticks, and towels, and probably others I have overlooked. Prior to and during the war we did have a clothing factory in our yard, but, like many other surgical operations that have been performed on us, this factory has been closed and the products herein enumerated manufactured at other yards.

Where does economy enter into such a program when we have both the facilities and the products available for the manufacture of such articles, and instead of this line of work being an actual accomplishment at the Charleston Navy Yard it is removed to other stations with the additional cost of transportation and handling?

Is it not strange that we hear so much about economy in all of our Federal activities for the past few years? Time and again I have heard this song sung. Activity after activity of the navy yard at Charleston has been either closed or removed, and on every occasion "holy economy" has been advanced as the cause. Let us see if it is. The Charleston Navy Yard, as I have already shown you, is now and has been operating for several years on a skeleton basis with a minimum number of employees that may at the most be termed as a balanced and workable force. Now, here comes an order further reducing the employees at this yard when at the same time perhaps there is a call going out in the North Atlantic yards for additional men. By reference to the average number of men employed for the last few years, say since the war, you will find that the northern yards have maintained an average employment per yard of more than 3,000 employees each, while the Charleston yard, as I have shown already, has a measly pittance of barely over 500 men. Why, before the war, when there was appropriated, say in 1914, only $144,000,000 for Navy purposes, there was employed at Charleston an average of 866 men, which at that time showed some semblance of a parity with other east-coast yards; but now, mind you, in the fiscal year 1926, when there was appropriated over $310,000,000 for naval purposes, an average of 3,100 men were employed in each of the yards north of Cape Hatteras, while at Charleston there has been an actual reduction of over 300 below the 1914 average. This is amazing. It is startling. Yes; it is discrimination of the grossest kind and actuated by no other motive than for political purposes.

The employees at the Charleston yard who are still so fortunate to hold their positions are the cream of the mechanics of the entire naval establishment. Many of them have been in the service there for years and years, they are proficient, they are experts in their line, they take great pride in their work, and yet with such inequalities and gross sectional discrimination being carried out, their lives are one of daily fear and trembling in anticipation of being thrown out of a job with a wife and family to support. Many of them, I may say, have already seen the handwriting on the wall and as a result have been forced to leave their families at home and go elsewhere to secure employment by reason of this unfortunate situation.

Mr. LANKFORD. Can there be any other reason than the rankest kind of prejudice against the South and favoritism for the northern coast line?

Mr. McMILLAN. The gentleman has expressed it correctly.

Mr. LANKFORD. Have we not ideal climatic conditions along that coast?

Mr. McMILLAN. We have climatic conditions there that are ideal. Our men can work out in the yard all the year around, whereas in the yards in the north probably they are unable to go outside half of the time.

Mr. LANKFORD. It is a winter resort in the winter time and a summer resort in the summer time?

Mr. McMILLAN. Yes.

My friends, I desire at this point to call to your attention a part of an editorial appearing on February 7, 1927, in the Charleston News and Courier, one of the South's oldest and best-known daily papers, bearing on this subject and in direct accord with my views. It says:

Is this fair? Is it right? Is it in the public interest? These are questions which sooner or later will have to be answered. * * * But we do not believe that the conditions which have been shown to exist in this navy-yard matter can continue without an accounting being required in due course. This newspaper said four years ago and says again now, that if the military authorities, after all proper investigation, should decide on a change of navy-yard policy that involved the closing of the Charleston Navy Yard along with other navy yards it would be the proper thing to accept a program which was shown to be in the interest of the Navy and of the country. But it is under no such program that the existing policy of starving the one yard south of Hatteras while continuing to spend millions on six northern yards has been formulated. The existing policy has politics stamped all over it. He who runs can see that, President Coolidge having compelled drastic cuts in the money available for naval expenditures, the money has been allocated to the northern yards and the navy yard at Charleston has been given barely enough to save it from extinction.

And, on the same date there is found an editorial in the Charleston Evening Post, another one of our leading dailies, which goes to the meat of this situation. I read as follows:

THE NAVY YARD

Once more the question of the Navy Department's attitude toward the Charleston Navy Yard is up. The yard has been reduced to a mere shadow of its former proportions and is now barely maintained as a going concern. If the proposed further reduction of its force by approximately 15 per cent is put into effect, it will, in the opinion of those who have the fullest knowledge of the situation, result in such a crippling of the establishment as will make it almost useless.

Of the importance of the Charleston yard as a unit in the system of shore stations for the Navy there can be no doubt. The question has been argued on many occasions and has been decided always by experts in the affirmative. The Charleston yard is the only first-class naval station on the mainland of the United States south of Norfolk, and its place in the general scheme of naval defense is vital. That reductions of its activities have been necessitated by the general reduction of the

Naval Establishment is understood, but undoubtedly the Charleston yard has been made to bear a larger percentage of reduction than other and less important stations by reason of sectional considerations and political influence. Such things are not to be escaped, we suppose, but there is a point beyond which, in the interest of the national security, they ought not to be permitted to go. A course which might result in virtually destroying the Charleston Navy Yard would be a serious blow to the efficiency of the United States Naval Establishment, which is dependent for its efficiency so greatly upon well-equipped shore stations, to which the vessels of the fleet may resort for repair or conditioning, in order that they may be kept in such trim as is essential to the nature of their employment, the time for which nobody can guess for a certainty.

Gentlemen of the House, I ask you in all seriousness if this question can be longer ignored? I appeal to the Congress, I appeal to the country, I appeal to the administration in power to see to it that this condition is immediately remedied and the game of politics no longer played in Navy activities where the safety and protection of our citizens are involved and our common country, be it a section of the North, South, East, or West, subjected to a trade for a mess of political pottage. May I repeat in conclusion that I am a strong believer in an adequate and well-balanced navy to protect our shores at home and our commerce on the seas, and the thought I have tried to bring to you is for its interest, its welfare, as well as for the interest of my section of the country, which I in part have the honor to represent on this floor, and for our country as a whole. [Applause.]

Mr. LEA of California. Mr. Chairman, the gentleman from Colorado [Mr. TAYLOR] authorized me to yield 20 minutes to myself.

Mr. Chairman, I desire to discuss the reasons which have caused a demand for Boulder dam legislation. I desire to discuss the physical features, the proposed improvements, the financial plan, and objections urged against this legislation. The Colorado River is one of the most unique rivers in this world. A few years ago for the first time I visited the Grand Canyon of the Colorado. I stood on top of the rim and looked 6,000 feet below to the waters of the Colorado running like a yellow ribbon to the sea.

I was looking into the greatest gash in the surface of this earth. The waters of the Colorado rise in Wyoming and in the State of Colorado and drop 10,000 feet in a distance of 1,700 miles before they flow into the Gulf of California. That river has the greatest development possibilities of any river in the Nation. When economic conditions require it can irrigate four or five million acres of land. It can develop over six million horsepower of hydroelectric power.

THE NEED

The particular conditions that now urge this legislation upon Congress are due to the physical character of this river. In the centuries gone by the Gulf of California extended north over what is now the Imperial Valley. The Colorado River coming from the inter-mountain section deposited much silt while boring out this great gash in the earth's surface. It built a dam, or delta, across the gulf and cut off the north part of the Gulf of California. The river played back and forth over the delta for centuries and finally turned south to be discharged on the Mexican side of the delta. As the ages drifted on the northern part of the gulf evaporated. So we had the Imperial Valley, a bowl; a bowl below sea level with no outlet. The Imperial Valley may now be compared to the bowl of this House. The Colorado River could be pictured as flowing on the crest of the gallery and finally turning over the crest of the delta away from Imperial Valley to the Gulf of California.

The river carries a heavy amount of silt. It is now depositing that silt in a triangular depression at the top of this dam the river itself has built above Imperial Valley. Engineers agree it is only a matter of time when that river, if unobstructed, is going to turn into Imperial Valley. It may not be next year. Engineers do not estimate it will be longer than 20 years until the river goes into Imperial Valley.

This country is familiar with flood control. Flood control in the Imperial Valley is somewhat different from what it is in the Mississippi Valley. In the Mississippi Valley, the flood overflows and covers up large areas, bringing misery and destruction, but there is still drainage and it passes on; and the land at least, remains for productive purposes. In the Imperial Valley there is no drainage. If the river goes there, it leaves a lake. Sixty thousand people in the valley, with $100,000,000 worth of property are jeopardized by this peril.

The irrigating canal that runs through Mexico into Imperial Valley was the most available means of delivering a water supply and developing the valley. It proved unsatisfactory from the beginning. The people of the Imperial Valley went into Mexico and built the canal. Then they had to build 70 miles of embankment along the river to restrain its flood waters. They had to agree to give Mexico one-half the water carried in the canal. When they were forced to go into Mexico to carry on these improvements, which were of equal value to Mexico, many difficulties developed. To illustrate some of the difficulties: They took secondhand rails for the railroad track running along the top of the levee to transport construction materials. Mexico compelled Imperial Valley to pay a tariff of $25,000 on the secondhand rails. They took teams to pull scrapers and Mexico charged a tariff of $5 per head on the mules. They were going there to work for Mexico as well as for Imperial Valley. The sole source of title to the water upon which Imperial Valley is dependent is insecure, because of the Mexican location of the canal.

The water supply for the 400,000 acres in the Imperial Valley now irrigated is insufficient. That supply will be insufficient until some greater supply is provided. That is one of the purposes of this legislation.

There is a rim section in the valley of 300,000 acres, which can eventually be irrigated by the all-American canal proposed in this legislation. That rim section can not be reached by the present means of supplying Imperial Valley.

There is another important reason which has led to the demand for this legislation. That is the deficient water supply for southern California cities. In the main the section of country supplied water by the Colorado River is a section where the grass does not grow and where fruit will not mature without water. Water is just as important as the soil.

The development of southern California is limited by its water supply. There are 1,800,000 people in southern California who need this water supply for actual domestic uses—to drink and for household purposes. This is no fictitious demand. Those people recently voted $2,000,000, not for securing water, but for investigating their vast problem to determine the most available source and means for an adequate water supply. Under the terms of this bill those people, nearly 2,000,000, with an assessed valuation of their property of $1,000,000,000, will, under lawful authority, sign an agreement to pay to the United States the cost of this development, with interest from the very hour the first dollar is expended.

In addition, they will assume responsibility to the extent of $150,000,000 for the purpose of transporting the water from the river to southern California. They agree to pay for 250,000 horsepower to lift this water up over the crest of the coast range in order that it may flow to the cities of southern California.

Those people are in earnest. This is necessary for the future development of that section. There is no greater demand known in the history of the world for water than for domestic purposes. In nearly every country the demand for water for domestic use is the primary demand.

THE PHYSICAL PLAN

The Colorado River is unusual with respect to the variation of its flow. The annual variation is from 9,000,000 to 26,000,000 acre-feet. Sometimes the flow in the Colorado River is only 1,300 second-feet. At other times the flow is nearly one hundred and fifty times that amount. It is distinctly a flood stream.

Now, the proposition is to go up to Boulder Canyon, a place which, if it was designed by the Creator especially for this purpose, could not serve the purpose more effectively. Conditions there require a dam only about 300 feet wide at the bottom, only 1,300 feet across at the top and 550 feet high. That dam will provide a reservoir of 26,000,000 acre-feet, water enough to cover 40,000 square miles of land a foot deep; space enough to take the whole Colorado River flow for one and one-half years and not permit a drop to pass by the dam if so desired.

Now, what will that accomplish? Several things. In the first place, it will be a catch basin for the silt that is now filling up the depression and tending to make the Colorado River flow into the Imperial Valley.

In the second place, it will hold back the floods, so the water can be applied to irrigation when needed, so there will be a constant supply for the domestic demands of southern California, so that Arizona can have water, so that the flood waters instead of being wasted and a menace may be applied to productive purposes. At the same time the dam will furnish a dependable supply for the present project in Imperial Valley. In addition to that the dam provides for the development of 1,000,000 horsepower, a steady horsepower of 550,000 electric horsepower.

This bill also provides for an all-American canal. It relieves the United States from dependence upon Mexico. It takes the

canal out of that country and gives a supply to the Imperial Valley and to southern California entirely on American soil and places the new canal above the rim lands of the Imperial Valley.

THE FINANCIAL PLAN

Now, what is the financial plan? Storage in the Colorado River at Boulder Dam, it is estimated, can be secured for $1.62 per acre-foot. Ordinarily $8 or $10 per acre-foot would be regarded as a cheap price. Nowhere else in the United States has there been any storage secured that is comparable in its terms to the storage to be secured at Boulder Dam. Nowhere else on earth has the Creator built a surrounding territory that so yields to the construction of this dam. There are granite walls 1,300 feet high, with a narrow gorge, where a comparatively small dam will provide this storage. The total estimated cost is $125,000,000, including the payment of interest from the time the project starts until it is completed. Before one dollar is expended and before a rock is turned the Secretary of the Interior is required to make arrangements guaranteeing the payment of the entire investment to the United States within 50 years, including interest. That includes the cost of flood control.

Ordinarily the United States has out of the Treasury assumed at least part responsibility for flood control. Here the people of my State agree, with over $1,000,000,000 behind the agreement, to repay to the United States every dollar for flood control, with interest. There is no other project that is comparable to that in the history of this country. The Imperial Irrigation District, with a valuation of $100,000,000, also is to sign the agreement.

It is suggested there may be an underestimate of the cost of this project. It is estimated at $125,000,000. Suppose there is an underestimate and it will cost more? In that event you have this situation: The people of my State will pay the United States every dollar of the $125,000,000. After that amount is all paid, the United States will still retain this dam and the power plant that may be erected, with their earning capacity. If this project can pay $125,000,000, will it not also have the capacity to pay any overcharge that may remain after that payment has been made?

In any event the users of this project must pay for it, and after payment the dam and plant will belong to the United States. If private concerns built the dam, the users would pay for it just the same, but it would still belong to its private owners instead of the Government.

OBJECTIONS

Certain objections are made to the passage of this legislation. It is suggested, for instance, that we postpone legislation until Arizona has signed the compact. As I view it, the compact is not of primary importance to the success of this enterprise. What is the reason for the compact? The great principle of law for the development of arid areas has been different from that of the ownership of anything else in the world. The rule in the arid sections and of the western part of the United States has been that title to the use of water can be acquired only by the beneficial application of the water. A man may own anything else and he can destroy it if he pleases, but the rule of the arid sections of the West, as a matter of necessity, is that no man can have title to water unless he beneficially applies it. Water is too precious to waste. His neighbor may use it if he does not; he can not monopolize unused water and prevent his neighbor from using it.

Now, what does the compact do? The most important thing the compact does is simply to waive that rule of water rights in the West. Why is the compact proposed? Because Colorado, Utah, and Wyoming, and the other States have rights which they expect to exercise in the future. They are not able to beneficially apply the water now. The compact simply gives them the privilege of retaining their title to the water for future decades to come, so that when they have use for it they can still have the water. It is a privilege for the benefit of those States to enter the compact, but it is in no way essential to the success of this plan.

ARIZONA'S DEMAND

It was agreed the upper States should have 7,500,000 acre-feet annually of the water flowing through the Colorado, which was supposed to leave 7,500,000 acre-feet to the lower basin, measured a short distance below Utah. No agreement was reached as to the division of water between Arizona and California. Arizona has not signed the compact, but the real trouble between Arizona and California is not on the question of dividing the water. There is water enough for all the States involved if it is intelligently used. Some weeks ago the commissioners representing Arizona and California agreed on a tentative division of this water as between them. The representatives of Arizona said Arizona has 5,000,000 acre-feet of water in her own Colorado River watershed outside of the main river. The commissioners agreed Arizona should have her own watershed water and that she should have one-third of the main Colorado and California the other two-thirds. The final result would be that Arizona would have 7,433,000 acre-feet and California would have 4,866,000 acre-feet. That was the tentative agreement. But Arizona was not contented. I am not here to-day to impugn the motives of anybody or of any State of the United States or of the Rules Committee or anybody else. I consider the actions of all of us measured by our own unconscious influences. The real trouble is that Arizona demands California pay her a vast sum year per year as a charge against this improvement. She wants to tax the United States Government for this development.

She either wants to tax us an indefinite sum to be fixed by herself and thus create an indeterminate liability against the project, or she wants to tax us a definite, large amount. I am advised that one of the commissioners of Arizona said he thought Arizona ought to be entitled to $6 per horsepower per year for every horsepower developed on this great enterprise.

The CHAIRMAN. The time of the gentleman from California has expired.

Mr. TAYLOR of Colorado. Mr. Chairman, I yield the gentleman five minutes more.

Mr. LEA of California. The estimated cost of the dam and the power plant would amount to $73 per horsepower. Six dollars per year would be over 8 per cent on the investment. Under that charge, in less than 13 years the people of my State would be required to pay to the State of Arizona the total cost of the construction of the power plant and dam. It would be a return to Arizona, who pays nothing for this improvement, of an amount greater than the Federal Government would receive in twice that length of time.

We have never gone on the theory that a State has the right to tax Federal improvements. We are proposing now to build post offices all over the United States. We come here and beg for post offices. Are we then to come back and demand the right to tax the post offices located in our communities for their benefit? The Constitution of the United States prohibits the taxation of Federal property by the States without the consent of Congress.

Arizona is not obligated to pay one cent to establish this enterprise. If the enterprise succeeds, 95 per cent of it must be guaranteed by the people of California. The Federal Government has gone out west and has built great construction works, at a cost of over $25,000,000, in Arizona. She has been the most successful of all the States in the solicitation of improvements within her borders. After she has secured them, without one cent of interest to be paid to the United States, is it becoming of Arizona to come here and demand a tax on a similar project because it may be of benefit to her sister State? Will Arizona demand that projects of this kind be taxed as against her own people or will she attempt (as she is attempting) to tax the people of California, and not her own people?

"A WHITE ELEPHANT"

Some say Muscle Shoals is a "white elephant" and that the Colorado River may become another "white elephant." What makes a "white elephant"?

Long ago natives down in Africa owned elephants which they used for hunting, travel, and the transportation of their products to the white traders. All the elephants were brown except one, and he was white. The white elephant was just as strong and just as intelligent as the other elephants, but he had a master who was too improvident to train him to work like the other elephants and to provide him with harness and trappings for work. The white elephant was, therefore, a burden instead of a productive animal. He was a useless elephant, and they called him "the white elephant." The improvidence of the owner became a reproach to "the white elephant." "The white elephant" was blamed when the real trouble was he had an improvident master. [Laughter.]

Let the United States not be an improvident master to a great improvement like Muscle Shoals; not an improvident master to the great Colorado. One of the best developments that can ever occur on this earth is out there in connection with the Colorado River. At present the Committee on Rules is the master of this House. It is the master of our program. It withholds the power of Congress to act. I hope that committee will have the vision to meet this great practical problem of our country in a businesslike way. Do not lead the people of the West to believe that the Committee on Rules or the Congress is the white elephant of the United States, standing in the way of her advancement and the wise solution of one of her great problems. [Applause.]

Mr. DICKINSON of Iowa. Mr. Chairman, I yield 15 minutes to the gentleman from Illinois [Mr. HOLADAY].

Mr. HOLADAY. Mr. Chairman and gentleman of the committee, consideration of immigration legislation is always a complicated, difficult, and trying proposition, because we are dealing with human beings and legislation on immigration matters directly affects foreign nations.

There are continual battling at the doors of the Committee on Immigration foreign-born individuals, organizations of foreign-born individuals, and foreign-born interests who are anxious to tear down our restrictive immigration law. In their objections to the present law it may be that from time to time there is some good basis for their objections. While I believe in a strict restrictive immigration policy, still I believe it is our duty, if we discover that an injustice has been done or is being done by our present laws, to remedy such injustice.

There has been a great amount of clamor and propaganda with reference to the reuniting of families. Under a bill reported by the Immigration Committee last week the real basis for that propaganda or that request will be met without doing any particular violence to our restrictive policy. So within the coming fiscal year these families will be reunited.

I do not have the time to go into the details of that measure, as I want to call your attention to one other proposition that I believe merits our consideration.

Mr. STOBBS. Will the gentleman yield for a question?

Mr. HOLADAY. Yes.

Mr. STOBBS. The gentleman does not mean to maintain that under this bill which has been reported out, all these families are going to be reunited in the coming fiscal year?

Mr. HOLADAY. The State Department informs the committee that within the fiscal year beginning July 1, 1927, practically all of the families will be reunited here in America.

Mr. STOBBS. All the families of citizens.

Mr. HOLADAY. Not of citizens alone, but all of them.

Mr. CELLER. Will the gentleman yield?

Mr. HOLADAY. I want to take up another matter. After I have discussed that, if I have any time, I will be pleased to yield.

Mr. CELLER. I do not want to interrupt the gentleman but I would like to clarify the situation.

Mr. HOLADAY. I can not yield now.

I come now to the other question involved, and that is relief for a certain number of foreign-born people who are now in this country.

Some of them have been here 5, some 10, some 15, and some 20 years or even longer. They are not able to meet the requirements of the present naturalization law in that they can not show lawful entry. We must remember that previous to 1921 our restrictive immigration laws were very lax. A great many people entered this country unlawfully from a technical standpoint in that they crossed the Canadian border without the formality of going to a port of entry. They no doubt could have entered in a legal way if they had gone down the border line a few miles and entered in the regular way.

Then we have a considerable number who entered legally but, through lack of Government records, they are not able to prove that legal entry. That grows out of the fact that for some 5 or 6 years, around 1905, the immigration authorities did not keep the proper records at some of our Canadian ports.

There are also some whose records perhaps were destroyed in the fire of Castle Garden, New York, in 1890, and then there are certain persons who entered illegally but have been here for a considerable length of time—10, 15, or 20 years—who have been successful in business, are rearing families, their children are being educated in the public schools. They are not undesirable residents of the community, but on account of illegal entry they are not able to comply with the present naturalization laws.

The committee has given much thought to some relief legislation for the people that I have just mentioned. At the present time any bill that the committee might bring to this House would immediately be met with the question: How many people will this measure admit; how many people will it affect? And we would be unable to give to Congress any definite information on that matter.

I want to call your attention to the bill H. R. 16648, which is a measure intended to relieve, through subsequent legislation, those classes that I have just mentioned. It provides that between the 1st of May of this year and the 31st of December next all aliens in this country who have been here for a period of five years may file their applications for citizenship with the Department of Labor and fill out a questionnaire which the Department of Labor will furnish to them. On that questionnaire the applicant will give such information as will be helpful in determining the advisability of granting citizenship to the applicant.

This bill of itself does not grant any relief. It is simply a measure providing that these people may come in and file their applications. Then when Congress convenes next December we will know how many of this class of foreign born there are in this country who want to become American citizens. We will know their nationalities, we will know how long they have been here, and we will have their history. We will know how many wives and how many minor children they have in their native land. So that when a bill is brought here for the consideration of this House we will be able to inform the Members of the House and the country as to the exact number of people that will be affected by the measure.

Mr. O'CONNOR of New York. Will the gentleman yield?

Mr. HOLADAY. I will yield to the gentleman.

Mr. O'CONNOR of New York. Under the present situation they are being deported if their presence is called to the attention of the authorities. Now, between May and December would these people be immune from deportation?

Mr. HOLADAY. That provision is in the bill, but the provision in the bill does not change the law. At the present time no person can be deported for illegal entry if he has been in this country five years. So while the provision is in the bill, it does not change the law, and the person who files an application may be assured that he will not be deported.

Mr. CELLER. Would not they be afraid to file their application for fear of being deported?

Mr. HOLADAY. I do not see why they should fear deportation. If there is not anything in their record to prevent their becoming American citizens except the fact of illegal entry, and if that entry was five years previous to the time they file their application, they will not be liable to deportation. No one can be deported for illegal entry unless proceedings are brought within five years of the illegal entry. This is simply a measure intended as the ground work for the relief of a considerable body of foreign born in our country who are not organized in foreign-born groups but who are substantial men, scattered throughout our country, of all nationalities, who are desirable men to have in their community, but at the present time, through some technicality of the law, they are not able to become American citizens.

I believe we should be always willing to extend relief and help to those foreign born whom we have within our borders, who are honorable, industrious, and law abiding, and who have in fact an abiding love and desire for American citizenship.

Mr. GREEN of Florida. Does the gentleman think we should admit the families of these 35,000?

Mr. HOLADAY. To what 35,000 does the gentleman refer?

Mr. GREEN of Florida. There are some 35,000 who desire to bring in their families, I understand.

Mr. HOLADAY. I am not in favor of admitting any considerable number outside of the quota. The gentleman probably refers to what is known as the Wadsworth bill. That simply provided for the admission of 35,000 outside of the quota, but that would be the first 35,000 that would crowd through the gates or had already filed their applications. In my estimation we should avoid any proceeding that would give a preference to a few thousand, be it 10,000, or 25,000, or 35,000, by reason of advance notice or better organization, or their ability to crowd through the gates. If there are aliens here who are entitled to certain relief, then all aliens falling within that class, without reference to their number, are entitled to that relief, and there is no reason for granting relief to the number of 35,000 when those 35,000 are the first 35,000 that can jam through the opening. We should proceed in a regular manner, as the committee is proposing to do, and in the course of two years this matter will all be adjusted, people who desire to become American citizens will have had an opportunity, and the aliens here will have had an opportunity to reunite their families in the United States.

Mr. CELLER. But suppose some of those two years hence are still aliens, not having been in the country the required period of time. Would the gentleman then grant them the privilege of having the love and affection of their wives and children?

Mr. HOLADAY. On the 1st day of July, 1929, every alien who entered our country previous to the adoption of the present law will have had an opportunity, if he so desires, to become an American citizen, and those who entered after the 1st of July, 1924, came here knowing and with full notice of what the permanent and settled policy of the United States is with reference to immigration.

Mr. STOBBS. Suppose the man who entered prior to July 1, 1924, can not satisfy the requirements of American citizenship and suppose he came here in perfectly good faith, leaving his wife and children behind. How will such a case be taken care of?

Mr. HOLADAY. Under House bill 16648 that man will have a right to file his application. Then Congress will have before

it on the 1st day of January next definite information as to how many people there are in that class, and then we will be in a position to legislate for their relief.

Mr. CELLER. I take it you want to unite these families?

The CHAIRMAN. The time of the gentleman from Illinois has expired.

Mr. SABATH. There is nothing in the bill that would unite any families.

Mr. MURPHY. Mr. Chairman, I yield half a minute more.

Mr. CELLER. Will the gentleman state whether or not he is behind the principle of uniting the families? I take it the gentleman's bill will have that effect two years hence.

Mr. STOBBS. Not as to aliens, as I understand it.

Mr. CELLER. I want to get the information as to where the gentleman stands.

Mr. HOLADAY. I am in favor of reuniting families as far as that can be done without extending the provisions of the present quota law.

Mr. CELLER. If the gentleman is committed to that principle of uniting families, why can you not give relief at the present time instead of waiting for two years?

The CHAIRMAN. The time of the gentleman from Illinois has again expired.

Mr. MURPHY. Mr. Chairman, I yield five minutes to the gentleman from Massachusetts [Mr. STOBBS].

Mr. STOBBS. Mr. Chairman and gentlemen of the committee, I did not intend this morning to speak on this immigration question, but I have been very much interested in what has been said by the gentleman from Illinois [Mr. HOLADAY]. I think, perhaps, there is a little misunderstanding as to the purport of the bill which has just been reported out by the Committee on Immigration. As was brought out by the question of the gentleman from New York, this bill reported out by the Committee on Immigration does not allow for the reunion of families of aliens.

Mr. HOLADAY. Mr. Chairman, will the gentleman yield?

Mr. STOBBS. Yes.

Mr. HOLADAY. I think the gentleman is mistaken in that. It expressly provides for that.

Mr. STOBBS. I understood from the question asked of the gentleman that provision was made for people who had been here prior to July 1, 1924, that they were to be allowed to become American citizens.

Mr. HOLADAY. Perhaps I misunderstood the question.

The bill reported out provides that 90 per cent of the present quota shall be allowed to the relatives first of American citizens and, secondly, to the relatives of aliens who are not citizens.

Mr. STOBBS. Who have not become citizens?

Mr. HOLADAY. Who have not become citizens, but who have filed their first papers.

Mr. STOBBS. Then in the figures submitted by the State Department, does the gentleman understand that the relatives of aliens will be taken care of in two years?

Mr. HOLADAY. The information that came to the committee was that they would be taken care of within the fiscal year beginning July 1, 1927.

Mr. STOBBS. All of them?

Mr. HOLADAY. All of them, I think, who had filed applications at the present time.

Mr. SABATH. I wish to state that the gentleman from Illinois, my colleague, is in error when he says that the bill which has been reported out of committee, one of several bills which have been reported out of the committee, provides for giving a preferential status to 90 per cent of all immigrants. Only 90 per cent in certain instances; namely, in countries that have a very small quota and not in countries that have a large quota. Is not that right?

Mr. HOLADAY. If the gentleman will permit, in those countries which have large quotas the relatives are taken care of. It provides any country where the quota of relatives exceeds 60 per cent of the quota then it tips from 60 to 90 per cent. It will not apply to a great many countries because the present law now takes care of the situation.

Mr. STOBBS. There is one aspect of this immigration law I want to touch upon that has interested me very, very much, and that is what ought to be done with the unusual number under the quota. And that has been brought to my attention by the remarks of the gentleman who has just preceded me. Probably all gentlemen here do not realize that in the year following the 1st of July, 1924, when this law went into effect, practically 4,000 people of those entitled to come in from different countries did not use their quota number, and the next year something like 2,800 people entitled to come in did not use their quota number. I think the law allowed something like 164,000 people to come in from different countries commencing the 1st of July, 1924. The first year 4,000 did not avail themselves of their privilege, and the second year 2,800 did not avail themselves of their privilege, and probably this fiscal year, June 30, 1927, there will be another 2,000 who will not avail themselves of their privilege.

Mr. JOHNSON of Washington. If the gentleman will permit me to state, there will be always about 2,000 failing to use the quota for the reason that 2,000 are allocated in lands where the people can not avail themselves of it; in other words, who are not entitled to citizenship.

Mr. STOBBS. That may be true; but, notwithstanding, the fact remains that of the 164,000 allowed to come in under the law——

The CHAIRMAN. The time of the gentleman has expired.

Mr. STOBBS. May I have more time?

Mr. MURPHY. I am sorry, but the time is allotted.

Mr. SABATH. Mr. Chairman, I ask unanimous consent that the gentleman proceed for five minutes.

Mr. MURPHY. I yield the gentleman one minute.

Mr. STOBBS. I simply want to say to the gentlemen of the committee that I introduced a bill which is under consideration before the Immigration Committee which provided that these eight or nine thousand people who are entitled to come in, but did not avail themselves of that privilege, the Department of Labor can use these unused quota numbers to relieve such cases of undue hardship as they may determine ought to be taken care of. I submit that measure ought to be considered on the ground that it takes care immediately of the unused quota numbers for the purpose of uniting families and does not necessitate a wait of two years for their families to be taken care of.

The CHAIRMAN. The time of the gentleman has expired.

Mr. BLANTON. And as against one that did not come in more were smuggled across the border.

The CHAIRMAN. The time of the gentleman has expired.

Mr. MURPHY. I yield three minutes to the gentleman from Washington [Mr. JOHNSON].

Mr. JOHNSON of Washington. Mr. Chairman, I have listened with attention and interest to the remarks just made by the gentleman from Illinois [Mr. HOLADAY] on immigration problems. He is a member of the Committee on Immigration and Naturalization, of which I have the honor to be chairman; and I know his interest in the deportation bill, reported in his name from our committee and which at this very moment enjoys a peaceful sleep in the Committee on Immigration of another body. My friends, we shall revive that bill in the next Congress. [Applause.]

I believe the gentleman from Illinois [Mr. HOLADAY] is right in his belief that a rational form of voluntary alien registration can be effected. Such a form of registration would have been a great help from the coming July 1, 1927. It is necessary as the first step toward giving some recognition of legal domicile to the large number of well-meaning aliens who are unable to prove legal entry into the United States and who are not subject to deportation because of the time limitations of the law.

We could not deport these people if we would; and I have heard of nobody who wants to deport them; but as we deal with those who have entered surreptitiously since the restrictive immigration act of 1924, it will become more necessary to give some form of card to those others in the great alien mass here whom we hope to take into citizenship some day; but when we go into that process of giving citizenship to these I think we should extend the time which now exists between the holding of first papers and the right to final citizenship. There has been a great deal of fraud in the issuance of final citizenship papers in the last 15 or 20 years—really a very great lot of it.

Also, Mr. Chairman, when we go into the matter of reform in the naturalization laws we will do well to take up the entire matter of citizenship, with definitions of same, with laws to provide for the status of those in Porto Rico, the Canal Zone, and elsewhere who live under the flag of the United States, also for the revocation of these fraudulent citizenships.

We should provide a method by which naturalized citizens may be deprived of that great gift when the countries from which they came persist in maintaining laws which give dual nationality. They should be deprived of citizenship when, after swearing allegiance to the United States of America, they here proclaim themselves as pro-Italian, pro-German, or pro anything else.

Mr. Chairman, I think it is about time to clear the atmosphere a little in regard to the pressure to break down the immigration law and admit more immigrants. Your committee knows that a concerted movement is at work throughout the United States, more particularly in the large cities, headed by

certain churches of various denominations and working through an organization which professes its interest in the immigrant, to cause Members of Congress to be individually bombarded with requests for relief of relatives. Questionnaires have been sent out with instructions to get full details as to all distressing cases, all hard cases, all cases of husbands here and wives and children in Europe.

These questionnaires, when completed, are to be sent to the different Members from the districts in which aliens are numerous and are to be shot at the members of the House Committee on Immigration with machine-gunlike rapidity. Already 600 such cases have been made up in Pittsburgh, Pa. A still larger list is being prepared in Chicago, another list in San Francisco, and so on. But it seems impossible for the proponents to hold the cases down to the actual requests for wives and children, in spite of the instructions which I presume were given out from the head office.

The persons in the various interior cities who are making up the detailed papers concerning each case persist in sending in the hard cases of brothers-in-law, cousins, sisters-in-law, uncles, and aunts, and so on, who are in various parts of Europe and who are impoverished and miserable as a result of the war, and as a result of racial feeling that exists in so many of the countries of middle and southeastern Europe.

Mr. Chairman, I have been a member of the Committee on Immigration and Naturalization of the House now for about 14 years. I have had the honor to serve as chairman of that committee for eight years. I have read many thousands of appeals from naturalized citizens, all immigrants, in behalf of their relatives in various parts of Europe. I have heard the oral testimony before the committee of hundreds of such witnesses. I have been appealed to personally in my office, at the doors of this Chamber, at the doors of my residence in Washington, D. C., as well as at my home in the State of Washington. I have read about everything I could find on the subject of immigration, and I think I am able to determine about the date when too much immigration for the country's ultimate good began to flow into the United States.

In the late eighties and the early nineties the United States underwent quite a serious period of depression. You will remember the Homestead riots of 1892. You will remember a few years later, in 1895, the marches of Coxey's "armies." Some of these "armies" started from Puget Sound, Wash. At a number of presidential elections prior to this period the issue was protective tariff or free trade, but after the election of McKinley the Dingley bill was passed and thereafter free trade as a principle began to fade away. The protective tariff became a fundamental in the United States—almost a keystone in the arch, one might say. Subsequent presidential elections from time to time have had the tariff as an issue, but the issue has been as to the rates and the commodities rather than as to the old proposition of protection versus free trade.

After protection itself became an established principle in the United States the great factory cities began to grow—Pittsburgh, Cleveland, Detroit, Chicago, St. Louis, the industrial cities of New England, and elsewhere throughout the United States. As these factories grew they were able to give employment, so the invitation to the immigrants was to come to the United States, not as previous immigrants had come—to help build, make, and sustain the ideals of the new country; to take up Uncle Sam's free homesteads—but the appeal was to come directly to the factory, there to get pay the very next day; and come they did by the millions, with resultant small pay, long working hours, wretched living conditions, all perhaps better than they had experienced abroad, but deplorable and unsatisfactory nevertheless.

Mr. Chairman, as a result of my studies, observations, and interviews with foreign people I am convinced that the great bulk of these immigrants, with but few exceptions—by "exceptions," I mean the red socialists, anarchists, and communists—came with the best intentions toward the United States of America. In fact, they felt that the day they put foot on American soil they were Americans. They felt that they were the people—part and parcel of the new country, the new Government of the United States of America. But, Mr. Chairman, the traditions they brought here were those of the countries whence they came. They were not the traditions of this country that had come up from the time of the Colonies. The Revolutionary heroes of the United States were not, with the possible exception of George Washington, their heroes. Our songs were not their songs; our customs were not their customs; our language was not their language; and, as they came faster and faster, more than a million a year, mind you, for a long stretch of time, conditions in the United States began to change. Our traditions began to change; our customs began to change, hardly noticeable at first, until suddenly, Mr. Chairman, we awakened to find about everything changed. Our literature is changing. Who would have thought 25 years ago that in this year 1927 book publishers with strange sounding names would turn out books too filthy for even the most decadent European country?

I listened to-day to the remarks of the gentleman from Mississippi [Mr. WILSON] on this floor with regard to his bill introduced last week and which would shut off at its source the increasing stream of indecent and vulgar literature. He is right when he says that the moral life of the Nation is threatened through printing-press poison. I desire to discuss that phase of our situation a little later. I want also to discuss the foreign-language press influence.

Mr. Chairman, the drama in the United States has changed until a great part of it is nude, cheap, and vulgar. Methods in our public schools have changed. The grade schools and even the high schools have had to slow down so as not to get too far ahead of the children who have come out of the melting-pot mixture—not to say that there are not many bright and intelligent children among these, even geniuses—but the average is down. Even the stature of our people is changing in larger cities. The character of our newspapers is changed. Too few newspapers now attempt to lead where 25 years ago they did lead an intelligent, constructive public. The tabloid newspaper, with its trash, its vulgarity, and its obscenity, is making it harder and harder for the substantial, clean newspaper to reach the everyday mass of our population. I refer to the newspapers printed in English. In several of the large cities the circulation of the foreign-language newspapers exceeds that of the English newspapers. Cleveland, Ohio, finds itself with but one morning English daily. I have forgotten just how many foreign-language morning dailies there are in that city, but there are several.

Mr. Chairman, I attribute nearly all of these changes to the forces of the newly arrived people of the last quarter of a century, not charging it against any one kind of foreign people, mind you.

I am sure the thinking public senses all of this, and I am satisfied that the feeling in the House of Representatives to-day is for more and more restriction of immigration. I do not believe it is possible to stop or check the movement for greater restriction than we now have. Interested organizations may cry out for more and cheaper labor; farmers may cry for imported serflike farm hands; women may think that they need servants from abroad; but all intelligent citizens, when they analyze the situation, will see that so many such arrivals must bring down the standards.

I have been able to observe that a very large proportion of our people, perhaps not more than two generations away from the old countries, want restriction. They know why. They do not want this country to go the way the older countries have gone. They do not want us to break up and divide into peoples speaking varying languages and hating each other—a veritable Babel.

Mr. Chairman, it has been very hard—practically impossible—in this session of Congress to outline a program for the Committee on Immigration and Naturalization. One reason has been that the national-origins feature of the immigration act of 1924 has stood in the way. That feature is due to go into effect on July 1, 1927, unless postponed by act of Congress or unless the President of the United States fails to issue the requisite proclamation. However, Mr. Chairman, a program is forming. One can sense it from the great number of bills that have been introduced by Members and referred to the Committee on Immigration and Naturalization. Nobody expects much heavy, constructive legislation in a short session of Congress, but I think I can see that the complexion of the next House as well as the next Senate will be highly restrictionist; and I am safe in laying out a program that will likely include, among other things, quotas or restriction of the countries of this hemisphere; less immigration; more examinations overseas; less need for Ellis Island; more selection; and, above all, more care in the making of citizens. A form of registration by which every citizen and every alien and every alien seaman may have something to show his right to be in the United States of America.

Mr. Chairman and gentlemen of the committee, if you do not now appreciate the magnitude of the alien problem in the United States; if you do not know how far-reaching it is, I hope you will take notice of this chart, which I shall place in the RECORD. It is published in the monthly magazine, Kram-Full, house organ of a firm, Louis Kram (Inc.), of New York City. The editors of that publication very frankly describe it as follows:

This little publication is issued monthly for the purely mercenary motive of developing more business for the foreign-language press in America, which it serves as advertising representatives.

They undertake to compare the "unrecognized cities" of the United States with the English-speaking population of the city of Omaha, Nebr. The "unrecognized cities" are foreign-language-speaking communities within our metropolitan centers. Following is the explanatory statement and the chart to which I refer:

EVERYBODY KNOWS ABOUT OMAHA—ONE OF THE LEADING CITIES IN THE UNITED STATES, BUT SMALL COMPARED TO SOME UNKNOWN AMERICAN CITIES

Omaha, with its population of 192,000 people, stands out as a really great American city. It is a dominant factor in American business. It is a big consuming market. Everybody knows Omaha, either through having been there or through having read of it.

But suppose you take out of Buffalo the 218,000 Polish people, with their investments in banking, real estate, publishing, with their churches, real-estate holdings, and, most important of all, their tremendous ability to work and produce real dollars, which they spend.

As a part of Buffalo, so far as the name goes, but as distinctly a Polish city as Warsaw itself, the Polish city of, or rather in, Buffalo has its Polish population of 218,000.

This does not mean that it is Polish in sympathy. On the contrary, it is a strong American center in all that the name American implies, with the single exception that the language is Polish intead of English. But it is not possible to question the Americanism of 218,000 people because they happen to be from Polish territory originally or born of Polish parents. But because Polish is their language, they read, think, talk, and buy in Polish. So you have a city much larger than Omaha where there is a great market for development, if you talk and advertise in Polish.

Then, go into Chicago, and within its limits you find a Bohemian city of 325,000—far larger than Omaha. We use Omaha as a means of comparison. That Bohemian city inside of Chicago is Bohemian in language. You reach into it and tap its wonderful buying possibilities in the Bohemian language. That is natural and logical.

One of these days send one of your men to canvass the stores in the Bohemian section and get an idea of brand strength of your and competitive merchandise. You may find some interesting data. Or, better yet, just ask us to find out where you stand—what the possibilities are for your line in the Bohemian city in Chicago.

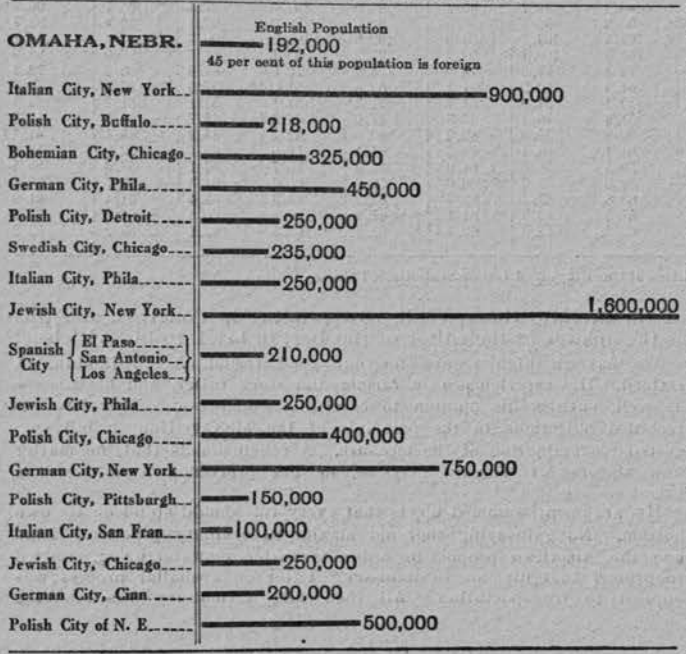
Then, there is the German city inside of Philadelphia with 425,000 people—Germans in language; Americans in sympathy and in buying power. A city two and a half times as large as Omaha, which you reach in German.

Do you know that there is a Polish city in Detroit, numbering 235,000 Polish people? It is a great market if you dominate it. And it is in position to welcome many a good brand.

We can go on with much more space, but it would be better to inspect the accompanying chart. Note that the Polish city in Chicago numbers 400,000 Polish people, the Jewish city in New York numbers 1,600,000—larger than Jerusalem ever was. And the Italian city in New York with 900,000 Italians—larger than Rome itself.

Look over the accompanying chart. It is vital for the man with something to sell.

Some of the unrecognized cities of the United States which have a population greater than Omaha, Nebr.



Mr. MURPHY. Mr. Chairman, I yield 15 minutes to the gentleman from Nebraska [Mr. McLAUGHLIN]

The CHAIRMAN. The gentleman from Nebraska is recognized for 15 minutes.

Mr. McLAUGHLIN of Nebraska. Mr. Chairman and gentlemen of the committee, during the few minutes allotted to me I wish to call your attention briefly to a few general facts as I see them with reference to the pending agricultural legislation. I hope later to have opportunity, when the farm relief bill is up for consideration, to discuss the subject more at length.

A few days ago I heard a gentleman remark in my presence that if the proposed agricultural legislation were defeated at this session of Congress the question would all be forgotten about in a few months and the country would forget that the subject was ever up for consideration. I do not share the opinion of that gentleman at all. There is something fundamental in this great problem that wil keep it before the people and the Congress until it is satisfactorily settled. Whether relief comes at this session of Congress or whether it drags on for a period of years, the question will still remain with us, and those who are back of the movement for a national policy for agriculture will not cease their efforts in this direction until something practical has been accomplished.

I recall that prior to the time the packers' act was passed—I believe in the Sixty-seventh Congress—for 20 years the stock growers and shippers of this country were contending against what they believed were the irregularities practiced by the great packers of the country, and that movement kept growing in volume and in interest and in demand until Congress finally acted. The same thing was true with reference to the contention of the grain growers and producers for the protection of the grain interests. It was for some 20 or 25 years that those arguments were presented to Congress before they were finally acted upon. The same thing was true before the enactment of the interstate commerce law. It was 25 or 30 years, during which the people of the country kept arguing and contending against rebates, passes, injustices, and favoritism in freight rates, until finally Congress acted.

We have before us now in this agricultural problem, as I said, something that is absolutely fundamental and something that will not down until it is considered, and considered favorably. The indorsement of the farm organizations of the country are stronger for legislation of this kind now than they have been at any preceding session of Congress. I dare say that fully nine-tenths of all the recognized farm organizations in the country are earnestly in favor of legislation of this kind, and it has reached a phase where not only the farmers and those who are leading in this movement recognize the importance of the situation, but where business men and chambers of commerce have come to recognize the seriousness of the problem and are passing unanimous resolutions throughout the agricultural States asking for the enactment of this legislation at this session of Congress.

On this subject I wish to read to you a paragraph or two from a speech made by former Secretary of Agriculture Meredith at a meeting of the chamber of commerce in New York City not long ago. He says:

I feel that it is not necessary that I should go over many of the facts that could be recited regarding agriculture being fundamental, about agriculture being important, about agriculture being underlying. I believe that to-day every business man in New York City and every business man in America worthy of being called a "business man" realizes that agriculture is fundamental and that when agriculture prospers, when the farmer has a larger purchasing power, better business conditions follow, and that when the farmer is deprived of his normal purchasing power or when his purchasing power for any year is less than the previous year, earnings fall off and dividends are reduced. This is a fact. It takes but very little difference in the income of the farmer to make a great difference to business. One dollar an acre, gentlemen, for the farms of America spells the difference as to whether or not your dividends will increase or your bankruptcies will increase. If it is a dollar an acre more the farmer receives than he received the previous year, your failures will decrease and your dividends will increase; but if that dollar an acre is taken away from the farmer—and it amounts to only an average of $80 a farm, $500,000,000 for the 500,000,000 acres—failures in the United States, as reported by Dun's and Bradstreet's, will increase anywhere from 20 to 33⅓ per cent, and do so every time, just as certainly as your life-insurance tables are worked out.

Then I want to read you this brief paragraph from that same speech:

That interest in agriculture, to my mind, should be of as great moment to the business man in New York City as to the farmer him-

self, and of as much moment to those interested with Mr. Green (president of the American Federation of Labor, who was present) and his friends in labor circles as to the business man. In other words, this is a matter of mutual interest on the part of agriculture, business, and labor. If agriculture is fundamental and business prospers due to agriculture being stabilized, then labor also profits by agriculture being stabilized. When the farmer is prosperous business is good and, of course, conditions of employment for labor are better and more satisfactory. What I want particularly to do to-night is to plead with you that you take an active interest in the welfare of agriculture. Whether you accept my suggestions or not is not so important, but it is important that you take an active, real, sympathetic interest in agriculture and assist in finding a solution that will bring stabilized conditions to agriculture.

Now, as to the difference between the purchasing power of industry and that of agriculture, I want to call your attention here to this fundamental fact underlying this question, which leads me to say that the people of this country will never cease in their efforts to secure a national policy for agriculture until something favorable has been done. In the report of the United States Department of Agriculture of June, 1925, I call your attention to two tables on pages 30 and 31 which, through the courtesy of the department, have been brought down for me through the year 1926.

Under my permission to revise and extend I want to insert these tables in the RECORD so you may make a study of them. I shall not take the time to go into them in detail, but I want to call your attention to the averages. This table takes the years 1910 to 1914 as 100 per cent. Beginning with the year 1910 and going through to the year 1926 these are the index wholesale prices of nonagricultural commodities. Now, get that! These are the nonagricultural commodities for the entire period of 16 years, based on the four years from 1910 to 1914 as 100 per cent. During that time, from 1910 to 1914, the prices ranged all the way from 1.02 to 241 as of the year 1919, and down to the year 1926 the wholesale price of nonagricultural commodities, based on the agricultural dollar value at the end of 1926, was 160.8. Now, for the same time the value of the agricultural dollar, taking 1910 to 1914 as a basis and as 100 per cent, was at no time above par, except for the two years 1911 and 1914. During the war, when we thought the farmer was receiving a splendid price for his products—and in a way he was—yet as compared with the wholesale value of nonagricultural products his dollar, even during the entire war period, was greatly below par. Even in 1917 it was only 54.9, and in 1919, when the crash came, it was 41.5, and at the present time it is 62.2, as compared with the wholesale value of nonagricultural commodities, 160.8.

I hope Members will carefully study the following tables:

TABLE 3.—*Index numbers of wholesale prices of nonagricultural commodities, 1910–1925*

[Supplement to The Agriculture Situation, United States Department of Agriculture, June, 1925]

(1910–1914=100)

Year	January	February	March	April	May	June	July	August	September	October	November	December	Average
1910	103.1	103.3	103.8	107.4	106.5	104.5	102.8	101.6	100.4	97.5	97.0	97.7	102.2
1911	96.7	96.8	99.4	97.2	95.5	93.9	94.3	94.8	95.2	94.5	93.7	93.9	95.5
1912	94.9	96.5	97.3	100.1	99.7	99.6	100.3	100.9	102.5	103.1	102.7	104.5	100.3
1913	107.3	107.2	106.5	105.5	104.7	104.3	103.6	103.6	104.2	104.0	103.0	100.6	104.5
1914	99.6	100.2	100.6	99.9	98.5	96.8	96.4	96.2	97.2	95.0	93.7	94.9	97.4
1915	95.6	95.8	95.7	95.7	97.0	98.5	99.9	100.8	102.8	105.2	109.3	115.0	101.1
1916	122.5	126.2	131.7	134.5	136.2	137.3	135.9	135.3	136.7	142.8	154.9	166.0	138.4
1917	169.7	172.7	175.5	178.6	185.4	194.7	199.2	195.6	189.4	175.4	172.8	174.1	182.1
1918	176.8	177.8	179.5	183.2	186.3	188.4	192.5	193.3	194.8	195.6	195.7	193.3	187.6
1919	187.7	184.1	180.9	179.0	183.3	193.7	203.8	211.2	212.6	214.7	219.0	223.9	199.0
1920	235.6	243.5	247.4	254.4	254.4	250.4	250.8	248.8	246.1	237.2	221.0	208.1	241.0
1921	196.3	185.3	176.7	170.9	168.2	163.8	158.6	155.5	156.1	158.9	161.0	160.8	167.4
1922	158.4	156.1	155.1	156.1	163.8	168.2	176.6	182.1	178.6	176.4	175.2	174.8	168.0
1923	176.6	177.7	179.4	180.4	176.1	172.4	168.8	166.7	166.9	165.0	163.2	162.0	171.3
1924	163.7	166.3	165.8	163.7	161.8	159.3	158.4	158.9	158.2	158.1	160.2	162.8	161.6
1925	164.7	167.3	165.4	162.3	161.3	163.2	164.3	163.7	163.3	164.5	165.9	165.0	165.3
1926	164.7	164.5	161.6	159.5	160.2	159.9	159.2	160.1	160.6	160.0	161.0	158.3	160.8

Bureau of Labor Statistics.

TABLE 4.—*Relative purchasing power of a dollar in exchange for nonagricultural commodities at wholesale prices*[1]

(1910–1914 = 100)

Year	January	February	March	April	May	June	July	August	September	October	November	December	Average
1910	97.0	96.8	96.3	93.1	93.9	95.7	97.3	98.4	99.6	102.6	103.1	102.4	97.8
1911	103.4	103.3	100.6	102.9	104.7	106.5	106.0	105.5	105.0	105.8	106.7	106.5	104.7
1912	105.4	103.6	102.8	99.9	100.3	100.4	99.7	99.1	97.6	97.0	97.4	95.7	99.7
1913	93.2	93.3	93.9	94.8	95.5	95.9	96.5	96.5	96.0	96.2	97.1	99.4	95.7
1914	100.4	99.8	99.4	100.1	101.5	103.3	103.7	104.0	102.9	105.3	106.7	105.4	102.7
1915	104.6	104.4	104.4	104.5	103.1	101.5	100.1	99.2	97.3	95.1	91.5	87.0	98.9
1916	81.6	79.2	75.9	74.3	73.4	72.8	73.6	73.9	73.2	70.0	64.6	60.2	72.3
1917	58.9	57.9	57.0	56.0	53.9	51.4	50.2	51.1	52.8	57.0	57.9	57.4	54.9
1918	56.6	56.2	55.7	54.6	53.7	53.1	51.9	51.7	51.3	51.1	51.1	51.7	53.3
1919	53.3	54.3	55.3	55.9	54.6	51.6	49.1	47.3	47.0	46.6	45.7	44.7	50.3
1920	42.4	41.1	40.4	39.3	39.3	39.9	39.9	40.2	40.6	42.2	45.2	48.1	41.5
1921	50.9	54.0	56.5	58.5	59.5	61.1	63.1	64.3	64.1	62.9	62.1	62.2	59.7
1922	63.1	64.1	64.5	64.1	61.1	59.5	56.6	54.9	56.0	56.7	57.1	57.2	59.5
1923	56.6	56.3	55.7	55.4	56.8	58.0	59.2	60.0	59.9	60.6	61.3	61.7	58.4
1924	61.1	60.1	60.3	61.1	61.8	62.8	63.1	62.9	63.2	63.3	62.4	61.4	61.9
1925	60.7	59.8	60.5	61.6	62.0	61.3	60.9	61.1	61.2	60.8	60.3	60.6	60.5
1926	60.7	60.8	61.9	62.7	62.4	62.5	62.8	62.5+	62.3	62.5	62.1	63.2	62.2

[1] Computed from the index numbers of wholesale prices of nonagricultural commodities of the Bureau of Labor Statistics (Table 3).

Now, gentlemen, a study of this situation reveals to us the fact that at very few times from the beginning of this country down to the present time has the value of the agricultural dollar been equal to the value of the nonagricultural dollar. It is not a question that has simply confronted us since the war; it has been aggravated since the war, but we have had this problem with us all the time, to a greater or lesser degree, since we have been a nation, and it is the effort of some of the legislation now pending—and it is an honest effort—to bring the value of the agricultural dollar somewhere near on a par with the value of the dollar of industry and labor.

I want to read to you an editorial I clipped this morning from one of the Nebraska papers—the Omaha Bee. A gentleman in the western part of my State had expressed criticism of the McNary-Haugen bill, now pending in Congress, and this is the answer of the editor of the Bee, in brief, to his criticism:

We have a high regard for our good friend, A. C. Rankin, of Oxford. His experience as a farmer and stock raiser, and his success as well, entitles his opinion to careful consideration. Therefore his recorded objections to the principle of the McNary-Haugen bill suggested reexamination of the measure. A conclusion is that, no matter how sincere Mr. Rankin may be, he has proceeded from a wrong premise.

His argument, summed up, is that every tub should stand on its own bottom. No gainsaying that old maxim in ordinary practice. Long ago the American people, in order to foster manufacturing, started to protect that division of industry. Later on a similar process was applied to transportation. All the while agriculture was standing

on its own bottom, substantial and secure. A change has come. Agriculture, still on its own, finds itself at a decided disadvantage in relation to manufacturing and trading. Consequently, in order to set up and maintain an equilibrium, the McNary-Haugen bill is proposed.

We have little fear of the accumulation of such a surplus as will prove a menace to the growers of any sort of grain. The various cooperating marketing organizations have not met with any such danger in their experience. The McNary-Haugen bill is intended to make cooperative marketing easier. Our manufacturers, whose surplus output is disposed of under the Webb-Pomerene Act, have not suffered any through its operation. Its principle is to be extended to farming.

Now, it must be apparent that the time is here when we should adopt a national policy for agriculture. We have been doing it along many other lines. No law is perfect in its inception and every basic law we have passed since we have been a nation has had to be amended and perfected after experience has taught us its weaknesses.

The CHAIRMAN. The time of the gentleman from Nebraska has expired.

Mr. DICKINSON of Iowa. Mr. Chairman, I yield the gentleman two additional minutes.

Mr. McLAUGHLIN of Nebraska. No one claims that any one of the bills which are pending would immediately solve all the ills of agriculture, but we do realize that if this action is taken and the initial law passed, as we learn by experience its imperfections, should there be such, Congress can perfect them from time to time as we have the interstate commerce act, the transportation act, the Federal reserve act, and many others.

Mr. PURNELL. Will the gentleman yield?

Mr. McLAUGHLIN of Nebraska. Yes.

Mr. PURNELL. I just want to take this opportunity in the gentleman's time to express my personal regret, because of the fact that he is leaving Congress and leaving the Agricultural Committee. I want to say as one member of the committee, and as the ranking majority member of that committee, that no man on it has worked harder in the interest of the farmers of the country than the gentleman from Nebraska, who is leaving. [Applause.] His constituents ought to feel very proud of the efforts he has made toward solving this great problem which, after all, is the greatest problem, in my judgment, that has confronted the American Congress since the beginning of this Government. I am sure I express the sentiment of the Committee on Agriculture as well as the membership of this House, when I express regret at his leaving, and express the hope that his future may be as pleasant and effective as his service here. [Applause.]

Mr. McLAUGHLIN of Nebraska. I thank the gentleman, and since my esteemed friend, Mr. PURNELL, Republican, ranking member of the House Committee on Agriculture, has seen fit to extend me this courtesy, permit me to say that I have greatly enjoyed my work and association with the members of the Agriculture Committee as well as with the membership of the House during the eight years I have served here. During all this period I have given all of my time in an earnest effort, not only to serve the people of the district faithfully, but to cooperate as far as possible in the framing and enactment of legislation for the public welfare. While the fourth Nebraska district is primarily agricultural, I have endeavored to render support to all meritorious legislation no matter what part of the country it may have primarily affected. In other words, it has been my aim to reach a satisfactory conclusion to myself on every measure presented considering the merits of that measure alone.

My association here has been pleasant and congenial. If I have a single enemy on either side of the aisle, I am not aware of it. During my early life I spent several years in the ministry, and have been engaged to a considerable extent in the field of education, and it is only fair that I say to my esteemed colleagues, one and all, that I have never in my life associated with a nobler, more sincere, or higher type of gentlemen than those with whom I have served in the Halls of Congress. [Applause.]

Mr. TAYLOR of Colorado. Mr. Chairman, I yield 20 minutes to the gentleman from Washington [Mr. HILL]. [Applause.]

Mr. HILL of Washington. Mr. Chairman, the McNary-Haugen bill will provide an American standard of prices for agricultural products commensurate with the American standard of manufacturing prices and the American standard of wages for labor. No other remedy will lift the farmer out of his dilemma. If you are really desirous of doing something worth while for agriculture, you will pass the Haugen bill. If you do not intend to give the farmer relief, but intend simply to further delude him as to your purpose in dealing with his problem, then you may endeavor to defeat this bill and give active support to one of the other so-called farm relief measures. The farmers of the country want the Haugen bill enacted into law for their price protection in the domestic or home markets. The big commercial and manufacturing interests, already protected, are opposed to it.

The reason the farmers want this legislation is that they may participate in the benefits of our protective-tariff policy and thereby receive larger prices for their products. The reason the big commercial and manufacturing interests oppose this bill is that they are unwilling for the farmer to share in the benefits of protection. These two opposing attitudes are logical. Self-interest is the basis of all human action. The farmer is not sharing the great prosperity which the manufacturing industries and the large commercial interests are enjoying. He knows that this disparity is not due to a lack of demand for agricultural products. He was deluded for a long time into believing that all his ills were the result of natural causes and of conditions arising from uncontrollable natural laws. He was taught to believe, and did believe, that it was merely his inalienable misfortune that he should bring his products to market and accept prices over which he or any agency in his behalf had no control. On the other hand, he accepted without question that it was a right inherent in the producers and distributers of other than agricultural products to fix and control their own prices. The farmer knows now that he was victimized by false teaching; yet those whose interests are subserved thereby are still broadcasting the trite propaganda that the farmer is inescapably subject to the natural law of supply and demand. The purpose of this effort to keep him under such belief is obvious. It is to drive him away from the idea that the machinery and powers of government can be invoked to promote his financial advantage.

Agriculture is not asking any special favors; it is merely asking to be placed on a basis of equality with other industries. Legislative aid is the rule, not the exception, as to all industries other than agriculture. But opponents of farm relief seem to think it outrageously presumptuous in those engaged in farming for a livelihood to call upon the Government for assistance. The farmer is told that it would be a destructive perversion of governmental powers to lend him aid toward the elevation and stabilization of the prices for his products; that it would be paternalism to legislate for his protection and benefit; and that such assistance would be in contravention of the spirit of the fundamental principles of our Government. Furthermore, it is at least intimated that it is puerile and unsportsmanlike for the farmer to ask such aid from the Government.

And from what sources do all these teachings and discouragements come? They come principally from the industries and commercial interests that are the recipients of the very kind of governmental protection and benefits that the farmer is seeking. Why do they oppose the extension to the farmer of the same character of advantages that they themselves enjoy through governmental beneficence? The answer is that human action is based on selfishness. Those industries that are now receiving the financial benefits that flow from stabilized profitable prices through governmental protection and at the expense of the whole people are selfishly unwilling that like advantages be extended to the great agricultural industry. Based, as it is, on the principle of selfishness, this is a natural, though not altruistic, attitude for them to take.

If it were not for an effective protective tariff system that protects the American prices of our manufactured products against world competition, those prices would sink to the level of the world markets. If it were not for the protective-tariff system and restrictive immigration laws, the wages of American labor would drop to the level of that of the peons of South America and the peasants and serfs of the European and Asiatic countries. These American standards of prices and wages have resulted in raising correspondingly the American standards of living for those who are favored by such paternalistic legislation. They have been removed in large measure from the deranging influences that come through the fluctuations of world markets. They have been placed on an artificial platform above the ebb and flow of the sea of world commerce. Their prices and wages have been stabilized on a basis of profitable levels through legislation.

At no other period in American history have the great money interests and the large manufacturing industries been so prosperous as now, and at no other period in American history has the condition of agriculture been so desperately intolerable.

Mr. Mellon said in his latest annual report that—

for our manufacturers we have the protection of the tariff, and for those for whom the tariff does not give complete protection, particularly the farmers, we should encourage the purchasing power of other countries so that there will be a greater demand for American products.

And that is his only suggestion for the relief of agricultural distress. He does not say how an increased purchasing power of other countries is to be encouraged or effected, or to what extent, if any, such encouragement would benefit American agriculture. He merely makes a gesture of tossing out a frail line of hope, without any life-saver attached, to remind the farmer he has not entirely ignored the existence of his problem.

Why should anyone oppose this proposed legislation for the relief of agriculture? No informed person denies that such relief is needed. Yet the most vigorous opposition possible has for years been interposed against it by the forces whose interests are centered in the protected manufacturing industries. The Haugen bill is the only farm relief measure that offers any substantial aid to agriculture. It is the one the farmers want. It does not propose to interfere in any way with the tariff rates now enjoyed by the protected industries. Yet such protected interests are its most bitter foes. But in their arguments against the bill they do not present the real ground of their opposition. Ostensibly they base their opposition on the fear that the principal provisions of the bill are unconstitutional and that the plan is economically unsound and unworkable. If they were sure these defects inhered in the bill, it would not arouse such anxiety in their minds. Their real fear grows out of the belief that it is constitutional and workable and will accomplish its intended purpose.

The real ground of their opposition is that the bill will place agriculture under the protective system with the manufacturers. The outstanding feature that gives character to the Haugen bill and distinguishes it from the other so-called farm relief measures is its underlying principle which preserves the American market for the American farmer. It is in essence a protective principle.

The Haugen bill is also the most effective cooperative measure that has ever been designed for the American farmers. It would transform the present system of individual marketing of basic soil crops into a complete cooperative system of marketing. Under this bill all of the producers of a particular basic crop would be compelled to share proportionately the risks and losses attendant upon the segregation and disposition of surpluses in foreign markets. They would also share proportionately the benefits arising through the stabilization and enhancement of domestic prices. No other measure that has been proposed for the relief of agriculture embraces these two principles, namely: First, a complete cooperative marketing system wherein every producer participates on a basis of equality of risk and benefits, and, second, the establishment of an American market for American farmers uncontrolled by the world market. Two fundamental causes lie at the seat of agricultural distress in this country. The first cause is the lack of cooperative organization among the farmers and the second is that agriculture produces on a protective-tariff basis and markets on a free-trade basis. It follows, as a matter of course, that adequate relief for the farmer of this country can only be given on the basis of a recognition of these fundamental causes of his distress. The Haugen bill strikes at the very base of the evil and provides the means and agency for correcting it.

Why has it been impossible for the whole body of farmers voluntarily to organize into effective cooperative groups? The reason is largely psychological. The farmer has long nursed the pride and, I might say, the delusion that he was the master of his own affairs. This attitude is traditional with him and has developed largely from his detached life and operations on an isolated farm unit. In his capacity as a producer the farmer works alone. He plans his operations and executes them. He is his own boss, his own mentor. He controls his own time and movements. He comes and goes at will. He employs his own methods of farming and produces his crops independently of the authority of another. His farm is his domain and he is master of it. The exercise of this mastery inspires in him a spirit of independence which abides with him in his commercial contacts and activities. Accustomed to giving orders, not taking them, he can not readily subordinate his independence of individualism to the commercial agency of cooperative organization. He will readily cooperate with his neighbors in community movements for social betterment. He recognizes the necessity of cooperative organization for religious, fraternal, charitable, and educational advancement.

But the masses of the farmers will not voluntarily organize for the commercial purpose of cooperatively marketing their crops. It is true that many farmers have long recognized and labored for the advantages which would accrue from such organization, but their efforts along this line have resulted in failure or in only partial success. But granting that the farmers could cooperate on a 100 per cent basis, cooperation alone is not the solution of the farmer's problem. He must be placed on a protective basis as to marketing his product in the American markets, because he is compelled to pay protected prices for labor and supplies in producing his crops. The manufacturer is protected, labor is protected, and the railroads are protected. The farmer pays protected American prices for transportation, for labor, and for almost every manufactured commodity that he buys, and yet he must maintain his earning power on the basis of the competitive free-trade markets of the world. The farmer is in a vise. The screws of free trade on the one hand and of protection on the other are squeezing him to death. His financial life is ebbing. He must have relief.

I was born and reared on a farm and have always lived in farming communities where the business interests of the people depend directly upon agriculture. I know the problems of the farmer. I know the handicap under which he has struggled. He is compelled to make an unequal fight. The so-called panics always hit him first and leave him last, and panics are only periods of artificially created financial depressions. They are made to order and brought on at will by the powers that dominate commerce. Financial depressions are brought about to increase the purchasing power of money and to decrease the value or purchasing power of property and labor. It is a scheme periodically employed to deprive the producers of the profits of their labor and production. The history of this country is marked by a succession of "panics" that have left the scars of their desolation, suffering, and distress among the producing masses of the people. The farmers have always endured the brunt of them. Every panic has resulted in making the money lords richer and the farmers poorer. The last of these panics was deliberately created and handed to the farmers in 1920. It is still with them and has cost them more in the reduced prices for crops and the shrinkage of farm property values than the entire money cost to this Government of the World War. Agriculture was prostrated and it is still down. It can not get up without help. Every day I am receiving appeals from the farmers of my State for relief from the impossible handicaps under which they are staggering. They must have help now. Their situation is intolerable. The wheat farmers of my district have not made a dollar net in six years. They are bankrupt, mortgaged to the limit, credit exhausted, farms run down, machinery and equipment worn out, and their morale broken. Five banks have failed in my home county in the past five years. Every day farmers are filing petitions in bankruptcy; mortgage foreclosures are crowding the calendars of the courts and farms are being abandoned. The merchants and other business men in the cities and towns have shared the distress of the farmers. Many of them have also gone into bankruptcy; others have liquidated on the best terms possible; and still others are hanging on in the hope that relief may come.

I sound the warning to you, Members of Congress, and to this administration, that the farmers of this country are desperate. They are not praying for relief; they are demanding it. They are not going to stand for any sidestepping. They do not want any makeshifts or palliatives. They want the Haugen bill and they want it now. They have heard enough of the argument that the equalization fee principle is unconstitutional and economically unsound. They do not believe it and neither do I. They know and you know that if the big commercial interests were demanding legislation embodying this equalization fee principle that all this talk about its unconstitutionality and unsoundness would cease. No such argument would be permitted to stand in the way of their demands for legislation. It is only when the farmer calls upon his Government for aid that a tender solicitude for economic soundness and the integrity of the Constitution is professed. The big commercial powers can tunnel under and through the Constitution and honeycomb its very foundations to accomplish their purposes without the legality of their actions being questioned; but if the farmers ask Congress for a simple act of justice their motives are scrutinized with a microscope and every possible legal camouflage set up to circumvent it. When I first came here as a Member of this body in 1923 and began stressing the necessity for farm relief that would help the farmers secure a better price for their products I was surprised to find a majority sentiment against it. The idea was openly scoffed at in some instances and the advocate of such a scheme classed as a visionary and a dreamer, if not a demagogue or a Bolshevist. Apparently everybody recognized the sad plight of agriculture, but most of the membership of Congress solemnly shook their heads and offered the sympathetically hopeless remark that "It is too bad nothing can be done about it."

And nothing has been done about it up to this time. But, with others who have had an abiding faith in the efficacy of the principle of the Haugen bill to afford an adequate and just remedy for agriculture, I have worked continuously during my four years of service here for the success of that bill. I have

been gratified to note the development from year to year of an increasing sentiment in this House in favor of it, and that the "do-nothing" attitude toward farm relief is giving way. I am gratified to observe that many of you who said nothing could be done are now entertaining the opinion that not only can something be done but that it will be done, either with your help or that of your successors. You are hearing from home and there is no static to blur the message. There is no argument so persuasive to a Member of Congress as that presented by the people of his own district. I have always contended that the farmers can have such legislation as they want from the Government if they will only unite their forces solidly behind their demands. I rejoice that they are doing that now. They are showing a greater concert of effort in support of the Haugen bill than at any previous time. They are drawn together through a common affliction. They are cemented through a common cause. There is no power in the Government or out of it that can resist the demand for farm relief when the 30,000,000 farmers of this country unite their strength behind such demand.

I believe that the NcNary-Haugen bill will pass both the House and the Senate by substantial majorities, and when it does I shall say that Congress can still function for the people. [Applause.]

Mr. TAYLOR of Colorado. Mr. Chairman, I yield 10 minutes to the gentleman from North Carolina [Mr. WARREN].

Mr. WARREN. Mr. Chairman, there is a bill now pending on the calendar which was introduced in the Senate by Senator HIRAM BINGHAM, of Connecticut, and in the House by me. It passed the Senate by a unanimous vote, and its passage by this body will mark another step on the part of Congress in recognizing and perpetuating the history and exploits of the Nation. I am very grateful to the distinguished Senator from Connecticut for his interest in this measure and for his insistence that the commemoration of the act should be where it occurred. Himself a noted aviator in the World War, it is fitting that his name should be associated with a measure to hail the birth of aviation.

The bill provides that there shall be erected on Kill Devil Hill, at Kitty Hawk, in the State of North Carolina, a monument in commemoration of the first successful attempt in all history at power-driven airplane flight, achieved by Orville Wright on December 17, 1903. It calls for a commission composed of the Secretaries of War, Navy, and Commerce to superintend the erection of the memorial and to make arrangements for its unveiling and dedication, and it provides that the design and plans shall be subject to the approval of the Commission of Fine Arts and the Joint Committee on the Library. After this commission has reported Senator BINGHAM and I will press for a sufficient appropriation to carry their recommendations into effect. I trust that the plans will call for something grand and artistic which will worthily mark the public recognition of what the achievement signified.

Many years ago Capt. Thomas Baldwin, of dirigible fame, said: "If it wasn't for the Wrights we wouldn't be flying to-day." Orville and Wilbur Wright have taken such an immortal place in the history of inventions and of civilization that everything about them will always have a historic importance. They were sons of a scholarly teacher, who was also a bishop of the United Brethren Church. Their mother died during their early boyhood. In their youth they were no different from the average boy of their native city of Dayton, Ohio. They fished and hunted and engaged in athletic contests and impressed their associates as clean, manly fellows. They did not go to college, but their home was supplied with the stimulating atmosphere of books, including numerous works on science. They best explained their interest in flying in a brief account of their invention which they wrote in the Century of September, 1908:

Late in the autumn of 1878—

Wilbur was then 11 and Orville 7 years of age—

our father came into the house one evening with some object concealed in his hands, and, before we could see what it was, tossed it into the air. Instead of falling to the floor, as we expected, it flew across the room and struck the ceiling, where it fluttered a while and finally sank to the floor. It was a little toy known to scientists as a helicopter, but which we, with sublime disregard for science, dubbed a "bat" * * * It lasted only a short time, but its memory was abiding.

From then on their interest in flying never waned, but it was not until 1896, when they read in the papers of the death of Otto Lilienthal, who was killed by a fall from one of his gliders, that they gave the subject of flying intensive study. "It made us wonder," said Wilbur Wright, "what the difficulties were that could not be overcome." Finally, in 1900 they decided to try glider experiments themselves, and they left Dayton for Kill Devil Hill at Kitty Hawk, Dare County, on the coast of North Carolina. They settled within a few miles of that spot where Sir Walter Raleigh planted his first colony and where Virginia Dare, the first child of English parentage to be born on the American Continent, first saw the light of day. It was by no mere accident that Kitty Hawk was selected as the scene for the experiment that later startled civilization. The Wrights had written the United States Weather Bureau to find where the winds were strongest and steadiest, and the reply had been Kitty Hawk, just north of Hatteras. Nor was it their desire for privacy that made the Wrights select a spot on the narrow banks of North Carolina, which hold back the Atlantic from its great inland sounds. They did not think that the public would manifest enough interest to disturb them. They found a little village of fishermen, whose life is a continuous combat with the sea—God-fearing, noble men and women who, together with the crew of the Coast Guard station there, composed the population of this outskirt on the eastern frontier of America.

In October, 1900, the brothers had made their first gliding experiment at Kitty Hawk. They were there again the next summer, and this time they were visited by Mr. Octave Chanute, of Chicago, whose book published in 1894—Progress in Flying Machines—had greatly interested the Wrights. In 1902, at Kitty Hawk, they had made over a thousand glider trips, and by 1903 they had succeeded in staying up over a minute in a glider.

Having secured accurate data for making calculations from their glider experiments and a system of balance effective in winds as well as in calms, the brothers were now in a position to build a successful power flyer. The first designs provided for a total weight of 600 pounds, including the operator and an 8-horsepower motor. The propellor had not been worked out, and this caused them intensive study. They have often said that their success in mastering this problem was the one feature of their work in which they themselves took special pride. After many mishaps and disheartening delays the frail craft with its delicately mounted motor was pronounced ready. They knew that the machine would fly as well as men can know anything in the future, for the formula had been verified and the machine had been so built. They achieved their results neither by luck or the process of elimination, but by scientific inquiry and study. Monday, December 14, 1903, was picked as the date for the first attempt. A coin was tossed to decide who would have the first trial and Wilbur Wright won, but the start was bad and parts of the machine were damaged which required two days to repair. The morning of December 17 arrived—but let Orville Wright tell it in his own words as he described it in the American Legion Monthly of September, 1926:

THE FIRST FLIGHT

By Orville Wright, first human being to fly with a heavier-than-air machine

There was a strong, cold wind from the North when my brother Wilbur and I went to bed at Kitty Hawk, N. C., on the night of December 16, 1903. We arose next morning to find that the puddles of water left by the recent rain were covered with ice, and that the wind was still blowing at a velocity of around 25 miles an hour.

Hoping that it would die down, we stayed indoors the early part of the morning. The wind, however, was as brisk as ever at 10 o'clock, and as it showed no likelihood of abating we decided to make our experiment anyway. Since we could face the machine into the strong wind, it should be a relatively simple business to launch it from level ground.

The necessary track was laid, though not without difficulty, since the biting cold compelled us frequently to retire to a shed where a wood fire was burning in an old carbide can.

Eventually all was ready. Seven of us were on hand—my brother and I, J. T. Daniels, A. D. Etheridge, and W. S. Dough, members of the Kill Devil Life-Saving Station; W. C. Brinkley, of Manteo; and a boy, Johnny Moore, of Nags Head.

A hand anemometer showed the velocity of the wind to be between 24 and 27 miles an hour, which is not far off from what Government Weather Bureau records indicated. I mention this because to-day, with a generation of aerial development and research to profit by, nobody, not myself at least, would dream of going up in a strange machine in a 27-mile wind, even if he knew that the machine had previously flown and was apparently sound.

My brother had made an unsuccessful attempt to fly on December 14. It was therefore my turn to try. I ran the motor a few minutes to heat it up, and then released the wire that held the machine to a wooden track. The machine started forward, Wilbur helping to balance

it by running alongside. With the wind against it, the machine got under way so slowly that Wilbur was able to stay alongside until it lifted from the track after a run of 40 feet.

One of the men from the life-saving station clicked a camera at that instant and caught a historic picture. The machine was at the time about 2 feet off the ground.

The flight lasted 12 seconds. Its course was rather erratic, owing in part to air conditions, in part to the pilot's inexperience. The front rudder was balanced too near the center, so that it had a tendency to turn by itself, with the result that at times the machine would rise to about 10 feet and then as suddenly aim toward the ground. One of these darts ended the flight 120 feet from the point where the machine had first risen from the wooden track.

It may be interesting to note that while the machine was making only 10 feet a second against a wind that was blowing 35 feet a second, the speed of the machine relative to the air was 45 feet a second, so that the length of the flight was equivalent to 540 feet in still air. This was the first time in history that a machine carrying a man raised itself by its own power into the air in full flight, went ahead without reduction of speed, and landed at a point as high as that from which it started.

There are many little interesting stories told of the Wrights during their many protracted stays on the sand dunes of North Carolina. Their closest friends were Capt. and Mrs. W. J. Tate. Mrs. Tate at that time was postmistress at Kitty Hawk, and on August 12, 1900, she received a letter from one Wilbur Wright, of Dayton, Ohio, who asked for a description of the topography of the beach in that immediate section. He stated that he and his brother were contemplating spending their summer vacation there to carry on some experiments in "scientific kite flying." Previous to that Captain Tate had read an account of Professor Lilienthal's experiments with gliders, and had become greatly interested in the subject. After the Wrights came down, Captain Tate was the one man in all that country who knew that they would not fail. Through all their *hectic* days his faith was sublime. About 10 days after this letter had been answered a stranger knocked at the door of the modest Tate home and introduced himself as Wilbur Wright. In those days there was no modern method of transportation to out-of-the-way places like Kitty Hawk. In Elizabeth City, N. C., Mr. Wright, in visiting the water front, had found one Israel Perry, who owned and lived in a miserable little flat-bottomed sloop, hardly safe to cross a creek in. Perry agreed to take him to Kitty Hawk, expecting to make the trip in a day, but adverse winds kept them out for 36 hours, and when Wilbur Wright arrived at the Tate home he had had nothing to eat in 24 hours, and was spent and exhausted. Four days later the freight boat brought his baggage and material, and Captain and Mrs. Tate and Wilbur Wright proceeded to construct the first glider, which was truly the embryo flying machine of the present day.

It required two weeks to construct the glider, and Captain Tate says that it was also spent in he and his wife "sizing up" the stranger. Orville Wright came on September 1. Both of the brothers boarded at the Tate home, but later moved into a tent between there and the life-saving station. Before the first motor-driven flight was made, the Wrights presented the first glider to the Tates, who carefully dissected it. The sateen fabric used on the wings was made into dresses for Irene and Pauline Tate, who were then 3 and 4 years old.

Captain Tate soon acquired the reputation among his neighbors of being "a darn sight crazier than the Wrights." It was the regret of his life that he did not see the first flight on December 17, 1903, after he had been a right bower to the Wrights during their stay there. He was engaged in other duties that morning, when a neighbor, nearly out of breath, ran up and yelled: "Well, they flew!"

The little Irene Tate, who wore a dress made from the glider, is now Mrs. Bennett D. Severn. She has flown over 50,000 miles with her husband, who is an aviator, and once was the only helper for her husband in bringing a plane from Miami, Fla., to Atlantic City, N. J., against brisk prevailing north winds. All of the members of the Tate family have been in airplanes.

Captain Tate is now keeper of the Coinjock Lighthouse Depot, at Coinjock, N. C. Fame has not kept Orville Wright from remembering his old friend, and they frequently correspond, while the Tate home has a wealth of mementos and historical data about the men who in those days were unknown. This is his tribute to the Wrights in a recent letter to me:

They were Christian gentlemen and moral to the core. During all my acquaintance and close contact with them, which lasted several years, I never heard one of them utter an oath, never saw either of them get angry, and never heard them tell a story which even bordered on the obscene. They were scientific men, skilled and even balanced, and nothing I can say can pay them too high a tribute.

With their names and their exploits ringing in the ears of the world the Wrights have remained the same modest, unassuming men, untouched by popular acclaim. Wilbur Wright has now gone to his reward, but before his death he saw his invention perfected to a high point. Orville Wright still lives in his native city of Dayton, Ohio. With that retiring manner that is characteristic of the man, he has shown no interest in this measure. While it signifies an event, is it not also proper that we honor the man who accomplished it? The Government has named a great aviation field in honor of the dead Wilbur Wright. Let us by the passage of this bill acclaim also the living.

Mr. Chairman, it would be interesting to trace the development and progress of aviation since this initial step on North Carolina soil, but I shall not do so. In peace and in the broadening of our commerce the airplane is already playing a dominant part, while in war it is destined to be the most contributing factor.

There is a nation-wide support for the passage of this bill. My files are filled with letters from every section of the country. Mr. Frank Stick, of Pine Cove, Interlaken, N. J., who, with his associates own the Kill Devil Hill property, has recently sent me the following wire:

ASBURY PARK, N. J.

Hon. LINDSAY WARREN,

House of Representatives, Washington, D. C.:

My associates and I are greatly interested in your bill for a memorial commemorating the first airplane flight. We own Kill Devil Hill tract and will gladly deed these hills and adjacent land required for memorial and reservation to the Government without cost.

FRANK STICK.

VISION AND PROPHECY

I have visions, Mr. Chairman, that after this memorial is erected the Government will create there a national park or a national monument. I hope that when it is dedicated that the nations of the earth will be invited to participate, and that the President of the United States will be present. With the Atlantic on the one side and the great inland waterway on the other, with early connection either by ferry or bridge with the mainland imminent, Kitty Hawk no longer enjoys its pristine isolation, and it is getting within easy access to the Nation. This memorial will stand there with its face to the Atlantic to commemorate the inventive genius of man. [Applause.]

Mr. TAYLOR of Colorado. Mr. Chairman, I yield 10 minutes to the gentleman from Texas [Mr. BLANTON].

Mr. BLANTON. Mr. Chairman, I have some exhibits I desire to insert, and I therefore ask unanimous consent to revise and extend my remarks.

The CHAIRMAN. Is there objection to the request of the gentleman from Texas?

There was no objection.

Mr. BLANTON. Mr. Chairman, from the Philadelphia Inquirer of January 29, 1927, I read the following excerpts:

Judge Dickinson grants man last papers despite liquor conviction.

That is a heading. Let me read further:

A single violation of the Federal prohibition law is not so heinous as to deprive him of the privilege of citizenship, in the opinion of Judge Oliver B. Dickinson, of the United States district court here.

Over the protests of the naturalization department he granted final citizenship papers yesterday to Theodore Tsicos, 19 North Conestoga Street, notwithstanding his conviction for violating the liquor law in Chester in 1922, with a fine of $100.

When Tsicos appeared for his final papers an examiner from the naturalization department objected to their being granted him, claiming he was disqualified from becoming a citizen because the liquor offense prevented him from having the "good" moral character prescribed.

Now notice this heading:

Crank legislation.

And let me read further:

"Oh, there are a lot of things in the Constitution I think ought not to be there," the judge retorted, "and there are a number of high-caliber men who regard the prohibition law as crank legislation, but you wouldn't want to deport us because we have those opinions, would you"

CONSTITUTION—CRANK LEGISLATION

This was a judge of the Federal court of the United States speaking, saying that he did not believe in some of the Constitution which he was under oath to support and maintain. He

said this particular law is crank legislation, and that it does not affect a man's moral character because he was a bootlegger. If there is to be a Federal judge impeached—one because he enforces the strict letter of the law or one who denounces the Constitution and calls a law he is called upon to enforce crank legislation—I think it should be the latter judge instead of the former.

I want to read another excerpt from a newspaper. From the New York American of January 30, 1927, I read the following excerpts:

Drive against Judge Cooper in new light.

Huge patronage of "maverick Democrat" in G. O. P. stronghold said to cause trouble.

The above are headings. I read the following excerpts:

Schenectady is the home of Judge Cooper. Local residents recalled that he made his first entry into politics as a Christian Socialist and was the protégé of the Rev. George R. Lunn, first Socialist mayor of Schenectady.

Lunn made Cooper his corporation counsel, and as such Cooper served several terms. He became an enthusiastic supporter of Woodrow Wilson's League of Nations and followed Lunn, later lieutenant governor, into the Democratic fold.

How mistaken a newspaper can be! Why, Judge Frank Cooper was never a Socialist. From 1906 until 1910 he was a member of the Democratic State executive committee of the State of New York. In 1917 he was a candidate for mayor of his home city on the Democratic ticket with a Socialist opponent as well as a Republican opponent. When he accepted the position of corporation counsel under Mayor George R. Lunn, who was once a Member of this House and who was afterwards lieutenant governor of his State, Frank Cooper had it distinctly understood that he was a Democrat and would remain a Democrat during the tenure of such office.

Mr. PERLMAN. Will the gentleman yield?

Mr. BLANTON. In a moment, if I have any time left. I have some information which I desire to impart.

I read further from this New York American of January 30, 1927, the following:

It was declared here to-day that for political reasons the fight on Judge Cooper might assume important proportions. In the 29 counties which comprise the district he has the sole appointment of 35 referees in bankruptcy and all the bankruptcy receivers, whose fees amount to millions every year.

Besides that, he has the sole appointment of United States commissioners who hear all criminal cases in the first instance.

G. O. P. GETS RESTIVE

The counties comprising the district are a Republican stronghold, and since the death of Judge Ray Republicans have been restive at having the control of the court in the hands of a man described as "a maverick Democrat." Judge Cooper is 59, and under the judiciary law would sit until he was 70, 11 years longer.

Mr. PERLMAN. Will the gentleman yield now?

Mr. BLANTON. I have but little time and regret that I can not yield. Should I have any time left when I conclude, I will yield gladly.

I desire to deny that newspaper statement. I do not believe the Republican Party, because of a few appointments, would be instrumental in having a judge of a Federal court impeached or charged with impeachment matters such as would affect or might influence all the other jurists of the land in the enforcement of the law. I do not believe the Republican Party is so mercenary, however much I may believe that many political sins are properly laid at its door.

I want now to read another excerpt from a paper.

Mr. PERLMAN. Will the gentleman yield for a question with regard to Judge Cooper?

Mr. BLANTON. I have not the time. I wish the gentleman would get his own time, as I need all of my own.

Here is an editorial from a leading paper of the city where this judge formerly resided, and I want to read it to you. It is from the Schenectady Union-Star, a daily paper that was founded in 1855. This editorial is headed and reads as follows:

ENFORCING AN UNPOPULAR LAW

So far as impeaching a Federal judge for enforcing the Nation's most unpopular law, we shall have to confess lack of enthusiasm for Representative EMANUEL CELLER'S motion in the lower House in which he seeks the removal of Judge Frank Cooper. At a time when infraction of law is the crying ill of the Nation, when lack of respect for law is undermining government, it is refreshing to find a judge with courage enough to do his duty single-minded and regardless of personal unpopularity.

The objection is made that Federal Judge Cooper has approved of detective methods in securing evidence. Seldom, if ever, have we heard of objection being interposed to any judge's acquiescence to detective methods in running down crime and bringing criminals to the bar of justice for infraction of other laws than the Volstead Act. Detectives trail suspects for weeks. They assume disguises. They worm their way into the confidence of unsuspecting persons. They break open trunks and examine private letters and records. They become companions and even bedfellows of suspected men in order to lure them into making unguarded statements. Never have we heard of objection being raised in the House of Representatives to the methods used by postal detectives who conceal themselves in post offices, spy on postal clerks and letter carriers, and even send decoy letters to trap them.

Admittedly it is not a nice job. Persons of superrefined sensibilities would not like to do this sort of work; but so long as criminals use devious methods to do their work and cover their tracks, it will be necessary for somebody to do the detective work that is necessary to snare them. Even the highest departments in the Government employ secret service agents whose business it is to keep the Federal Government informed of what goes on in the innermost parts of other governments.

So far as can be discerned in the published statements, no innocent person has suffered by reason of the detective methods which Judge Cooper is alleged to have approved. On the other hand, a considerable number of the guilty have been punished. There is a statement to the effect that the agents of the Treasury Department "secured evidence against practically every big bootlegger in the north country," that some 40 arrests were made, that every defendant was convicted with the exception of two or three, and that prison sentences were imposed, together with fines averaging two to ten thousand dollars apiece. "After these convictions," the report reads, "seizures dropped to four or five a month."

Because Judge Cooper displayed unusual zeal in enforcing the Nation's most unpopular law shall he be removed? Are judges thus to be intimidated by the criminal interests with whose profits their decisions interfere? Do the people want their laws enforced impartially? This may be attempted intimidation of the court, but even Judge Cooper's closest friends will declare he is not swerved from his official duty by personal considerations.

The exact method of enforcement of law is of less consequence than that it be done. It is the business of judges to enforce law. They are not to wink at law violation. This judge expressed weariness at having none but small offenders brought before him. He wanted the big offenders. He got them. It was not his purpose to punish small rum runners and let the higher-ups go unpunished.

The impeachment action smacks of persecution. The hue and cry for law enforcement is hollow if the public acquiesces in the removal of a judge for no other offense than punishing lawbreakers.

WET PUNISHMENT

This judge has been enforcing the Constitution and the statute laws of the United States. He has been giving bootleggers sentences that mean more than mere fees that license wrongdoers to continue violating the law. He has been insisting that the big crooks be punished as well as the small ones. He has been imposing stiff fines and long jail terms. The highbrow bootleggers have not liked it. They have been suffering under his régime. They want his scalp. And they want steps to be taken so that other Federal judges will hesitate to enforce the law. And they have brought their influence to bear on Tammany and Mr. LAGUARDIA. It is an attempt on the part of the "wets" to harrass a dry judge who when he gets a bootlegger prince before him assesses a stiff fine and adds a term in prison for good measure.

I have gone to the trouble to obtain the official record of this New York judge. I never dreamed before that there could be such splendid enforcement of the prohibition laws in the State of New York.

PLATTSBURG PROHIBITION CASES

Concerning the Plattsburg prohibition cases, concerning which the new combination of Merrick & LAGUARDIA find so much to offend, the following is given by one of the reliable court officials as an authentic summary of the activities in the Plattsburg-Albany area, to wit:

Number of persons indicted	41
Number of indictments	17
Number not arrested and now fugitives	5
Number not yet tried	5
Number tried	8
Number of defendants dismissed	1
Number of acquittals or disagreements	1
Number of pleas of guilty	22
Number convicted	7
Number who appealed	5
Number of affirmances	4
Number of reversals (defective indictment)	1
Amount of fines paid	$43,200

Practically every one of all these defendants was arrested at the time of the simultaneous raids by prohibition officers, resulting in the seizure in every instance of large quantities of intoxicating liquors in the possession of the defendants arrested. Large quantities of liquors were seized also in the cases of the defendants who through foreknowledge or otherwise escaped and have never been arrested. These raids were made in connection with the execution of search warrants sworn out in practically every case and were made several weeks after the original purchases by the so-called undercover men.

In all the trials the defendants raised the question of enticement. Enticement was submitted to the jury as one of the questions for decision and instruction given to render a verdict of not guilty if they found there was enticement. The question of enticement was also raised in the appellate court (circuit court of appeals) second circuit; and the decision was against the defendants.

JUDGE COOPER'S TERMS AT ALBANY IN 1925

The following has been furnished me by a reliable official of said court as an authentic statement of cases tried at Albany:

REGULAR FEBRUARY TERM, 1925

The term was held on the following days: February 10, 11, 12, 13, 16, 17, 18, 19, 20, 23, 24, 25, 26, 27—March 2, 3, 4, 5, 6, 9, 10, 11, 12, 13, 16, 17, 18, 19, 20, 23, 24, 27, and April 6.

SPECIAL TERMS, ALBANY, 1925

January 2 and 3, April 24 and 25, September 5, October 2, November 30, December 30.

FACTS IN RE INDICTMENTS FOR CONSPIRACY AND VIOLATION OF NATIONAL PROHIBITION ACT

SAM ISAACS, SR., AND JOSEPH ISAACS, CRIMINAL, NO. 7922

Indictment filed February 16, 1925.

Found guilty on counts 1, 3, 4, 5, 6, March 5. (Trial begun and defendants withdrew pleas and filed demurrer.)

Defendant Joseph Isaacs sentenced March 13 to Atlanta for two years and $10,000. (Changed March 23, to nine months in Essex County jail.)

Defendant Sam Isaacs, sr. sentenced March 11 to Atlanta for three years and six months and $2,002 fine. (Changed March 23 to one year and four months and $5,000 fine. Fine paid.)

EDWARD KELLY AND MARGARET KELLY, NO. 7923

Indictment filed February 16, 1925.

Defendant Edward Kelly plead guilty May 5. Dismissed as to Margaret Kelly.

Defendant Edward Kelly sentenced to Essex County jail for five months and fined $3,000. (Fine paid.)

URIAS MARTIN, CHARLES STEWART AND ROY ST. DENNIS NO. 7926

Indictment February 16, 1925.

Stewart plead guilty, May 14, 1925.

Fined $10,000 to run consecutively with No. 7932.

Dismissed as to St. Dennis, March 12, 1926.

Defendant Martin plead not guilty.

THOMAS TYNDALL, ROBERT GLENN, CHARLES STEWART, ROY ST. DENNIS, AND CEPHUS R. M'CREEDY, NO. 7932

Indictment February 16, 1925.

Defendant Charles Stewart plead guilty May 14, 1925.

Sentenced to Atlanta one year and one day.

Indictment dismissed against other defendants March 12, 1926.

ALBION LA FOUNTAIN, PETER O'NEILL, ALIAS SLIM, AND MARY LA FOUNTAIN, NO. 7964

Indictment March 6, 1925.

Defendant La Fountain tried March 6–10. Defendant Albion La Fountain found guilty on counts 1, 2, 3, 6. Not guilty on fourth and fifth.

Disagreed as to defendant Mary.

Sentenced to Atlanta March 11 for three years and nine months and fined $2,002.

JACK GARDNER, MAX GRIMM 2D, ALIAS CHARLES GRIMM, AND R. J. CREIGHTON, NO. 7966

Indictment March 10, 1925.

Grimm plead guilty March 18.

Sentenced to pay fine of $1,000 (paid).

General capias out for Gardner, bail $50,000.

ROBERT C. HAYES AND ROSARIO DE FRANZO, NO. 7967

Indictment March 10, 1925.

Defendants tried March 19–23, 1925.

Found guilty on counts 1, 3, 6. Not guilty on count 4. Count 5 previously dismissed.

Hayes sentenced March 27 to Atlanta for three years and six months and fined $2,000.

Same sentence as to De Franzo.

JAMES P. HOLLAND, OWEN J. HOLLAND, MAX GRIMM 2D, ALIAS CHARLES GRIMM, NO 7968

Indictment March 10, 1925.

Defendant Grimm plead guilty March 18. Sentenced to Rensselaer County jail six months.

Defendants Holland each plead guilty to counts 2, 3, 4, 5, and 6, October 27, 1925.

Owen Holland sentenced to Clinton County jail four months on second count. James P. Holland sentenced to pay fine of $2,000 (paid).

CHARLES J. KRANK, NO. 7970

Indictment March 10, 1925.

Plead guilty to counts 2, 4, 5, 6, and 7, March 24.

Fined $5,000 (paid).

MICHAEL LYONS, HARRY C. HARTSON, ALIAS KID KEENE, AND BARNEY DUKEN

Indictment March 10, 1925.

Hartson and Duken tried March 11–13; Duken found guilty on count 3. Hartson found guilty on counts 1, 3, 5, and 6. Not guilty on fourth.

Hartson sentenced to Atlanta March 17, four years, and fined $2,000.

Duken sentenced to Atlanta two years and fined $5,000.

Defendant Lyons not arraigned.

CEPHUS R. M'CREEDY AND CLARENCE WALKER, NO. 7972

Indictment March 10, 1925.

Each plead guilty March 16.

Walker sentenced March 17, Atlanta one year and one day and fined $10,000. McCreedy fined $5,000.

GEORGE F. MATTHEWS AND JOHN DOE, NO. 7973 (MELVIN WANDS)

Indictment March 10, 1925.

Each pleaded guilty March 16, counts 1 and 3 dismissed.

Matthews sentenced March 24 to pay $4,800 (paid).

Wands sentenced to pay $200 (paid).

MATTHEW J. O'NEIL AND JAMES MOTT AND GEORGE F. MAHAR, NO. 7974

Indictment March 10, 1925.

O'Neil and Mahar plead guilty to counts 2, 4, 5, 6, and 7, 1 and 3 nolle.

Mahar sentenced to pay $4,700 March 27 (paid).

O'Neil sentenced Albany County Jail four and one-half months and fined $1,000 (paid).

Defendant Mott not arraigned.

CHARLES STEWART AND ROY ST. DENNIS, NO. 7975

Indictment March 10, 1925.

St. Dennis plead guilty March 17.

Fined $10,000.

Stewart not arraigned.

JOHN SULLIVAN, ALIAS JUMBO, AND EDMUND SMITH, ALIAS EDDIE

Indictment March 10.

Each plead guilty March 18.

Sullivan sentenced Warren County Jail four months and fined $1,000 and later amended to $5,000 fine.

Smith fined $200.

T. J. TROMBLEY AND R. E. WALKER, NO. 7977

Indictment March 10, 1925.

Trombley plead guilty March 18.

Sentenced Clinton County Jail six months and to pay fine of $3,000 (paid).

Walker not arraigned.

THOMAS TYNDALL, ROBERT GLENN, CHARLES STEWART, ROY ST. DENNIS, CEPHUS R. M'CREEDY, NO. 7978

Indictment March 10, 1925.

McCreedy and St. Dennis each guilty March 17.

Defendant McCreedy sentenced Clinton County Jail thirty days.

St. Dennis sentenced Atlanta one year and one day.

Defendant Glenn plead guilty fourth count March 17.

Sentenced to pay fine of $250.

Other defendants not arraigned.

MICHAEL LYONS, NO. 7985

Indictments March 20, 1925.

Plead guilty to counts 2, 4, 5, 6, 7, 8, and 9, March 27, 1925.

Fined $6,500.

I have gone to the trouble of getting Judge Cooper's record, because I wanted the country to know about it. I want it known to the Federal judges over the United States that when they do their duty and strictly enforce the law against the high and low alike, they will be defended on the floor of this House.

Mr. CELLER. Will the gentleman yield?

Mr. BLANTON. I would gladly if I had the time, but my time is now up.

The CHAIRMAN. The time of the gentleman from Texas has expired.

Mr. DICKINSON of Iowa. Mr. Chairman, I yield to the gentleman from Nebraska [Mr. SIMMONS].

Mr. SIMMONS. Mr. Chairman, I ask unanimous consent to extend my remarks by publishing resolutions by the Chamber of Commerce of Omaha, Nebr., Valentine, Nebr., and Kearney, Nebr., on the McNary-Haugen bill.

The CHAIRMAN. The gentleman from Nebraska asks unanimous consent to extend his remarks in the manner indicated. Is there objection?

There was no objection.

The matter is as follows:

VALENTINE, NEBR.

Our local chamber of commerce has just passed a resolution unanimously indorsing the McNary-Haugen bill now pending, and the writer, as secretary, was instructed to communicate with our Representatives in Congress and in our State legislature as well, thanking them for what they have done in support of the bill and soliciting them to renew their efforts in its behalf.

So far as we can determine, this bill embodies the essence of the whole question of farm relief, and we believe you will find it to be the unanimous sentiment of this community that this bill meets with popular favor, and practically everyone is anxious that the bill be passed.

Yours very truly,

CHAMBER OF COMMERCE, VALENTINE, NEBR.,
By F. A. CUMBOW, *Secretary.*

CHAMBER OF COMMERCE, OMAHA, NEBR.

The following resolution was adopted at to-day's joint meeting of the board of directors and the executive committee:

"Whereas it is very evident that for several years past agriculture has not received a fair share of the prosperity of the Nation: Therefore be it

"*Resolved*, That we favor the enactment of the present McNary-Haugen bill, which, in our opinion, is a forward step for agricultural equality, upon which a very large majority of those interested in agricultural prosperity can unite at the present time; and be it further

"*Resolved*, That the Omaha Chamber of Commerce express to our Senators and Representatives from Nebraska now in Congress our commendation of their action in support of the above bill and urge them to continue their united support of the measure."

I was requested to advise you of the action of the chamber.

Very respectfully,

CLARKE G. POWELL, *Commissioner.*

KEARNEY CHAMBER OF COMMERCE

For your information and guidance we quote the following resolutions adopted by the board of directors of the Kearney Chamber of Commerce Monday, January 31, 1927:

"Be it resolved by the Chamber of Commerce of the city of Kearney, That we recommend and indorse the passage of the bill to control radio as passed by the House of Representatives and as recommended by the conference report; that copies of this resolution be telegraphed to the United States Senators from Nebraska.

"Resolved by the Chamber of Commerce of the city of Kearney, That in justice to the agricultural interests of the United States we indorse and favor the speedy passage of the McNary-Haugen bill now pending in Congress.

"Be it resolved by the Chamber of Commerce of the city of Kearney, That we indorse Senate bill No. 5031 providing for the creation of the Pan American peoples great highway commission."

Yours very truly,

KEARNEY CHAMBER OF COMMERCE,
WALLACE THORNTON, *Secretary.*

Mr. DICKINSON of Iowa. Mr. Chairman, I yield to the gentleman from New York [Mr. LAGUARDIA].

Mr. LAGUARDIA. Mr. Chairman, in reference to the statement made by the gentleman from Texas [Mr. BLANTON], I want to say that that case has properly been referred to the Committee on the Judiciary, and the orderly procedure of the House is to let the committee proceed in a proper way and not make speeches on the floor until that committee reports.

Mr. BLANTON. I was answering the gentleman from New York.

Mr. DICKINSON of Iowa. Mr. Chairman, I yield 20 minutes to the gentleman from Ohio [Mr. CHALMERS].

Mr. CHALMERS. Mr. Chairman, I ask unanimous consent to revise and extend my remarks in the RECORD and to include the President's proclamation and extracts from the report of the Hoover commission, and some Canadian officials, and others.

The CHAIRMAN. The gentleman from Ohio asks unanimous consent to extend his remarks. Is there objection?

There was no objection.

Mr. CHALMERS. Mr. Chairman and members of the committee, I want to preface my remarks this afternoon on the present status of the St. Lawrence-Great Lakes deep waterway by a historical review of the procedure up to date.

I also shall quote freely from the President, Secretary of Commerce, Government officials, including engineers, and shall make free use of materials assembled in the Congressional Digest of January, 1927. The idea and necessity for the improvement of this waterway have persisted for over 250 years. History records the fact that La Salle, on July 6, 1669, started up the St. Lawrence River with his 4 canoes and 14 men to explore the Great Lakes and Mississippi region. They were compelled to carry their canoes around the falls and other hindrance to navigation. It would be interesting to trace step by step the progress made in the development of this waterway from that time to the present.

In 1836 Congress authorized an examination and survey of five canal routes. The House Committee on Roads and Canals in 1837 submitted a report showing the military and commercial needs of the work surveyed during the previous year. In 1842 it was agreed in the Webster-Ashburton treaty with Great Britain that the channels in the St. Lawrence River on both sides of the Long Saulte Islands and of Barnhart Island shall be equally free and open to the ships, vessels, and boats of both the United States and Canada.

In the reciprocity treaty of 1854, the United States secured the right to navigate both the St. Lawrence below the point where it ceases to be the boundary and the canals in Canada used as a part of a water communication between the Great Lakes and the Atlantic. In 1864 another survey was made similar to that of 1836. In 1868 a survey was made of six canal routes from Lake Erie to Lake Ontario.

By article 26 of the treaty of Washington, 1871, navigation of the River St. Lawrence ascending and descending from the forty-fifth parallel of north latitude where it ceases to form the boundary between the two countries, from, to, and into the sea, shall forever remain free and open for the purpose of commerce to citizens of the United States, subject to any laws and regulations of Great Britain or of the Dominion of Canada not inconsistent with such privilege of free navigation.

In 1892 the House Committee on Interstate and Foreign Commerce reported a joint resolution authorizing the survey for a waterway connecting the Great Lakes with the Atlantic. In 1895 the Congress established the United States Deep Waterways Commission. The President appointed on this commission Messrs. James B. Angel, John E. Russell, and Lyman E. Cooley.

Under the provision in the sundry civil act of June 4, 1897, the Board of Engineers, consisting of Maj. Charles W. Raymond, Alfred Noble, and George Y. Wisner, were appointed to make surveys and examinations, including estimate of cost of deep waterways and the routes thereof between the Great Lakes and the Atlantic tidewaters as recommended by the report of the Deep Waterways Commission. This was the first actual survey of the complete routes to the seaboard, and the report of the board was submitted in 1900. This report was very valuable and has been of great service in the subsequent study of this problem. It is the great source of information for any study of waterways between the Great Lakes and the Hudson River. It is the work of a board of three distinguished engineers, with a large corps of assistants. Their study of the question occupied three years and cost $485,000. They made very complete surveys of all the practicable routes, including borings and rock core drillings, and pursued many special investigations into important details, such as the speed of ships in canals, the design of low gates, and the hydrology of the rivers furnishing summit water supply. They made very complete detailed estimates of cost for these canals as well as for the improvement of the upper Hudson and the deepening of the connecting channels of the Great Lakes.

In 1905 the Dominion of Canada abandoned the system of canal tolls, since which time all Canadian canals have been free to all vessels with their cargoes and passengers, whether these were Canadian or American. In 1909 the treaty of Washington was adopted both by the United States and Great Britain which contains the following language: "The navigable boundary waters shall forever continue free and open for the purposes of commerce to the inhabitants and to the ships, vessels, and boats of both countries equally, subject, however, to any laws and regulations of either country within its own territory, not inconsistent with such privilege of free navigation and applying equally and without discrimination to the inhabitants, ships, vessels, and boats of both countries.

It is further agreed that so long as this treaty shall remain in force this same right of navigation shall extend to the waters of Lake Michigan and to all canals connecting boundary waters, and now existing or which may hereafter be constructed on

either side of the line. Either of the high contracting parties may adopt rules and regulations governing the use of such canals within its own territory and may charge tolls for the use thereof, but such rules and regulations and all tolls charged shall apply alike to the subjects or citizens of the high contracting parties and the ships, vessels, and boats of the high contracting parties, and they shall be placed on terms of equality in the use thereof. This was the treaty which established the International Joint Commission.

In 1918 a preliminary examination of a channel for ocean-going vessels on the St. Lawrence River above St. Regis was made.

The great advance was made by the Congress in 1919 by section 9 of an act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes, approved March 2, 1919. The Congress expressed a desire that the International Joint Commission investigate what further improvement of the St. Lawrence River between Montreal and Lake Ontario is necessary to make the river navigable for ocean-going vessels together with the estimated cost thereof. This commission was furnished with competent engineers representing the United States Government and the Dominion of Canada.

Public hearings on the economic features of the St. Lawrence project were held by the International Joint Commission from March 1, 1920, to March 31, 1921. One hundred and eighteen organizations and local commercial bodies, 14 States, and 2 Provinces presented testimony in favor of the improvement of the St. Lawrence, with 32 organizations and local commercial bodies opposing. Approximately 350 witnesses appeared in all and their testimony, as preserved by the commission, fills over 8,000 typewritten pages. On August 24, 1921, the International Board of Engineers made their final report to the International Joint Commission recommending the improvement of the St. Lawrence River.

On January 6, 1922, the final report of the commission presenting its findings, conclusions, and recommendation in regard to the proposed improvement of the St. Lawrence, was submitted to the Department of State which presented it to the President. The President transmitted the report to Congress on January 16, 1922. On January 20, 1922, I introduced a joint resolution, 262, providing for the establishment of an international board to have jurisdiction of the construction, operation, and control of the improvement of the Great Lakes-St. Lawrence waterway. This was the first general improvement bill for the St. Lawrence ever introduced into the Congress of the United States.

In his address to Congress on the American merchant marine, delivered on February 28, 1922, President Harding made the following references to the St. Lawrence River project:

> We have had a new manifestation of this broadened vision in the enthusiasm of the great Middle West for the proposed Great Lakes-St. Lawrence waterway, by which it is intended to connect the Great Lakes ports with the marts of the world. There is far-seeing vision in the proposal, and this great and commendable enterprise, deserving your favorable consideration, is inseparable from a great merchant marine.

On January 30, 1924, a note from the Canadian Government proposing that the United States appoint experts to work jointly with similar appointees to be designated by Canada, on the St. Lawrence-Great Lakes Waterway project was made by the State Department. On March 14, 1924, in pursuance of negotiations with the Canadian Government, President Coolidge appointed members to the United States-St. Lawrence Commission. The commission was to take under advisement a report to be made by a joint board of engineers appointed by the two Governments. In appointing the commission, under the chairmanship of Secretary Hoover, President Coolidge said:

> It is my desire that the commission should thoroughly consider the whole project in its economic and national aspects, should solicit the views of the various sections of the community, should be able to express an opinion as to whether or not the project should be undertaken at the present time. If this judgment should be in the affirmative, then I wish the commission to consider the formulation of such projects as might be submitted for international agreement on construction, finance, and administration—all of which, of course, must be of a preliminary nature as a basis for formal negotiations with the Canadian Government, and obviously subject to the views of Congress.
>
> The project of opening the Great Lakes to ocean-going ships, and development of the great power resources of the St. Lawrence River, on behalf of both the Canadian and American people, has been a hope long treasured by many millions of our people and it is the desire that this matter, if it is sound and practicable, should be brought one step nearer to consummation that I am asking you and your fellow commissioners to serve in this matter.

On December 21, 1926, Secretary Hoover submitted to the President the report and recommendation of the United States commission, together with a report of the Joint Board of Engineers of the United States and Canada.

President Coolidge's last annual message to Congress, delivered on December 6, 1926, is as follows:

> Engineering studies are being made for connecting the Great Lakes with the North Atlantic, either through an all-American canal or by way of the St. Lawrence River. It is unnecessary to dwell upon the great importance of such a waterway not only to our midcontinent basin but to the commerce and development of practically the whole Nation. Our river and harbor improvement should be continued in accordance with the present policy. Expenditure of this character is compatible with economy; it is in the nature of capital investment. Work should proceed on the basic trunk lines if this work is to be a success. If the country will be content to be moderate and patient and permit improvements to be made where they will do the greatest general good, rather than insisting on expenditures at this time on secondary projects, our internal waterways can be made a success. If proposed legislation results in a gross manifestation of local jealousies and selfishness, this program can not be carried out. Ultimately we can take care of extensions, but our first effort should be confined to the main arteries.
>
> Our inland commerce has been put to great inconvenience and expense by reason of the lowering of the water level of the Great Lakes. This is an international problem on which competent engineers are making reports. Out of their study it is expected that a feasible method will be developed for raising the level to provide relief for our commerce and supply water for drainage. Whenever a practical plan is presented it ought to be speedily adopted.

I quote the following extracts from the writings of our Secretary of Commerce, Mr. Hoover:

> The time has come when we must take an enlarged vision of our water resources. We have arrived at a new era in this development. We have need that we formulate a new and broad national program for the full utilization of our rivers and our lakes. Water is to-day our greatest undeveloped resource.
>
> True conservation is to get our water at work. There are imperative reasons for it. Before expiration of the years required for major construction we shall need more food supplies than our present lands will afford. To-day there are many economic distortions in agriculture and industry due to the necessary increases in freight rates from the war, which can be greatly cured by conversion of our inland waterways into real connected transportation systems. It is demonstrated by actual rates current to-day that we can carry 1,000 bushels of wheat 1,000 miles upon lake and ocean steamers for $20 to $30, on modern barges for $60 to $70 as against $150 to $200 by rail. There will be urgent demand for more and more hydroelectric power as the sure base of our great interconnected power systems. Our population will increase by forty millions in the next quarter of a century. If we are to preserve the standards of living and increase the comfort of this enlarged national family we must place in use every resource we possess.
>
> The Great Lakes to-day are the greatest inland transportation system in the world, but at the present time the outward traffic to the sea has to pass through bottlenecks of 11 and 12 foot canals. We know from an engineering point of view that it is entirely feasible to make every lake port an ocean port by deepening these canals to 25 or 30 foot shipways. We know that such an improvement will decrease the costs of the exports of grain from 7 to 8 cents a bushel. We know that this decreased charge will lower the cost to the farmer of reaching his foreign market and will be an addition to the farmer's profit. It will make possible the introduction of manufacturers' raw materials to the interior on a cheaper basis. This 3,000 miles of inland waterways will serve some 18 States. We know it will tend to upbuild industry in the heart of agriculture to the mutual benefit of both and to the better distribution of our population. Involved in this Lakes-to-the-sea improvement is the possibility of developing some four millions of horsepower for our eastern States and Canada.
>
> We have been blessed by Providence with resources in water greater than any nation in the world. Through the advance of engineering science their possibilities have become a reality, not a dream. These resources are so situated that their use will bring rich harvest in wealth and happiness to all of our people. The foundations of agriculture and industry can be strengthened and our population better distributed. We have recovered from the devastating losses of the war a period of economic strength which enables us to undertake them without national burden. We shall be negligent of our duty if we fail in their development.

The United States-St. Lawrence Commission appointed by President Coolidge submitted a report to the President on De-

cember 27, 1926, which contained the following conclusions as summarized by Mr. Hoover, chairman of the commission:

First. The construction of the shipway from the Great Lakes to the sea is imperative, both for the relief and for the future development of a vast area in the interior of the continent.

Second. The shipway should be constructed on the St. Lawrence route, provided suitable agreement can be made for its joint undertaking with the Dominion of Canada.

Third. That the development of the power resources of the St. Lawrence should be undertaken by appropriate agencies.

Fourth. That negotiations should be entered into with Canada in an endeavor to arrive at an agreement upon all these subjects. In such negotiations the United States should recognize the proper relations of New York to the power development in the internation section.

In the detailed report of this commission we find that a 30-foot channel for vessels drawing under 28 feet of water would accommodate 98 per cent of the entrances and clearances of all ocean boats. Some other deductions from this detailed report have been summarized by the editor of the Congressional Digest:

In the mid-west, the territory tributary to any of these projects, the economic situation is considerably distorted; there is much agricultural distress and incessant demands for remedial degislation. This situation to a large extent has been brought about by the transportation charges. Increases in railway rates since the war force the mid-west farmer to pay from 6 to 12 cents more per bushel to reach world markets than before the war. Foreign farmers close to ocean ports pay but little, if any more than pre-war costs, because shipping rates are substantially at pre-war levels. While it is true that these rate increases apply on the exports of grain, nevertheless the price which the farmer receives in foreign markets is the principal factor in determining his return upon the whole crop, not alone the export balance. It is this transportation differential that is, unquestionably, one of the most important causes for our present agricultural depression.

Coincident with these increased rail rates the mid-west has also been affected adversely by the operation of the Panama Canal. Cheapened water transportation has brought the coasts relatively closer together at the same time that increased rail rates, figuratively speaking, have moved the mid-west farther from seaboard. This situation has been expressed graphically by setting up a new measuring unit in the shape of the number of cents that it takes to move a ton of freight. By using this measuring rod, it can be stated, that for a certain manufacturer, these postwar influences have moved Chicago 336 cents away from the Pacific coast, while New York has been moved 224 cents closer to the Pacific coast.

These factors operate reciprocally and not only place a handicap on the outbound products of the mid-west, but also add to the costs of inbound supplies.

All of these influences have had a very far-reaching effect; certain classes of industry have migrated to the seaboard; agriculture has been greatly depressed, and, through the increasing separation of agriculture and manufacture, both have been affected adversely. The net result has been to accentuate one of our present-day evils—the concentration of industry and population in urban communities.

The waterway projects under consideration offer a measure of relief for these conditions. Transportation has brought about economic distortion; in the proposed waterways we have an instrument which will have a beneficial effect and tend largely to restore the former satisfactory economic situation. The Panama Canal can not be closed; the railroad rates can not be reduced without impairing disastrously the usefulness of our carriers, but a Great Lakes-to-the-ocean waterway offers the mid-west a substantial rate advantage which will enable it to compete successfully once more in the world markets.

House Joint Resolution 268, Sixty-ninth Congress, will probably furnish the basis for the St. Lawrence development treaty. It provides for the establishment of an international board to have jurisdiction of the construction, operation, and control of the improvement of the Great Lakes-St. Lawrence waterway. This resolution says that—

Whereas in the treaties now in force between the United States of America and Great Britain, namely, the Webster-Ashburton treaty of 1842, the reciprocity treaty of 1854, the treaty of Washington of 1871, and the treaty of Washington of 1909, it is provided that the St. Lawrence River shall forever remain free and open for the purpose of commerce to the citizens of the United States; and

Whereas the treaty of Washington of January 11, 1909, provides for the organization of an International Joint Commission; and

Whereas the river and harbor act approved March 2, 1919, provided that the International Joint Commission should investigate what further improvement of the St. Lawrence River between Montreal and Lake Ontario is necessary to make the same navigable for ocean-going vessels, together with the estimated cost thereof, with its recommendation for cooperation by the United States with the Dominion of Canada in the improvement of said river; and

Whereas on January 21, 1920, in what is known as the Reference, the Secretary of State requested the International Joint Commission to investigate what further improvement in the St. Lawrence River between Montreal and Lake Ontario is necessary to make the same navigable for deep-draft vessels of either the lake or ocean-going type and what draft of water is recommended and the estimated cost; and

Whereas on January 1, 1920, the Secretary of State in said Reference asked the Board of Engineers to take charge of the survey of the St. Lawrence River from Montreal to Lake Ontario for the purpose of preparing plans and estimates for its further improvement to make the same navigable for deep-draft vessels of either the lake or ocean-going type, and to obtain the greatest beneficial use of these waters; and

Whereas in July, 1921, the Board of Engineers unanimously recommended the improvement of said waterway for navigation and power purposes; and

Whereas the International Joint Commission on January 10, 1922, recommended to the Government of the United States and the Dominion of Canada the completion of the new Welland Canal, connecting Lake Erie and Lake Ontario, and the improvement of the St. Lawrence River from Lake Ontario to the sea for navigation and power purposes: Now therefore be it

Resolved, etc., That an international board be established, composed of six members, three on the part of the United States, one appointed by the President thereof, one by the President of the Senate, and one by the Speaker of the House of Representatives, and three on the part of Great Britain.

Resolved further, That the international board shall have jurisdiction of the construction and maintenance of ship channels of not less than 30 feet depth, low-water datum, through the Great Lakes and their connecting waters, including Lake Michigan, either by means of dredging and rock removal in the separate localities or by means of compensation or regulatory works or by both such methods.

Resolved further, That the international board shall have jurisdiction of the construction, operation, and control of the improvement of the Great Lakes-St. Lawrence waterway from Lake Erie to Lake Ontario and from Lake Ontario to the sea, and shall determine the final plans for the construction of the improvement for navigation and power purposes.

Resolved further, That one-half of the cost of the construction, maintenance, and operation of the navigation and power works shall be borne by the United States of America and one-half by the Dominion of Canada.

Resolved further, That one-half of the hydroelectric power generated by the construction of this work shall be credited to the United States of America and one-half to the Dominion of Canada, and that the international board shall supervise the control, use, and sale of the power thus made available.

Resolved further, That the expenditure of the sum of $1,000,000 is hereby authorized to be paid from funds not otherwise appropriated, to be under the control of the American section of the international board, to be transferred to the control of the international board when completed by the legal appointment of the Canadian section of said international board and the appropriation of an equal amount of money by the Dominion of Canada. This joint appropriation is to be used by the international board for organization purposes and to start the work until additional funds are made available.

Resolved further, That the international board is hereby authorized to issue bonds, guaranteed by the United States of America and the Dominion of Canada, in an amount necessary to pay for the construction of the navigation and power works and to provide for the interest on these bonds during the period of construction.

I quote the following from a speech delivered by the Hon. Frank H. Keefer, of Ontario, former parliamentary secretary of state for external affairs for Canada:

The Hon. Mr. Taschereau, as prime minister of Quebec, shows why he is in opposition to the St. Lawrence waterways development:

Premier Taschereau furnishes four reasons why, in his judgment, the St. Lawrence should not be developed as a seaway for the commerce of the world and why mid-western Canada and the United States should remain marooned:

"1. It would mean joint control by Canada and the United States of what is after all a Canadian waterway.

"2. It is not purely a navigation proposition. What the Americans have in mind is the development of the power, and I believe the Province of Ontario agrees with us in this respect.

"3. The information of our experts is that the St. Lawrence scheme would hurt very much the port of Montreal.

"4. Canada, with the heavy financing burden she is carrying already, can not enter into such an adventure which would mean a heavy outlay."

These reasons should be considered seriatim.

First, says the Premier, it would mean joint control by Canada and the United States of what is after all a Canadian waterway.

Mr. Tascherau is wrong in both of such premises.

The waterway is not Canadian—the right to its usage is now a joint right of the two nations. This joint right has been established as the result of a century of negotiation, and was finally determined by the treaty of 1871, wherein we exchanged with the United States certain valuable considerations whereby we secured from the United States an unlimited and perpetual right to navigate the Stikine, the Porcupine, and the Yukon in exchange for a similar right granted to the citizens of the United States to navigate the waters of the St. Lawrence from the international boundary to the open sea. There was thus established, not a right to the bed of the river nor its boundary shores, but simply and solely a right to pass through unhindered upon the same terms that apply to Canadians, thus completing and extending the free and reciprocal right to navigation already existing.

By granting such reciprocal rights neither nation has at any time surrendered any part of its sovereignty, but Canadian ships use the American locks at the "Soo" without let or hindrance, and the United States ships use the Welland Canal on exactly the same terms as apply to Canadian shipping, and the ships of both nations use the St. Lawrence River from its source to the ocean, including the canals and locks, on exactly equal terms.

Improving that channel could not conceivably be considered as changing in any degree the already established rights possessed by the two nations. Premier Taschereau should stick to the historical facts and not forget the commitments made by Canada and by the United States alike and adhered to through a century of friendliness.

Furthermore, if one should admit Mr. Taschereau's contention of the exclusive control of the mouth of the St. Lawrence, would we not open the dangerous door for the Chicago contention that if the British assert exclusive control of the water at the mouth of the boundary water (the St. Lawrence), it (Chicago) can do as it pleases with the water at the source?

Canada's diplomatic protests against the Chicago abstraction is that she has violated her treaty obligation as well as common-law rights. The bordering States of the United States of America are now suing in their Supreme Court against such wrongful abstraction. Any contention by Canada of exclusive control would be not only against treaty rights but be supporting Chicago's contention.

In the same sentence Mr. Taschereau asserts that the St. Lawrence ship channel would mean joint control by Canada and the United States. In view of the facts just recited, how such a conclusion can be reached is hard to determine. The United States does not have one word to say regarding the control and operation of the St. Lawrence canals and the St. Lawrence River. Neither does it have anything to say regarding the control of the Welland Canal. Nor, on the other hand, does Canada have any say whatsoever with regard to the Lake St. Clair Canal or to the American locks at the 'Soo' and the improvements in the reaches between Lakes Superior and Huron and between Huron and Lake Erie, which are carried out by both nations as the need arises. Certainly, in developing the remaining reaches of this great seaway now extending uninterrupted from Port Arthur to Port Colborne, and again from Montreal to the ocean, the rights and privileges of the two nations would exist exactly as they are to-day and which are already covered by the existing treaties.

It may be observed that nowhere in the report of the St. Lawrence Commission of the United States is such merger of interest even suggested. Sharing the costs of such development does not necessitate the surrender on the part of Canada one jot or tittle of her sovereignty. The investment of United States money in the further improvement of the St. Lawrence for our navigation would be no different than was from the digging of the Livingston Channel on the River Detroit within Canadian territory, which gave no territorial right there; neither did the improvements in the St. Clair River near Sarnia by the United States in order to provide for an up and down stream separated channel for better safety of navigation.

When further explaining his reason, the Premier suggests that: "The United States would not let us secure control of the Mississippi * * *" he is extremely unfortunate in the choice of his illustration. He should read again the treaty, signed in 1782, between Great Britain and the United States, wherein Article VIII reads:

"The navigation of the River Mississippi from its sources to the ocean shall forever remain free and open to the subjects of Great Britain and the citizens of the United States."

Why was Great Britain asking for this on the Mississippi? Answer: In order to reach the then British possessions in the interior of America—west of the Mississippi. That provision is in effect to-day and the right of such usage has never been questioned.

As his second reason the Premier says: "It is not purely a navigation proposition. What the Americans have in mind is the development of the power. I am opposed to the exportation of power and I believe the Province of Ontario agrees with us in this respect."

Again one is surprised to find the Premier unmindful of the fact that on the other side of the border 18 States, with a population of 40,000,000 people, all of them far removed from any possibility of direct benefit from the power developed, are insistently demanding transportation relief and looking to the joint action of the two nations in constructing the St. Lawrence ship channel as bringing about that end. Has the Premier lost sight of the fact that in 1919 the International Joint Commission visited five Provinces—Quebec, Ontario, Manitoba, Saskatchewan, and Alberta—and 16 States across the border extending from New York westward to the Pacific, and that at these hearings business men, manufacturers, railroad officials, farmers, all classes of interests, testified as to the need of such transportation relief, and because thereof that International Joint Commission made a unanimous report in favor. Is he quite sure of his statement when he says that the 'Americans have in mind the development of power.' Are not such States opposed to the development of power on the international section unless navigation through is provided? Do not the plans for the Quebec section of the river alternatively provide for by-passing the rapids and so leave power alone?

As his third reason, the Premier says: "The information of our expert is that the St. Lawrence scheme will hurt very much the port of Montreal." The effect upon the port of Montreal seems to worry the Premier. He refers to it again and again during the course of his interview. What possible injurious effect could the improvement of the St. Lawrence have upon the port of Montreal if such increases the general prosperity of Canada from coast to coast? What is Montreal without Canada? Canada could, however, carry on without Montreal.

When asked by his interviewer whether the construction of the Lake Ontario-Hudson route would not hurt Montreal still more, the Premier dodged the question. He merely said: "I am interested in the Canadian aspect of the case. The St. Lawrence is a Canadian waterway."

Might Canada not properly ask the Premier why he would prefer to allow the trade of western Canada to be wholly diverted from the St. Lawrence Valley and from Montreal and to pass through the expensive port of New York and at greater cost to the western producer?

The Premier says that the interests of Montreal must be supreme and makes a remark about charity beginning at home. He admits that he is not a traffic expert, and says that the effect upon the railways should be judged by experts. Very well, let Sir Henry Thornton, president of the National Railways of Canada, speak. Sir Henry is an expert, and the railway system of which he is the head would be vitally affected by any major change in our transportation system. Sir Henry has said at Cornwall, Ontario, October 28, 1924:

"We do not regard the development of any such great national waterway as a competitor; rather we look upon it as something which will build up traffic, assist in the industrial development of the Dominion; and in the last analysis we will find that we shall have gained very much more than some people may imagine we will have lost. * * * To my mind it is inconceivable that a barrier shall exist or be permitted to exist between the area of this great inland sea and the ocean. I believe that it is inevitable that the Great Lakes and the ocean must be connected by a waterway of sufficient draft to accommodate large ocean-going vessels."

The Premier is evidently greatly concerned about the port of Montreal. When asked whether, in view of the fact that the Dominion had spent $45,000,000 on the St. Lawrence from the sea to Montreal, it was not selfish to oppose the continuance of the channel westward from Montreal, he answers: "Montreal is the head of navigation. It is the natural head. This would make an artificial condition."

A peculiar situation indeed! Her "natural" navigation has to be improved by a $45,000,000 outlay to bring it up the river from Quebec city. And what of the rest of the Dominion? For it was Federal money that was used to improve the St. Lawrence channel from Quebec up the river and to develop the modern seaport of Montreal. How about Kingston, Toronto, Hamilton, Windsor, Collinswood, Sarnia, Fort William, and Port Arthur? What about the taxpayers of Winnipeg, Regina, Saskatoon, Moose Jaw, Calgary, and Edmonton? How about the city of Quebec and the other ports of the Province of Quebec outside of Montreal?

The Premier is not happy when he tries to set up the thesis that it is perfectly right and proper for the Dominion to expend money for the benefit of Montreal Harbor, but that it is improper for the Dominion to expend any further money to extend the navigation by the large Great Lakes carriers on to Montreal and Quebec instead of as now at Buffalo. Why should Montreal fear being placed on two seas? What was the cause of the wonderful growth of the commerce of Singapore? That place capitalized the fact of being a natural crossroad for the shipping of the world—why not Montreal?

The Premier in his interview talks much about and objects to the exportation of power.

To attempt to involve the doctrine of the exportation of power with the development of navigation need not be answered, because after making provision for navigation the power would belong to the Province, and the prohibition as to exportation of power would apply after as well as before the improvement of navigation.

In his fourth reason he says, "Canada would not enter into such an adventure, which would mean a heavy outlay."

Again he is wrong. Canada is to-day building the Welland Canal at a cost of $114,000,000. The International Joint Commission, a judicial tribunal of competent jurisdiction, speaking for the two nations, has recommended that the cost of the Welland Canal be credited as part of the whole scheme of the improvement of the St. Lawrence.

Now, the report of the United States-St. Lawrence Commission indicates that the cost of the entire improved channel, if built contemporaneously with the water-power development on the international section and in which the United States is interested as to power, will not exceed $123,000,000. One-half of this $123,000,000, or $61,500,000, would be Canada's share in the cost. If Canada gets credit for half the cost of the new Welland Canal, or $57,000,000, and this be deducted from the half of the $123,000,000, it would leave only the difference for Canada to provide, namely, $4,500,000. Suppose the figures of the engineers' estimates, certified by both countries, are doubled—suppose they are trebled—how can one argue that the adventure is a costly one to Canada?

In a more happy vein the Premier says: "We are in favor of anything that will help to develop Canada."

But just what does he mean by that? And yet he declares his opposition to a ship channel that would give relief to the farmers of the prairie Provinces and that would give the industrial section bordering the Great Lakes a cheap-rated ocean outlet. Very properly he says that the matter of negotiations for the development of power and navigation "is a Federal matter," and then he implies a threat of veto by the Province of Quebec. It might properly be asked whether Quebec has such a right to veto, or even would do so, assuming that the improvement both as to navigation and power is for the good of the Dominion.

To sum up, the nub of Premier Taschereau's objection is expressed in his statement: "Our experts say Montreal would be injured—the interests of Montreal must be supreme"; and again, "the chief objections come from the whole of the population of Montreal." Is Montreal the Province of Quebec? What does the city of Quebec have to say to that? What does the remainder of the Province say to that? Or what does the western Province say to that? Or, again, what should the maritime Province say to that, who, because of the high freight rate by rail and the obstruction to navigation by water, are unable to participate in the commerce surrounding the Great Lakes Basin?

It is much to be hoped that the whole subject will be studied on its merits, the whole benefit to Canada be carefully weighed, the economic results realized, and also our international duty to join in removing obstacles to navigation in waters in which both the Nations on each side have rights. Let us be good neighbors and improve our joint heritage.

A few hundred miles—yes, even a thousand miles—on an ocean haul will make no difference in the freight rate. Rochester is nearer Liverpool when the St. Lawrence is opened than New York; Duluth-Superior, the farthest port on the Great Lakes, is only 950 miles farther from Liverpool than is New York City. From New York to Bombay is 8,174 miles. From New York to Calcutta is 9,816 miles. It is 1,642 miles farther from New York to Calcutta than it is from New York to Bombay. When they go to the coast below Calcutta they have to go 90 miles through restricted navigation to reach the city of Calcutta. One thousand six hundred and forty-two miles additional haul and 90 miles of restricted navigation makes no difference to the freight rates. The rates from New York to Bombay and the rates from New York to Calcutta are exactly the same.

Before the opening of the Seventieth Congress I expect to visit both of these oriental seaports. I shall study well that of Calcutta and its 90 miles of restricted navigation.

The restricted navigation from the ocean to the farthermost port of the Great Lakes is only 950 miles, with only 54 miles of restricted navigation. I am therefore very sure that Rochester, Buffalo, Cleveland, Toledo, Detroit, Duluth-Superior, Milwaukee, Chicago, and all other Great Lakes ports will have the same Liverpool rate that New York and the Atlantic cities enjoy.

There are two premises I would like to establish. First, that the construction of first-class ship channels, such as the St. Lawrence improvement, from the Great Lakes to the ocean will make all Great Lakes ports preferred ports; that is, they will all have the same freight rates to Liverpool that New York and the Atlantic ports have now.

All the Atlantic seaports now have the same Liverpool rate, although some of them are 1,000 miles apart. Then if Duluth has the New York rate to Liverpool, the railroad-freight cost from Duluth to New York City would be saved. For export this would be 36½ cents per hundred for flour and 22 cents per bushel for wheat. This does not show the full saving, because it does not take into account the excessive transfer and port charges at the congested port of New York and the transfer from box cars to the ocean freighters. It permits the scientific freight-handling apparatus on the Great Lakes to cut the cost another 10 to 15 cents a bushel. I have mentioned Duluth; the same principle holds from Milwaukee, Chicago, Detroit, Toledo, Cleveland, Buffalo, and Rochester.

Let us look to the saving in exporting automobiles. The export rail rates from Toledo and Detroit to New York is 82½ cents per hundred. In addition to the New York transfer charges, that would result in a saving of $16.50 on every car shipped abroad if the car weighed 2,000 pounds. Add to that the New York port savings and you can see what it will do to the automobile industry. Those who make the cars and the consumers will be greatly benefited when we can load the ships at the Willys-Overland factory in Toledo, or at any of the great automobile factories in Detroit, and unload them in the markets of the world, in Europe, Asia, Africa, either coast of South America, the western coast of our own country, or in the Orient. What this seaway will do for wheat and automobiles it will do for every other line of commerce, agriculture, and industry.

I want to call your attention to the act of the President in 1924 in appointing a United States St. Lawrence Commission, a commission headed by Secretary of Commerce Herbert Hoover, a commission representing all of the opinions and elements entering into that great international improvement. New York City and the Atlantic Seaboard were represented on this commission. They were not picked out by the President as proponents of any system. They represented fairly the average sentiment of the country on this proposition. The President, in nominating them and giving them their charge, said it was advisable to close the problem and to review all the evidence.

They had an expert committee or a commission of engineers, appointed, three representing the Dominion of Canada and one of those a very prominent engineer of Quebec, who naturally would be opposed to the development of the St. Lawrence waterway. There were three Canadian engineers and three American engineers who were charged to go to the bottom of this proposition, check up every report that had been made by the International Joint Commission and International Board of Engineers in 1921, reestimate the cost and make a report to this Hoover Commission. These Canadian engineers and the American engineers after careful study, extending over a year, or a year and a half, reported to the Hoover commission of nine, representing the country at large, including one of the leading farmers of the West—the engineers and the commission reported unanimously in favor of the improvement of the St. Lawrence waterway and recommended that it should be built at once. I have it all in this record but I am not going to take the time to go over it in detail now. I shall print it in the RECORD.

Very briefly let me give you a résumé of the report written by Mr. Hoover of this commission. First, the construction of the shipway from the lakes to the sea is imperative. Second, the shipway should be constructed on the St. Lawrence route. Mind you, they were given all of the possible routes to study. They did study the so-called all American route; they did study the Hudson route, and they reported unanimously that the shipway should be constructed on the St. Lawrence route. I shall not take the time to discuss the third and fourth conclusion because it will all go into the RECORD.

I want to refer now briefly to a speech made by the Hon. Frank H. Keefer, of Ontario, formerly parliamentary secretary for the Dominion of Canada, in answer to Premier Taschereau, whose interview recently was published in one of the Washington dailies. Premier Taschereau said that the construction of the St. Lawrence waterways would mean the joint control by Canada and the United States of what is, after all, a Canadian waterway. Second, he said that it is not purely a navigation proposition and that what the Americans have in mind is the development of power. He said he believed that the Province of Ontario agreed with him in that respect. Third, he said that the information of their experts was that the St. Lawrence scheme would hurt very much the port of Montreal. That is where the shoe pinches, so far as Quebec is concerned. They think that our ships from the Great Lakes, loaded with grain and other commodities, will sail past Montreal without paying toll. Then he said that Canada is already very heavily burdened and did not think it was profitable to enter into such a venture at this time.

Mr. BACON. Mr. Chairman, will the gentleman yield?

Mr. CHALMERS. Yes.

Mr. BACON. Is the consent of the Province of Quebec necessary for this project?

Mr. CHALMERS. I can not answer the question definitely. I would say this to the gentleman from New York: I think Canada has the right to go on and improve and develop the St. Lawrence waterway from Lake Ontario to the sea.

Mr. BACON. In other words, the United States could make this waterway alone through Canadian territory because of this treaty?

Mr. CHALMERS. I do not think it is going to be profitable for us to enter into that discussion.

Mr. BACON. Is not the consent of Canada necessary?

Mr. CHALMERS. I think it would be necessary.

Mr. BACON. Before you could get the consent of Canada you would have to get the consent of the Province of Quebec, would you not?

Mr. CHALMERS. Not necessarily.

Mr. BACON. That is the point I wanted to bring out.

Mr. CHALMERS. Quebec is a Province of the Dominion of Canada, and the Dominion of Canada under this constitution controls. There is no question at all, as to a matter of constitution and law, that the Dominion of Canada, through her Parliament, could grant the right to establish a treaty with the United States to improve the St. Lawrence waterway.

I want to touch on another proposition before I forget it, and that is the cost. Premier Taschereau says they can not afford it now. The outside cost—the highest estimate given by the Hoover commission—for the improvement of the St. Lawrence waterway for both navigation and power purposes, for a 27-foot depth, is $394,000,000. I add to that, on the advice of the engineers, $25,000,000 to make the waterways 30 feet deep. I add to that the cost of the Welland Canal, when it is completed to a 30-foot depth, $115,000,000. I add to that $66,000,000 to make the ship channels of the Great Lakes 30 feet deep. The international committee, under the advice of the engineers, has reported that it would take $44,000,000 to deepen the Great Lakes ship channels to 25 feet. When their dredge boats are set they can add another 5 feet for at least 50 per cent more. I have added $66,000,000 to make the ship channels of the Great Lakes 30 feet deep.

The outside estimate of the engineers for the regulatory works to hold the lake levels to the established levels at the head of the Niagara River and in Lake St. Clair, is $3,400,000. I have added that. Then I have added the interest. The commission says that this waterway can be built in seven or eight years. I have added interest during the period of construction to the amount of $72,000,000, making a grand total for the whole construction of the St. Lawrence waterway the day it is completed, $675,400,000.

But what does this do? It furnishes on the international boundary line, ready for the market, 2,730,300 hydroelectric horsepower, equipped, ready for the market—270 miles from Boston, within a hundred miles of the north bend of the great superpower circuit from New England to Washington. What is that power worth to-day? It is worth in Boston to-day $70 per year per horsepower. I made that statement before experts in Boston and no questions were asked about it. To be ultraconservative, let us cut the value of that horsepower to $35 per horsepower per year. Then the 2,730,300 horsepower would be worth $95,560,500 a year. Now what are the charges against this?

Mr. BACON. Who owns that power, Canada or the United States?

Mr. CHALMERS. A little later, if the gentleman pleases? Let us look at this—$95,560,500 worth of horsepower at half price—power that is going to waste, power given to humanity for all time and nobody making any use of it. I am coming to Mr. Taschereau's proposition. Let us charge off $2,500,000 for maintenance and operation of the canal. Let us charge off $15,000,000 interest on bonds during the time we are building a sinking fund to pay off these bonds. You have left out of the sale of that power, $78,060,520.

The CHAIRMAN. The time of the gentleman has expired.

Mr. COLLINS. I yield the gentleman 15 minutes.

Mr. DICKINSON of Iowa. I yield the gentleman 10 additional minutes.

The CHAIRMAN. The gentleman is recognized for 25 minutes.

Mr. CHALMERS. I thank the gentleman. Now let us look at this just a minute—$78,060,500 profit. How long will it take to pay off the bonds that are issued by this international board? Less than nine years. We will organize the sinking fund, and in nine years those bonds are redeemed, and we have left in the Treasury $27,144,500, and then from that time on Uncle Sam and the Dominion of Canada will divide this $95,000,000 equally between the two Nations.

Mr. BACON. Will the gentleman yield?

Mr. CHALMERS. We have here $26,530,250, divided between Uncle Sam and the Dominion of Canada. Let me say to the gentleman from New York when we are making that much money annually as profit upon this seaway, then we can afford to save up some money to build a canal across the State of New York, where a ship climbs a mountain 133⅓ feet high to get to the Mohawk Valley and finally gets to the crowded port of New York with cargoes from the West. We can afford to do it.

Mr. BACON. One question.

Mr. CHALMERS. Let us relieve the West of high freight rates and give those farmers some real relief. [Applause.]

Mr. BACON. These power plants, and so forth, would be on Canadian territory?

Mr. CHALMERS. No, sir.

Mr. BACON. Who will own them?

Mr. CHALMERS. The United States of America and the Dominion of Canada, on the international boundary line, under a treaty. I want to show simply that Mr. Taschereau need not fear. We do not want their power. We want our own power, our own rights. This 2,730,300 hydroelectric power is on the boundary line between Canada and the United States. The gentleman from New York [Mr. DEMPSEY] says that there would be, all told, between Lake Ontario and Montreal, if it were developed to its capacity, some 7,000,000 hydroelectric power. We are not trying to develop that now; we are trying to develop simply the common section of the St. Lawrence River on the international line.

Mr. PEAVEY. Will the gentleman yield?

Mr. CHALMERS. For a question.

Mr. PEAVEY. I would like to ask the gentleman if he construes Mr. Hoover's report on this subject as meaning this administration is behind the building of the St. Lawrence waterway?

Mr. CHALMERS. There is no other interpretation you can put on it.

Mr. PEAVEY. How does the gentleman reconcile that position and the position of Mr. Hoover in view of the message Mr. Hoover carried to the Mississippi Valley Association at the time they had their meeting?

Mr. CHALMERS. There is no conflict, I will say to the gentleman from Wisconsin, between the St. Lawrence proponents and the proponents of the improvement of the Great Lakes to the Gulf waterway. That question has already been settled, and I think permanently settled and amicably settled, and I will say I firmly believe the Mississippi Valley will back us up in this St. Lawrence waterway improvement. I want to make another point. You know I have discussed this proposition with the gentlemen from New York, and I do not think it will be necessary to differ with them any further.

As my colleagues know, I have argued the St. Lawrence waterway on this floor a good many times with my good friends from New York. I do not expect to be compelled to do so again. They know now that it will benefit New York as it will benefit every nook and corner of this great country. Within the last two weeks the following editorial was carried in one of the great newspapers of New York City, one of New York's great dailies. Let me read it to you. I read:

Some idea of the economy in establishing waterways from the Great Lakes to the ocean is supplied in a report issued by the Department of Commerce. Wheat, for instance, which would probably be shipped through these waterways in immense quantities and is now carried from Duluth or Chicago to Liverpool for 17.6 cents a bushel, could be transferred for from 8 to 11.2 cents a bushel by way of the proposed St. Lawrence route, or a cent more through the Lakes-to-the-Hudson or the all-American route. Thus the farmer could cut his freight rate to Europe by a third or even a half. If this arrangement meant the injury of existing transportation systems, it would still be wise in the long run, but there is no likelihood of its having such an effect. No one needs a Department of Commerce report to tell him that ton-mileage is increasing by leaps and bounds in this country. Nevertheless, it is satisfactory to have an impression backed by figures. The department report states that if ton-mileage increases half as rapidly during the next 25 years as it has increased during the past 25, by 1950 the demand upon our carriers will exceed 800,000,000,000 ton-miles a year. Evidently we are going to need all the transportation facilities we can get.

This is from New York. They are converted. I am sure that the proverbial rejoicing among the angels is no more genuine than the welcome they receive from the proponents of the St. Lawrence waterway. However, this editor and others have made a mistake in reckoning the benefits.

Mr. NEWTON of Minnesota. Mr. Chairman, will the gentleman yield there?

Mr. CHALMERS. Yes.

Mr. NEWTON of Minnesota. The gentleman was interrupted a moment ago by the gentleman from Wisconsin [Mr. PEAVEY], where, if I understood the gentleman from Wisconsin correctly, he intimated that the speech made by the Secretary of Commerce, Mr. Hoover, before the meeting of the Mississippi Valley Association at St. Louis could be construed as not being in favor of the great St. Lawrence River project. At the time that speech was made the Secretary of Commerce was engaged in the writing of a report which had not then been published, and it is my impression that the subject he was then speaking of

did not call for setting forth any opinion upon that particular project, and, so far as the people of the Mississippi Valley are concerned, they are in entire accord with the gentleman from Ohio in wanting the improvement of this great waterway.

Mr. CHALMERS. Yes. I thank the gentleman.

The editor of the New York paper has made a mistake in reckoning the ton mileage. The ton mileage in this country in 1890 was 79,000,000,000. The experts claim that it almost doubles every 10 years. In 1900 it was 141,000,000,000 ton miles. In 1921 it was 448,000,000,000 ton miles. In 1935, in my judgment, figuring on the problem from the light of past experience, it will be 1,000,000,000,000 ton miles. In 1950 it will be 2,000,000,000,000 ton miles. We must have relief from this freight congestion.

Again the editor and the experts are making a mistake as to what the saving will be when this waterway is completed. Let me show you that. Stick to this proposition, that when the St. Lawrence waterway is developed to 30 feet deep, all these Great Lake ports will have the same freight rates to Liverpool that New York City and the Atlantic ports have; exactly the same.

Do you know that Rochester, N. Y., is several hundred miles nearer to Liverpool by way of the St. Lawrence than New York City is by the Atlantic? Do you realize that even Buffalo is a few miles nearer by way of the St. Lawrence than New York City is? Cleveland is only 160 miles further. Duluth and Superior are only 950 miles further. Yet all the Atlantic seaboard cities to-day have the same freight rates to Liverpool. Some of them are a thousand miles apart.

Mr. O'CONNOR of Louisiana. Mr. Chairman, will the gentleman yield there for a question?

Mr. CHALMERS. Gladly.

Mr. O'CONNOR of Louisiana. May I state to the gentleman from Ohio that had the Great Lakes people been in accord years ago with the people of the Mississippi Valley, your Great Lakes people would have made greater progress in realizing this magnificent dream that the gentleman is engaged so eloquently in bringing to the minds of the Members present. But I will say to the gentlemen assembled here that the Great Lakes people, out of a mistaken sense of their own interest, opposed the development of the Mississippi tributaries and the Mississippi Valley, and in consequence, instead of having accord, they have had discord; instead of having the aid of the membership of the people of the valley earnestly and enthusiastically, you have the indifference of the valley Members here and the opposition of the trade organizations of the Mississippi Valley.

Mr. CHALMERS. I will not take the time to-day to answer the gentleman. Some other day I will do so, perhaps.

I want to tell you, gentlemen, the reason why I call this an international crime that this international waterway was not completed years ago. It is one of the simplest engineering feats in the country.

Here [indicating on map] we come up with a 35-foot depth from the Atlantic Ocean to Montreal. From Montreal to Lake Ontario, a distance of 182 miles, the engineers have recommended five development reaches or divisions on this waterway. The first reach is up the river from Montreal 25 miles. The elevation is 45 feet. The canal on the Canadian side is 13 miles long, including two lift locks and one gate lock. This brings us to Lake St. Louis, 25 miles from Montreal. The next reach, from Lake St. Louis to Lake St. Francis, is a distance of 16 miles. The elevation is 82 feet. They recommend there two lift locks again and a guard lock. There you have 13½ miles of canal and 12 miles of river sailing. The third reach is from Lake St. Francis to St. Regis Island, a distance of 28 miles. The elevation being only 3 feet, they make no canal, but keep in the lake and river for the full length. The fourth reach is 46 miles long, and that is from St. Regis Island to Chimney Point, a distance of 46 miles. The elevation is 92 feet, and they put in three lift locks in one flight.

The recent report of the engineers has shortened the canal length of that reach by 5 miles. Formerly they had 7½ miles of canal with these three locks, while now they have only 2½ miles of canal.

And, then, listen, my friends. From Chimney Point, 67 miles into Lake Ontario, you have unrestricted, wide-river sailing, and for 43½ miles below Chimney Point we have 67 and 43½ miles of wide-river sailing, or a total of 110½ miles with no canals, no obstructions, and unrestricted navigation right into Lake Ontario. It is a very simple engineering feat, and it is an international crime it was not completed long ago.

Mr. BACON. Will the gentleman yield?

Mr. CHALMERS. Yes.

Mr. BACON. The gentleman complained that the elevation to be overcome in the all-American route was 113 feet.

Mr. CHALMERS. No.

Mr. BACON. That is what I understood the gentleman to say a little while ago.

Mr. CHALMERS. No.

Mr. BACON. I understood the gentleman to say that.

Mr. CHALMERS. The distance from Montreal to Lake Ontario is 182 miles.

Mr. BACON. I have added together the different elevations.

Mr. CHALMERS. The elevation is 224 feet from Montreal to Lake Ontario and the mileage is 182 miles.

Mr. BACON. What is the elevation to be overcome on the all-American route?

Mr. CHALMERS. On the all-American part of it?

Mr. BACON. I mean on the route across New York State, the all-American route.

Mr. CHALMERS. I have not figured that recently. I would say 500 or 600 feet, perhaps, up and down. You have to go up the mountain first and then down.

Mr. BACON. The gentleman said 113 feet as against 123 feet on the St. Lawrence route.

Mr. CHALMERS. Let me say to my friend from New York, I said that on the so-called all-American route we were asked to send our ships up a mountain 133⅓ feet with no water. On the St. Lawrence route we go from Lake Ontario down hill 224 feet with 241,000 second-feet of water pushing us out to the sea and with world markets and prosperity ahead of us.

Now, we are in Lake Ontario, and let me say this, that the improvement on the St. Lawrence River will hold the level of Lake Ontario at the established level, and then we are up to the Welland Canal. Under my bill, and I hope under the regulations of this treaty, the international board will take charge of the Welland Canal and then take charge of the ship channels in the Great Lakes to the mouths of the harbors, pay all the expenses of deepening the ship channels; and it will all be paid for in a short time by the sale of this hydroelectric power that will be developed on the international section of the St. Lawrence waterway, without taxing the people of this Government or taxing the people of Canada one cent.

Mr. O'CONNOR of New York. Will the gentleman yield?

Mr. CHALMERS. I yield.

Mr. O'CONNOR of New York. Who is going to sell that hydroelectric power? Will the gentleman tell us?

Mr. CHALMERS. I am sorry I will not have the time, I will say to my friend from New York, but I will answer it in a word: The international board created in my bill, 268, and I hope set up by the treaty between the United States and Canada, will be given power to issue international bonds guaranteed by both the United States and Canada and put them on the market and will sell this power or control the sale of the power; and in nine years the improvement of the waterway both for navigation and power purposes will have been paid for, and for all time down through the ages this proposition will be a great source of wealth and income to the high contracting parties. As I said before, it is a great international crime it was not done long ago, and I want to say to my friend that now is the time to act. It is now up to the State Departments of the two countries, under the guidance of the President of the United States and McKenzie King, prime minister of Canada, to work out the agreements in this treaty for the control of this waterway. Then we shall not need an equalization fee for the farmers in the West. [Applause.] I thank the gentleman from New York. That will bring the blessings of prosperity to the farmers of the Midwest and to New York. New York must realize that these farmers will go down to New York and spend their money, so that New York will in the end benefit by the construction of this waterway. As I stated before, it is paid for out of the funds from the sale of hydroelectric power, and it is not going to cost either Government a cent.

As shown in the quotation from an address by the Hon. Frank H. Keefer, Canada has accepted a "quid pro quo" for the right to the use of the St. Lawrence River by American citizens. The Webster-Ashburton treaty of 1842, the reciprocity treaty of 1854, the treaty of Washington of 1871, and the treaty of Washington of 1909 settled that for all time. The St. Lawrence River shall forever remain free and open for the purpose of commerce to the citizens of the United States.

Then, since that is so, since we are now helping to make Montreal the greatest grain port on this continent, who can reasonably object to our improving the waterway and making it more efficient? Especially since power, the big product of navigation now running to waste, will pay all capital costs of construction inside of 10 years.

I have not time to-day to more than touch on benefits to coastwise trading. It will save Greater New York City more than $8,000,000 per year on her bread bill alone. It will save Massachusetts $4,000,000 on her bread bill.

What a story could be told about the exchange of produce and commodities between the developed Everglades of Florida and the Great Lakes territory! Do you realize that of the five largest cities of this country, three are on the Great Lakes? Think of the development of commerce between the United States, Central and South America, and the Orient.

Hon. S. L. A. Taschereau says we have no objection where there is joint ownership to discuss the terms of the agreement. But, so far as Quebec is concerned, we are opposed to any control but that of Canada, and Canada has too many debts just now to provide the capital herself.

Very well, Mr. Premier, we will take you at your word. We will enter into agreements as to that portion of the St. Lawrence River where this is joint ownership. We shall work out treaty agreements along that line. If these treaty agreements follow the provisions of House Joint Resolution 268, Sixty-ninth Congress, the navigation proposition for the St. Lawrence improvement would be completed without the Dominion of Canada, or the United States either, furnishing any capital. There would be no burden on the taxpayer. A 30-foot channel from the Great Lakes to the sea would be provided without any tax levy on either of the high contracting parties.

How can that be done? Please note. The maximum figure given by the Hoover Commission for the improvement of the St. Lawrence for both navigation and power is $394,000,000. This develops 2,730,300 hydroelectric horsepower in the international section. This is for a 27-foot depth. I add $25,000,000 more for a 30-foot depth and to sink the sills 10 feet deeper for future possibilities. Add to that 115 miles for the outside cost of the Welland Canal for a 30-foot depth. Add to that $66,000,000 to deepen to 30 feet the ship channels of the Great Lakes to the mouths of the harbors. Add to that $3,400,000 for compensating works in the St. Clair and Niagara Rivers to offset the Chicago diversion and to hold the levels of Lakes Michigan, Huron, and Erie at the established water plane. Add to that $72,000,000 for the interest charges during the eight years of construction, and you have a great total of $675,400,000.

We are now up to the day of opening the seaway with a bonded indebtedness of 675 million and 2,730,300 hydroelectric horsepower ready for the market, 270 miles distant from Boston. What is that power worth? It is worth to-day $70 per year per horsepower. Let us be ultra conservative. Let us place it at one-half that price. Remember it is only 270 miles from Boston. It is less than 100 miles from New England, the north bend of the superpower circuit from New England to Washington; 2,730,300 hydroelectric horsepower at $35 per unit per year is worth $95,560,500 a year. Take out $2,500,000 for maintenance and operation charges and $15,000,000 per year the average interest on the bonds, and you have left $78,060,500 per year to place in a sinking fund to retire the bonds. This will pay off the bonds in nine years and have a surplus in the Treasury of $27,144,500.

Then Premier Taschereau, the Dominion, and Uncle Sam will receive each year from the international board, as his share of the profits of this joint enterprise, $46,530,250. The Canadian and American farmers, manufacturers, shippers, and consumers would receive annual benefits many times that amount.

Then, Mr. Premier, never mind your Canadian power. We do not covet it. We do want a way to the sea for ourselves and for you. That we want. That we must have. That $100,000,000 worth of hydroelectric energy in the international section of our common waterway is not doing anyone any good now. It is going to waste. It is an international crime to permit this any longer. Let us build the seaway and do it now and before 20 years from to-day the greatest project of the century will have been completed and paid for, and your work and mine—and of all of us, will bring the blessings of prosperity to all of our peoples, and will be heralded in the years to come as the greatest bit of constructive statesmanship of our time.

I feel, Mr. Chairman, I have occupied all of my time. I have been allowed to extend my remarks, and I will close at this point. [Applause.]

The CHAIRMAN. The time of the gentleman from Ohio has again expired.

Mr. DICKINSON of Iowa. Mr. Chairman, I yield 15 minutes to the gentleman from Wyoming [Mr. WINTER]. [Applause.]

Mr. WINTER. Mr. Chairman and gentlemen of the committee, you have been recently enlightened to a very large degree upon the Colorado River compact and the Boulder Dam bill through discussions by the gentleman from California [Mr. SWING] and by the chairman of the Irrigation and Reclamation Committee [Mr. SMITH]; also from another point of view by the gentleman from Utah [Mr. LEATHERWOOD].

It is impossible in 15 minutes or 50 minutes to begin an attempt to cover this subject. I am therefore going to try to cover but a few outstanding features of the situation.

It has been said that this bill presents to the Congress and to the country two new radical propositions, the first one being that it involves the country in Government ownership and operation of a public utility, more particularly referring to the power element; and the other proposition is that it is an attempt to extend Federal authority over rights and realms that have been recognized up to this point as State rights, involving, of course, the interstate-commerce clause of the Constitution and the relative rights of the States and of the Federal Government to a navigable river and the uses of its water.

Two amendments have been proposed by those who are not satisfied with the bill in its present form. They have appeared before the Committee on Rules in an effort to have the bill held there and not reported out to this House or not given a preferred status upon this floor for your consideration, so that the matter of the amendments can be threshed out upon their merits.

The first amendment proposes to subject the Federal Power Commission to this bill and the compact among the States involved and incorporated in the bill so that the issuance of power licenses would not appropriate water rights against or at the cost of the rights of the upper States, which, under the compact, are now insured a specified equitable division of the water.

Now, this particular amendment is not opposed by anyone, as I understand it. The author of the bill has stated here upon the floor of the House that it is acceptable to him and would be incorporated in the bill. So we may pass this proposition as not involving any further controversy.

The other amendment of the gentleman from Utah—and I might state that the first amendment to which I have just referred was also suggested by a Representative from Utah [Mr. COLTON]—and the second amendment, by the gentleman from Utah [Mr. LEATHERWOOD], proposes to make the whole matter of power, both as to creation, by a plant, and sale and distribution subject to the provisions of the Federal water power act.

In other words, in this amendment he proposes to eliminate what he considers as a new departure or a radical proposition for the Government to go into the generation of power and reserves it for private enterprise.

Let us now consider this last amendment for just a moment, analyze it, and see to what extent this position is well taken in fact.

In the first place, the power amendment, or the whole matter of power in this bill, must be considered in the light of and with the other elements involved. In other words, this is not a pure proposition for the Government to go out on a stream, whether it be navigable or nonnavigable, and simply build a power plant and go into the business of selling power. This is not the proposition, and in this respect it has no analogy, and there is no analogy in this situation and that of Muscle Shoals.

The order or precedence of the different causes or purposes in the use of waters involved in this bill are legally as follows:

Flood control; in other words, the preservation of property and of life is given first consideration in the States and by the Federal Government. It requires no argument to show that that is a point upon which there is no disagreement. We all consider that the salvation and protection of life first and of property second is a first essential and a proper function in the business of the Government and of the State.

The second use recognized by the statutes of the States is domestic use; where there are different applications for the use of a given amount of water the statutes of the States place the necessity of that use and preference in granting the use, first, to domestic purposes, second to irrigation or reclamation, and lastly to power.

So we have these four elements in this order—flood control, domestic use, reclamation, and power.

Regardless of the amount of power involved in this bill, this order and precedence are present in the bill. If you will look into the history of the Colorado River compact, which is incorporated in this bill, you will find that it originated in and was caused by the appeals years ago by the inhabitants of California and of Arizona for protection from the floods of the Colorado River. This is the origin and the genesis of the matter.

Mr. HUDSON. Will the gentleman yield there?

Mr. WINTER. Yes.

Mr. HUDSON. And in order to do that, you would necessarily develop power which is incidental; that is, the primary

need is flood control, and you can not help the fact that in doing so it is also incidentally made a power proposition.

Mr. WINTER. It all grows out of the situation just as naturally as can be. As I have stated, the history of the compact shows it originated and was joined in by the upper States, meaning Wyoming, Colorado, Utah, and New Mexico, because of these very appeals from California and Arizona. We recognized the danger then and we were willing that not only flood protection should proceed in the lower reaches of the river, but also development for other purposes, because we recognized that they were immediately involved; that we were face to face at once with the further needs of reclamation, domestic use, and of power, along with flood control.

The dam proposed in this bill is necessary, not for one, but for all of these objects. When all these necessities, opportunities and demands are presented in one project, good sense and good business requires their combination and a dam sufficient for all of these purposes. It would be folly to build a dam for any one of these purposes without considering and including the others. Altogether they present a case of overwhelming necessity, opportunity, development, and creation of wealth.

The power is last in the order of necessity and legal precedence and therefore and in that sense, it is incidental. Because of its volume, importance, and as a source of revenue to repay the cost of the structure, the power feature is apt to be looked upon as dominant. It would be improvident and unreasonable with the erection of a dam necessary to flood control and reclamation and to provide water for domestic use, to stop at that point when under the same operation and the same machinery, the same system and organization, the dam can be built 100 or 200 feet higher, particularly when the canyon structure and dimensions make it easily possible and beneficial and should be taken advantage of.

Much is said of the Nation going into the realm of Government ownership and operation of the public utilities because in the bill it is proposed, while constructing the rest of the project, to build at the one available site a power plant through which discharged water will create electrical energy. The fact is that the bill does not require construction of the power plant, but it does give the Secretary of the Interior discretion to do so if deemed advisable. Such discretion should be given the Secretary as a matter of protection to the United States and the public interest.

What is the difference essentially between the Government erecting a dam and selling the water therefrom to municipalities and private corporations to create power for retail distribution and selling them the power at the switchboard? There is a provision in the bill—I believe the word transmission occurs in the bill. I am satisfied that should be in the bill if for no other purpose than to give the Government the means of protection of that feature in case it should be found necessary to use it in the public interest. The object, if the right is exercised, is the sale of power at the switchboard wholesale, and not retail distribution.

Starting from the basis that there is no disagreement as to the necessity of the dam for flood control, the only question presented by the Leatherwood amendment is whether the Government shall stop at the completion of the dam, which necessarily includes a tunnel for the discharge of the waters, or finish the job by putting up the power plant and wholesaling the power at the switchboard.

I can conceive of several reasons why the Government should construct the plant. In the first place, I am convinced that the Government can build the power plant in connection with the other features and will build it more cheaply than any private corporation can build it.

There has been some criticism of the estimates of the cost of the project made by the engineers of the Reclamation Service. This was in connection with the estimate as to how much the dam was going to cost. You are all aware that the total estimated cost is $125,000,000, roughly divided as one-third for the dam, one-third for the power plant, one-third for the all-American canal to conduct the water on American soil to the Imperial Valley.

It has been said that there is much doubt about the estimate. It has been said that the estimates we had were made by the reclamation engineers who, forsooth, were said to be interested in the project for some ulterior and illogical purpose of self-laudation and self-aggrandizement in building so great a structure. I do not think that any Member will take that seriously. Certain arguments were advanced to show that the estimates of the reclamation engineers on other projects have been unreliable because later on the construction of the projects cost two or three times the original estimates.

Without any explanation that is rather impressive, but it is easily met. I want to say, first, that the record of these hearings on the bill are filled with statements and evidence, figures and statistics of many engineers not connected with the Reclamation Service. An Engineer Corps comprising men as great as General Goethals and his assistants have not only given their testimony as to the building of the dam of this height but also engineers from Los Angeles proposed that if they were given leave to build the dam they would build it a thousand feet high.

The CHAIRMAN. The time of the gentleman from Wyoming has expired.

Mr. DICKINSON of Iowa. I yield to the gentleman 10 minutes more.

Mr. WINTER. The evidence of many engineers, who support these propositions as to cost, are in the record of the hearings on this bill which constitute many volumes. So it is not a fact that all we have to go upon is the roughly ill-considered estimate by reclamation engineers.

Now, I want to do the engineers of the Reclamation Service justice. In the first place, those estimates were made on reclamation projects by Government engineers years before the construction was taken up and many years more before the completion of the construction. It may have been 5 years or 10 years. It requires but the statement to recall to your minds that in that time, within the last 10 or 15 years, the prices of labor and material have more than doubled and in many cases trebled.

Again, in the original cost estimate of the engineers on the projects, it was not known that drainage would be necessary on these projects. In other words, the projects were built, they were completed and the land was irrigated, and then, by reason of some subsurface formation in the form of a great saucer, the waters collected and it was found after years had elapsed that great drainage ditches were necessary. In some cases those drainage ditches cost very nearly as much as the original reclamation canals. These items alone would account for immense increase without any fault being attached to the original estimates of the reclamation engineers.

In former years we were dealing more or less experimentally with this whole reclamation proposition, and it is true that underestimates were made in the very beginning of the construction of these projects, but experience through these years has given the engineers many more facts and data to be taken into consideration, and now instead of underestimating these projects it is rather the habit of the engineers to overestimate the cost.

This estimate for the Boulder Dam is not a lump sum, somebody's guess, but separate estimates have been made on every portion of this project, as I understand it, even including a 20-mile railroad from the nearest railroad point to bring in the supplies and material. In the event that this project should cost ten, twenty, or even thirty million dollars more than the estimates, the only result is that it will take a few years longer under the contracts to pay out the entire sum. There is no possibility of loss to the Government because these estimates may be exceeded by a few million dollars. As now estimated, as I recall it, the demands for power upon which contracts would be entered into by the Secretary before beginning construction or expending one dollar are sufficient so that in the course of 25 or 30 years the entire cost of the project will be repaid, and the only effect of a possible excess over the $125,000,000 estimated would be a few years longer to complete the entire repayment.

The Government will later on want to use some of the power itself in the construction of the all-American and later other canals.

In the early period the Government did not build the canals and main laterals on reclamation works on this same theory of not wanting to put the Government into what is considered private business. It was found, however, the part of wisdom and necessity so to do, and no one now thinks of complaining because the Government has taken the place of private contractors who formerly built the canals to conduct the water from the dams and reservoirs to the land. Fundamentally I am opposed to Government ownership and operation. I favor private enterprise. But sometimes it is bound, in the public interest, to enter to certain protective extent.

The proposed amendment with regard to power ought not prevent the Committee on Rules from giving this bill preferred status on this floor. Let the amendment be considered by this House and adopted or rejected on its merits.

Are the upper States protected? My State, Wyoming, is one of the upper division States. We entered into the seven-State compact, and when Arizona refused to sign we were one of the six

States ratifying what is known now as the six-State compact, which simply means that six States agreed to be bound by the terms of the original seven-State compact. This bill, in my judgment, gives these upper States very substantial protection. I may say, as a starting point upon this subject, that these upper States, as matters are now, without the passage of this bill, without a compact, in view of the decisions of the United States Supreme Court with reference to prior appropriations of water, are absolutely without protection; that we need the protection of the compact, and that I for one am going to continue to stand for the preservation of the compacts as far as we have them now, with the hope always that all of the seven States will finally come in and we will have a complete seven-State compact.

The upper States are protected. This bill gives them substantial, if not complete, protection. If the bill fails, an opportunity to secure the rights of the upper States to that extent will have been lost. If the bill passes, we receive a great measure of protection, even though but six States are bound and one, Arizona, is not. I am discussing this matter now from the standpoint as it was before the withdrawal of Utah, one of the upper States, from the compact a few days before this bill was presented to the Committee on Rules.

The passage of the bill completes and fulfills the condition which California attached, and she becomes bound absolutely with six States; or else not a dollar will be expended, not a foot of construction go forward. That would accomplish the purpose of the six States which agreed that the terms of the seven-State compact should be binding upon six States so agreeing.

Utah is a sovereign State and, of course, can do as she pleases. Utah withdrew unexpectedly and without intimation or warning and so far as I know or can learn, at the very time, after four years of effort, when California, in which State our real danger of prior appropriation exists, was being brought into the six-State compact by this bill. It was a time, as I view it, to proceed, not to withdraw; a time when the object of long years of work could have been accomplished.

Regardless of the theories of State rights as to the bed of the stream and control of the use of the water of this stream by the States, it being navigable, with which I agree, the Government controls the public lands above high-water mark, where the dam will be built and the land flooded by a storage of the water, and the public lands over which the canals must run to divert the water around the dam for power, or to distant areas for reclamation in California and Arizona. Hence, the Government can require Arizona, before she perfects any water rights, even though she is out of and not bound by the compact, to conform therewith, which means that the rights of the upper States to their equitable division of the water will be protected. Utah, when it ratified the six-State compact, without Arizona, accepted then the theory that protective provisions could be and would be as they are incorporated in this bill, and it seems to be inconsistent for it now to oppose the bill and withdraw from the compact for the reason that Arizona has not signed. As for California, she must ratify, or the project does not proceed. Moreover, an amendment to this bill, which will make the Federal Power Commission subject to its provisions and to the compact, thereby protecting the upper-division States, is proposed and accepted. This insures against appropriation by Arizona. The upper-division States, with the exception of Utah, have remained in the compact and are supporting this bill for the reason that they believe that the rights of the upper-division States are protected therein and that the six-State compact would be perfected by the passage of this bill, which would fulfill the condition of California's entrance.

Now, the compact would have to be ratified by five States as a five-State compact. But I still hope that Arizona and Utah will yet ratify and complete the seven or six State compact.

The rights of the upper-division States are protected in the bill, as follows:

Sections 1 and 6 of the bill require that the Secretary of the Interior in building the power plant shall build it "within a State which has approved the Colorado River compact," and that where a lessee of the water privileges builds the plant it likewise shall be built within a State "which has approved said Colorado River compact." These provisions mean that the plant must be built in Nevada, if Arizona does not ratify.

Section 4 (a) of the bill provides that no construction work shall be commenced or water rights initiated until the other States, other than Arizona, shall have approved the compact without condition. Under this section California must ratify again and this time unconditionally as one of the six States.

Section 8 provides that the United States, its permittees, licensees, and contractees, and all users and appropriators of water connected with the project shall be subject to the Colorado River compact in the management of the project and in the use of water therefrom. This protects the upper States against any uses of project water for any purpose in Arizona.

Section 12 (b) subjects the right of the United States in the waters of the Colorado River system and the rights of all persons claiming under the United States to the terms of the Colorado River compact. So that, from and after the passage of the bill, any and all persons making appropriations of water within Arizona or any other Colorado River State shall take them limited by the terms of the compact.

Sections 12 (c) and (d). These sections of the bill apply to Arizona as much as to any other of the river States and are to the effect that all patents, contracts, leases, permits, rights of way, privileges, and so forth, from the United States, and convenient in the use of the waters anywhere from the river system for the generation or transmission of power generated by such water shall be upon the condition that the rights of the holders of such patents, contracts, leases, permits, rights of way, privileges, and so forth, to the water shall be subject to the terms of the compact and that the conditions and covenants shall run with the land and the water rights. Under this, whether the Government has a proprietary interest in the water or not, it is enabled to control the way and the extent to and in which the Government land in Arizona may be used for the purpose of storing water thereon or transporting it thereover.

I do not want it upon my conscience that I opposed this bill in the event some appalling catastrophe happens to the Imperial Valley, and this is a possibility; that such a tragedy is imminent is conceded by even the opponents of the bill.

We had a lesson a day or two ago in the loss of lives here in Quantico by a fire. Are we going to wait again until the loss has occurred and lives have been destroyed? Especially do I consider it my duty to support this bill for that reason when at the same time I am thereby protecting the water rights of my State and the other States of the upper division. We of the upper States must bear in mind that without the compact and without his bill, which insures a six-State compact or a five-State compact, we are in constant and certain danger of the exercise of the appropriation rights by all the lower States under the present laws and decisions of the United States Supreme Court. Therefore, I feel in duty bound, as a Representative of my State as a State ratifying the seven and the six State compact, in view of the tremendous benefits of this bill to all the States of the Colorado River Basin and to the United States, to support this bill. [Applause.]

Mr. TAYLOR of Colorado. Mr. Chairman, I yield 15 minutes to the gentleman from Alabama [Mr. HUDDLESTON].

Mr. HUDDLESTON. Mr. Chairman, the march of events in China, which have an extremely threatening aspect to the peace of the world, has to a very considerable extent attracted the attention of our people away from our Latin-American relations. I speak now because I fear that our attention is being too much distracted.

Threatening as the situation in China is, I feel that our welfare is more immediately imperiled by the situation in Mexico and Nicaragua than by the situation in China. I feel that public opinion is about to go to sleep on the Mexican and Nicaraguan disputes.

Public opinion asserted itself a few weeks ago with great impact. The White House even, little amenable to public opinion as it is, showed the effect, and for a few days it appeared that the situation was much brighter and that prospects for the peaceful and honorable settlement of our disputes were good. The people can not afford to go to sleep on this subject. They should be made to know, and I wish I could carry the message home to every citizen of our country, that there has been no real improvement in our relations with Nicaragua or Mexico, and that our disputes are no nearer settlement to-day than they were 30 days ago.

So far as I can see, the purpose of the administration is inflexible, public opinion to the contrary notwithstanding, and that, regardless of the peaceful sentiments of from 75 to 90 per cent of the people of the United States, the purposes of the administration remain unchanged. Our State Department, with the backing of the White House, appears to be proceeding toward the ends which it pointed out for itself several weeks ago. I want to quote this sentence with regard to our Mexican dispute:

> The issue is whether America shall conform to the common dictates of courtesy, good manners, and good will, such as are commonly observed by a civilized nation in dealing with a neighbor. America can not afford to be judged by the world as interested only in the selfish machinations of her millionaires.

And now I want to ask, Whose property interests is it that we are so deeply concerned for in Mexico? I have some facts

on this point gathered from an article which recently appeared in the New York Evening Post and another which appeared in the New York World. Those articles have gone around the press of the country. Similar statements have been found in the Scripps newspapers and various others, and, so far as I know, they are undisputed. The substance of what is said is that the oil lands in Mexico to which rights were acquired before May 1, 1917, total 28,500,000 acres, and those are the only oil lands about which there is any dispute. These lands are held by 666 foreign oil companies, and of that number all but 22 have obeyed the Mexican law by applying for confirmatory concessions. That is to say, that 22 companies own, of the total 28,500,000 acres, a total of only 1,600,000 acres—less than 6 per cent of the whole—and of that 1,600,000 acres 750,000, almost half, are owned by a company in which Edward L. Doheny has a large interest.

The New York World contributes to that information the statement that—

the H. L. Sinclair oil interests have joined with the Doheny interests in opposition to the Mexican laws.

And these are the worthies for whom the honor of our Nation has been jeopardized! We have heard of Doheny and Sinclair before. Doheny of the black bag and $100,000 in currency, "the bluff old prospector" who conferred this great favor of cash on the late and unlamented Secretary of the Interior, Fall, not unknown to the criminal courts of the country. And Sinclair is also not unknown to fame. Sinclair of Teapot fame, and so on and on. But why should I hash up these old stories of crime, corruption, and debauchery? These are those whom our boys are to fight for, and we must not put them down too low. Let us rather exalt them and point to them as altogether worthy.

It is also to be remembered that another of the great ones, eager for sharp action against Mexico, is that celebrated American patriot, whose worthy, true, faithful heart beats responsive to the traditions which have honored our country from the beginning—and it is unnecessary to say after that description that I refer to Mr. William Randolph Hearst. [Laughter.] The other day when I was speaking on our Latin American relations a Member interrupted me when I referred to Mr. Hearst to say that Hearst had a selfish, personal interest in aggressions against Mexico. With my regard for facts, I replied that I did not know whether he did or not. I know now. I have found out. Mr. Hearst is a very large landowner in Mexico. I am informed that he owns over a million acres of Mexican land, bought for about 50 cents an acre. It would mean millions in profits to him to have that land brought into the United States by the annexation of Mexican territory.

Mr. Hearst's activity against Mexico is not new. He has been sustained in his desire for the conquest of Mexico as such men are usually sustained in their selfish purposes.

Hearst has not forgotten his selfish interest for a single moment for the past 15 years, but always, and on every opportunity, he has been the fell influence that has sought to embroil the United States with her southern sister. It has been Hearst who has clamored for war; Hearst the great landowner; Hearst who had a selfish interest; Hearst who, when it comes to fighting, is always absent, but always inciting others to fight.

I would like to marshal the owners of these 22 oil companies along with Mr. Hearst; I would like to put them in line. I would like to put arms in their hands and lead them down to the border and say to them, "Now, gentlemen, go to it; fight for your own property." But I do not think there would be much fighting. I have the idea that there would follow an intense competition among them as to who should be in the lead in a rapid "advance to the rear," and that the valiant array would stay not on the order of its going so long as speed was attained. [Laughter.]

Of course, I can only surmise how the administration will work out their purpose in Mexico. What that purpose is must be pretty obvious to every student of the situation. The administration have taken their stand. The administration have not the slightest intention to accept Mexico's offer to arbitrate. They can arbitrate about some things; but, oh, no, not about the right of American oil barons and Hearsts to receive returns from their speculations!

The administration have not the least intention to arbitrate this dispute. Possibly they may not frankly ask for a declaration of war. Their aggression may not take that form. The indications are that the activities of the administration will take the form at what is conceived to be the opportune moment of lifting the embargo on arms to Mexico, and we will find that those oil landowners and Hearsts, not through themselves, of course, but through their mercenaries will go into Mexico and stir up a revolution in that unhappy country. Many revolutions have been started there and many conflicts have arisen; it will not be hard to start another if plenty of money is used. In that situation we will find ample money and war supplies entering Mexico to back up military movements and the endeavor to overthrow the Calles government.

The CHAIRMAN. The time of the gentleman from Alabama has expired.

Mr. TAYLOR of Colorado. I yield to the gentleman five additional minutes.

The CHAIRMAN. The gentleman from Alabama is recognized for five additional minutes.

Mr. HUDDLESTON. It will be easy enough when a revolution starts in Mexico to cry that the oil wells are jeopardized. Probably some of the oil men may have some of their most worthless wells blown up by their own hired bandits and then, of course, backed up by the servile majority of our Committee on Foreign Affairs, we will find the President sending in marines and perhaps soldiers also "to protect American property." The revolution will be an oil men's revolution, but to protect their property we may find American armed forces in Mexico. And so, passing from one means to another, we will find another government established in Mexico, a docile and obedient government, a servile tool of the great interests that own this property; such a tool as we have in Diaz in Nicaragua to-day, whom our Government is proud to have established as ruler of a people a large majority of which resent his authority.

In the situation with respect to Nicaragua there has been no change, no halt in the administration's purpose to support Diaz. Diaz will do what they want him to do. He will so manage and conduct affairs in Nicaragua as to insure that the interest on the debts held by American bondholders will be paid. So he will be supported. We have bought Nicaragua with a price. We have abandoned the shallow and hypocritical pretense that we went there to protect American lives and property. We no longer claim such a specious thing. We admit now that we are there to support and defend the Diaz government, and to that end our marines are marching up and down, censorships are established, and neutral zones are set apart. So we go from one step to another. The real purpose is to throttle the revolution. In the name of the United States, which had its birth in revolution, we propose to throttle the will of a liberty-loving people; we, the United States, the hitherto champion of liberty for all the world; and no voice of influence in the President's party is lifted to say him nay.

We have invaded a country at peace with ourselves. We are, so far as practical purposes are concerned, at war with the only constitutional element in that country, the element which represents the great majority of the Nicaraguan people; and that war has no higher motive than to do the will of American capitalists.

Guilty of that crime, and duly convicted before the bar of the public opinion of the world, how ashamed must we feel—we who love our Nation's honor! There is not a country where the newspapers are not pointing the finger of scorn at the United States and calling us deceivers and hypocrites and frauds. We have destroyed our influence in South America, and have compromised our moral position before spiritual and high-thinking men throughout the world. [Applause.]

Under leave to extend my remarks, I include the following statement, which gives in detail the ownership of the Mexican oil industry and shows who the recalcitrants are:

PRESENT CONDITION OF THE PETROLEUM INDUSTRY IN MEXICO AS SHOWN BY THE OFFICIAL REPORTS OF THE DEPARTMENT OF INDUSTRY AND COMMERCE FOR JANUARY, 1927

First. Amount of capital invested and percentages by nationalities.

Second. Names of companies that have complied with the new laws by applying for confirmatory concessions.

Third. Names of persons and partnerships who have applied for confirmatory concessions.

Fourth. Names of companies which have applied for preferential concessions under the new laws.

Fifth. Names of persons and partnerships who have applied for preferential concessions under the new laws.

Sixth. Names of companies that are withholding applications for confirmatory concessions as required by law—comparison of acreage complying and not complying—less than 6 per cent remains outside.

AMOUNT OF CAPITAL INVESTED IN THE PETROLEUM INDUSTRY IN MEXICO

The department of industry and commerce, which has charge of the petroleum industry in Mexico, has recently (1926) issued a statement showing the total investment therein, placing it at $583,159,562 gold, of which $193,194,000 represents the land cost and $389,965,562 the expenditure for drilling wells, constructing pipe lines, tanks, refineries, and all other improvements.

Exclusive of the land cost, the percentages of investment by nationalities are as follows:

United States	57.46
Great Britain	26.16
Dutch	11.37
Mexican	3.02
Spanish	.91
Cuban	.52
Italian	.17
French	.14
German	.09
Venezuelan	.06
Belgian	.03
Swiss	.03
Norwegian	.02
Swedish	.02

The total investment of American capital in improvements is, therefore, $224,074,211.92; and if the same percentage obtains with regard to land holdings, the amount of that feature would be $111,009,272.40, or a total of $335,083,484.32.

The total acreage of petroleum lands under exploitation is 28,493,914 acres. The area for which concessions have been asked is 26,833,335 acres, while the area for which concessions have not been asked as required by law is only 1,660,579 acres.

There are 126 companies in this list, of which three-fourths are American capitalists organized under the Mexican laws, as required. There are 147 companies all told which are authorized under the former laws to do business in Mexico. The recalcitrant companies number 20, as is shown herewith.

NAMES OF COMPANIES THAT HAVE APPLIED FOR CONFIRMATORY CONCESSIONS UNDER THE NEW PETROLEUM LAWS OF MEXICO

Translated from the official reports of the department of petroleum for January, 1927

El Aguila Mexican Petroleum Co.
Texas Oil Co. of Mexico.
Manjak Petroleum Co.
Intermex Petroleum Co.
Gulf Coast Corporation.
English Oil Co.
Globe Petroleum Co.
Continental Mexican Petroleum Co.
International Pipeline Co.
Chapacao Oil Co.
Chilean-Mexican Petroleum Co.
Guaranty Oil Mining Association.
City of London Stores Co.
Monterrey Iron & Steel Co.
Kansas & Gulf Petroleum Co. of Mexico.
New England Fuel Oil Co.
Ag'l Cicil Part. (Ltd.), Baja Cal.
Minerals & Metals Co.
Panuco-Tuxpan Petroleum Co.
Land & Cattle Co. of San Graciano.
Cerro Azul Oil Co.
Huasteca Oil Fields Corporation.
Federal Oil Co.
Five Friends Oil Co.
Escondido River Coal Co.
Pecero Petroleum Co.
Tamante-Panuco Petroleum Co.
Veta-Port Lobos Co.
El Zancillo Ag'l & Cattle Co.
Franco-Italian Petroleum Co. of Mexico.
Ixtle Petroleum Co.
Tampico-Panuco Petroleum Co.
Mexican Atlas Petroleum Co.
National Petroleum Co. of Mexico.
Itmmax Oil Co.
Richmex Petroleum Co.
Imperial Land Petroleum Co.
Penn.-Mexican Fuel Co.
Sabino-Gordo Petroleum Corporation.
Broder Oil Co.
Financial Petroleum Co.
French-Mexican Oil Co.
Company for Exploring Minerals.
Mexican Land & Livestock Co.
Valles Petroleum Co.
French-Spanish Petroleum Co.
Lorenzo Potrero, Nuevo Petroleum Co.
Tabasco Exploration Co.
Guaranty Oil Co.
Petroleum Union of Spanish America.
Tuxpan Oil Co.
Graciano Society, Castano Bros.
Consolidated Coal Co. of Coahuila.
Oil Co. of Lower California.
Magdalena Oil Co.
Chihuahua Cattle Co.
Oaxacan Petroleum Co. of Panuco.
National Oil Co.
New Sabinas Co. (Ltd.).
Aztlan Investment Co.
National Railways of Mexico Co.
International Loan Bank of Mexico.
Tierra Amarilla Petroleum Co.
Pecos-Mexicao Petroleum Co.

COMPANIES THAT HAVE APPLIED FOR CONFIRMATORY CONCESSIONS

Transcontinental Petroleum Co.
United Petroleum Co.
International Purification Oil Co.
International Petroleum Co.
Azurcarera Co. of Panuco.
Canoas Petroleum Co.
Petroleum Alliance Co.
Mexico-Texas Petroleum & Asphalt Co.
Kern-Mexico Oil Fields Co.
Quebrache Oil Co.
India Oil Co.
New England Fuel Oil Co.
La Imperial Exploration Co.
Guaranteed Oil & Mineral Association.
National Effort Petroleum Co.
Conduenazgo Co. of Metlaltoyuca.
United States & Mexican Banana Co.
Panuco River Oil Co.
La Meridional Petroleum Co.
Drillers' Percentage Association.
La Sautena Petroleum Co.
Mercantile Petroleum Co.
Mexican Land & Oil Syndicate.
Cosmos Petroleum Co. of Mexico.
Pennsylvania-Mexico Fuel Co.
National Coal Co.
Bravo Drilling Co.
San Cristobal Petroleum Co.
Oxaca State Petroleum Co. (Ltd.).
Colombia Land & Oil Co.
San Gregorio Petroleum Co.
Topila Petroleum Co.
Mexican Territorial Petroleum Co.
Vera Cruz-Mexico Petroleum Co.
Espuela Oil Co.
Land Exploration Petroleum Co.
Tampico-Amatlan Petroleum Co.
Mexico Eastern Oil Co.
Riberas Tuxpan Petroleum Co.
French-Spanish Petroleum Co.
Combustible Petroleum Co. of Mexico.
New Mexico Oil Co.
Tancasnequi Petroleum Co.
Standard Drilling Co.
Old Mexico Oil Corporation.
Consolidated Oil Co. of Mexico.
La Potosina Petroleum Co.
La Giralda Petroleum Co.
Conduenazgo de La Aguada.
Spanish-American Union Petroleum Co.
Mexico-Spanish Petroleum Co.
San Vicente National Petroleum Co.
San Francisco Petroleum Co.
Globe Petroleum Co.
Shower of Gold Petroleum Co.
Cosmos Petroleum Co.
El Centenairio Oil Co.
Diversified Land Co.
Filisola Agricultural Co.
Agricultural & Colonization Co. of Tabasco.
Agricultural & Cattle Co. of San Diego.

NAMES OF PERSONS AND PARTNERSHIPS THAT HAVE APPLIED FOR CONFIRMATORY CONCESSIONS UNDER THE NEW PETROLEUM LAWS OF MEXICO

James F. Hill.
P. M. Williams.
Brings & Luft.
R. B. Cochran.
B. C. Mar.
F. W. Wiegard.
A. M. Miller.
Paulina Williams
Nolan S. Von Phul.
Lesher & Martinez.
J. L. Gillian & Co.
John R. Norris.
R. M. Bragdon & Co.
Carpenter & Caley.
J. McLearnon.
Craig, Barbour & Morrison.
D. A. Williamson.
J. E. Wiechers.
H. de Von Thaden.
Charles A. Fohrman.
E. Kirby Smith.
Edmundo Baruch Sucs.
R. H. Ludlow & R. de la Cerna.
L. V. Milmo & Associates.
Guadalupe Lajaus.
L. G. Trevino.
J. M. Del Rio.
Rafael de la Pena.
Elisa Zuniga.
Lic. M. G. Gonzales.
Flora S. de Juarez.
Wm. Purcell & Co. Sucs.
Antonio G. Cizneros.
Soledad Gonzales.
Josefa Cosio.
Miguel Cardenas.
Luisa R. Rubio & Associates.
F. G. Trevino.
J. L. de Larrea.
Raquel Bandala & Sons.
F. C. Marquina.
Raoul Mille.
Juan Zubaran.
Manuel M. Arce Sucs.
N. P. Fernandez & Canela (Test).
Jose M. de la Garza.
I. N. Boicourt.
Amor B. Whitehead.
Astis, Acha & Co.
Jones & Co.
R. G. Piper.
G. A. Wiegand & H. A. Foster.
G. M. Smith & Co.
Carl V. Schlaet.
Mulchaey & Co.
Alberto F. Lesher.
J. D. Woolet.
Wm. V. Backus.
Thos. N. Wold & Chas. Greglow.
F. C. Swanson.
Wm. C. Martin.
Craig, Morrison & Barbour.
Otto G. Braune.
Martin F. Head.
Clay T. Yerbey.
John A. Murphy, E. Kirby Smith.
H. H. Hallett.
Wm. M. Abbey.
Rodolfo Garcia.
Fernando Karbe.
J. L. Blanco.
Ramon Cardenas.
Vincente Ferrera.
Daniel D. Alvarado.
D. N. Morris & Associates.
A. R. Juarez (Test).
M. A. Barragan Sucs.
Jesus R. Gutierrez.
Berberto Alcazar.
Rita Ordozgoit.
E. R. Ronda.
Rodolfo Flores.
A. C. Payne.
Alfonso Herrera.
Geronimo Trevino (Test).
Alvra & Rutila, Sucs.
E. P. Escobar & Associates.
Jose Morena.
Concepcion Gonzales.
S. & B. Madero.
Frank Lilliendahl.
Antonio T. Espindola.
C. V. de Gallegos.
Federico Deschamps.
R. A. Frias & Ignacio (Amor.).
Josefa Flores de Vivanci (Sucs.).
Ismael Billar Esperanza S. de Trevino.
Leopoldo Llorente.
Clementina Llorente.
Leonardo Revilla & S.
S. de Adrian Sandoval.
Lic. Demetrio Salazar.
Eliceno Gomez.
Pablo Bressan.
Rodrigo Loyo.
Teodoro M. Moreno.
Josefa Nunez
Alfonzo Passi & Associates.
Aniceto Torres Sucs.
Arturo V. Nunez.
Pilar Nunez.
Maria B. Andrade.
Serafina Sanchez de Rocha.
R. B. Barranechea.
Wenceslao Gomes & Son.
C. B. Peralta.
Rodolgo Sanchez.
Serafina Sanchez & Jacinto Rocha.
Pedro Basanez.
Isabel R. Guzman.
Tomasa Salas.
Muguel E. Isa.
Josefa Nunez.
Narciso Armando & Celina Herrera.
E. M. San Pedro.
Cleofas L. Guzman.
Rodolgo Sanchez.

Juan Felipe—Conduenazgo de.
Guillermo L. Rivera.
Jacinto Rocha.
Jose Luis Herrera.
Eugenio Mondez.
Andres H. Herrera.
M. M. Arriaga.
Baltazar Marquez.
Jose Gomez & Gomez.
Julian Guitron.
Manuel Amaya.
Solomon Assado.
Jesus P. Osorio.
Dolores Gonzales (Intest.).
Anatolio Llanos.
H. Millan, jr.
Francisco Cayon & Cos.
Andres Garza Galan.
Rafael Lopez & Co.
Manuel Mayne.
M. G. Gonzales.
Jorge A. Martinez.
Abel R. Perez.
Avelino Rodriguez.
Ernesto Gresser.
G. Andrade & Nunez.
Bertha Andrade Nunez.
Pedro H. Gomez.
Erenoldo Basanez.
Manuel Nunez.
Teodosio Gonzales.
Gabriel Flores.
Rafael Cabrera.
Domono Moreno & Felipa Moreno.
G. T. di Fiorentini & others.
Rodrigo Loyo, jr.
Manuel Nunez.
Jacinto Rocha.
Aurea H. Guzman.
Juana Dominguez.
Jose Domingo Lavin.
Pilar Nunez.
Manuel Nunez.
Teodoro A. Dehesa.
Angel Gutierrez.
Juan Ygnacio de Alva.
Joaquin F. Cicero.
Ramon R. Brranachea.
Raymundo G. Mora.
Sofia Lopez.
Jorge M. Hernandez.
Erasmo Dominguez.
Ignacio Juarez.
Rodolfo Sanchez.
Teodosio Gonzales.
Lesher & Martinez.
A. F. Lesher S. & C.
Laura Betancourt.
Fermina del Valle.
Carmen de Ipina.
Ricardo Arguelles.
Juan Quintanal.
Rodolfo R. Vasquez.
Tereso C. de Montemayor.
Alberto M. Cabezut.
Manuel E. Guzman.
Ernestina L. Ponce.
R. L. Bullman.
Ignacio S. Guerrero.
Rodolfo Marcolini.
Emilio S. Servi.
F. Gavito & Bustillo.
Conduenazgo de La Aguada.
Jose Lopez de Rivera and others.
Reyes Martinez & J. M. Uribe.
Jacinta B. Verges.
Antonio Bolado.
Rafael Ortega.
Daniel B. Delgado.
Maria Luis Lavin.
R. G. Veramendi.
Lepnardo Castellanos and associate.
Rafael Garmendia.
Ruperto Salet.
Ignacio Guijosa.
Ramon Doubille.
Leopoldo M. Nunez.
Fernando A. Ramirez.
Samuel Melo and others.
Ciro Beota.
Pablo Gonzales Garza.
Isabel de Leon and associate.
R. Thomas & Co.
Demetric Salazar.
Luis & Valentin Aleman.
Zozaya Helguera & Co.
Ramon F. Munoz.
Felipe Beltran.
Emilio Monsonyi.
Juan Portilla.

And a large number of others, mostly small landholders.

NAMES OF COMPANIES THAT HAVE APPLIED FOR PREFERENTIAL CONCESSIONS UNDER THE NEW PETROLEUM REGULATIONS

Llafali Development Syndicate.
Vera Cruz-Mexico Petroleum Co.
Texas Co. of Mexico.
Imperial Petroleum Lands Co.
El Aguila Mexican Petroleum Co.
Temexco Petroleum Co.
United Petroleum Co.
Mexican Atlas Petroleum Co.
Itamex Petroleum Co.
India Oil Co.
Huasteca Oil Fields Corporation.
Investment & Industrial Co.
Kern-Mexican Oil Fields Corporation.
Central Petroleum Co.
Petroleum Investment Co.
East Coast Oil Co.
Consolidated Oil Co. of Mexico.
Espuela Oil Co.
Financial Petroleum Co.
Chilian-Mexican Petroleum Co.
Black Gold Petroleum Co.
Aldama & Bravo Oil Co.
Placers Mexico Petroleum Co.
Capuchines Petroleum Co.
Metlaltoyuca Coffee Growers' Co.
National Oil Co.
Consolidated Oil Cos. of Mexico.
Petroleum & Mining Lands Co.
Cocuite Petroleum Co.
San Francisco Petroleum Co.
Champoton-Campeche Petroleum Co.
Coahuila Petroleum Exploration Co.
Anglo-Mexican Petroleum Co.
Emmex Petroleum & Gas Co.
Los Aldemas Petroleum Co.
Transcontinental Petroleum Co.
La Concordia Petroleum Co.
La Corona Mexican-Holland Petroleum Co.
Agwi Petroleum Co.
Tamaulipas Petroleum Co.
French Bank of Mexico.
Drillers' Percentage Association.
Richmex Petroleum Co.
Fronteriza Petroleum Co.
Guaranty Oil & Mineral Association.
Combustible Co. of Mexico.
C. Mier Coal Co.
French-Mexican Petroleum Co.
La Chancaca Petroleum Co.
San Jose Petroleum Co.
Tamasopo Oil Co.
Mexican Gulf Oil Corporation.
North Royalty Co.
French-Mexican Petroleum Co.
Papantla Oil Co.
Ohontla Petroleum Co.
Atlantica Producers and Refiners Association.
San Vicente National Petroleum Co.
Bravo Drilling Co.
Tabasco-Chiapas National Petroleum Co.
Richmond Petroleum Co.

NAMES OF PERSONS AND PARTNERSHIPS WHO HAVE APPLIED FOR PREFERENTIAL CONCESSIONS UNDER THE NEW LAWS

Stanford & Co.
Kelly, Picaso & Co.
Lee Rutland and Robert Burnes.
Brings & Luft.
R. B. Cochran & Co.
Robert Harris and associates.
H. G. Venable.
J. D. Raines.
Carl V. Schlaet.
J. A. Braun.
George G. Hunt.
Paul & Rosa Schulze.
Hamilton & Devine.
Martin F. Head.
Ransford L. Garnett.
A. W. Buckley and associates.
J. L. Gilliam & Co.
Roland M. Wood.
Enrique Founken.
Doheny, Bridge & Co.[1]
R. A. Basso & Co.
M. Anderson.
W. E. Boner.
S. W. Schneider.
F. M. Cardenas & Bros.
Juana O'Sullivan de Scrope.
Carlos Perez Fernandez.
Raoul Mille.
Jesus E. Valdes.
Noreña & Co.
Jose Gonzales Treviño (intest.).
Felix Avalos Silva.
E. F. Floether.
Fidel C. Martinez.
Rafael Ortega.
Orvañanos & Co.
Benito Guerra.
Gonzales & Diaz.
Juan B. Fissore.
Eduardo de la Garza.
Stanford & Co.
Moran & Co.
Isabel Perez.
Saturnino Clemente.
G. C. Wood.
William Purcell & Co.
Duncan B. McMillan.
Alex Smith & Co.
Mordelo L. Vincent.
J. A. Mobley.
P. J. Jonker.
N. S. Von Phul.
Jose Salim Sucs.
Antonio F. Ponce.
Benito Zorrilla.
Delfina de Zuazua.
Raymundo de la Fuente.
Alfonso Maldonado.
Manuel Sanchez Rebollado.
Manuel A. Casados.
Nicasio Gonzales.
Rafael San Miguel & Son.
Luis G. Acuñna.
Jacinto B. Verges.
Manuel V. Miravete and others.
Ferrel, Urbina & Co.
Francisca Soledad Prieto.
Genera L. Fernandez.
Florencia F. Rosales.
Eduardo Baz.
Ismael and Maria Pavon.
Reyes Goncales Sucs.
Rafael Zenita and others.
Vigil & Luna.
Craig, Morrison & Barbour.
B. K. Bateman.
Herbert Himes and H. A. Spedd.
Clarence A. Miller.
Wilcox, Rone & Co.
Mulcahy & Co.
Snyder & Swanson.
A. F. Millan.
A. W. Wood.
Green & Co.[1]
Carpenter & Caley.
R. A. Stout.
Jones & Co.
Turner & Co.
Harriet M. Towner.
Marcelino Garza & Sons.
Guadalupe Garza de Vasquez.
The Wiechers family.
Fabian Casauban.
Jose Noreña.
Julio F. Colina.
Pedro Cortina.
Manuel Rojas Morano.
Vicente Laddaga.
E. A. Armour.
Jesus Flores Magon.
Antonio Z. Mena.
Teodosio Gonzales.
Teodoro Mesa Moreno.
M. M. Hernandez.
M. R. Samperio.
Joaquin F. Cicero.
Rodrigo Loyo.
Francisco Hernandez.
Luis A. Cussac.
Domingo, Moreno & Co.
Rosa Castillo.
Luis Gutierrez and associates.
Nicolas E. Caballero Sucs.
Teodosio Gonzales.
Juana Flores.
Serafin Saenz.
Cruz & Amorevieta Sucs.
G L. Gonzales.
Antonio Castro Sandoval.
Pedro S. Etienne.
Lachica & Flores Sucs.
Canuyo Gomez.
Almazan, Ferral & Co.
Amalia M. Prieto.
Tiburcio Peña and associates.
Niceforo Avelino.
Felipe Palenque Sucs.
Joel Cubillos de Diaz and others.
Salomon D. Avelino and others.

Oil companies which are withholding applications for confirmatory concessions required by the new laws

	Acreage
Huasteca Petroleum Co	809, 649
Mexican Petroleum Co. of California	432, 030
Mexican Sinclair Petroleum Corporation	95, 425
Cortez Aguada Petroleum Corporation	86, 515
Mexican Gulf Oil Co	59, 623
American International Fuel & Petroleum Co	58, 639
Doheny, Bridge & Co	30, 766

[1] The names so marked are of the men who are the chief promoters of the Huasteca Petroleum Co. and its associates and who are responsible for the present campaign of misrepresentation.

	Acreage
Tuxpan Petroleum Co	24,520
Otontepee Petroleum Co	21,671
Mexican Oil Co	10,386
Tamiahua Petroleum Co	8,851
La Atlantica, Cia. Mex. Productora & Ref. de Pet. S. A	6,761
Utah Tropical Fruit Co	6,118
Capuchinas Oil Co., S. A	4,626
Compania Petrolera del Agwi, S. A	2,224
Hispano Cubana de Petroleo, S. A	870
Compania Petrolera Los Chijoles, S. A	1,070
Panuco Boston Oil Co., S. A	561
Mexican Crude Oil Co	141
Pedro S., Sucession de	133
Total acreage not applied for	1,660,579
Total acreage for which concessions have been asked	26,833,335
Total acreage under development	28,493,914

The following four companies own 1,367,870 acres, or more than 82 per cent of the total area of productive oil lands which have not applied for confirmatory concessions under the new Mexican petroleum regulations.

These four companies, which control 82 per cent of the oil land about which the present dispute with Mexico revolves, are owned or controlled by Edward Doheny, Harry F. Sinclair, and Andrew Mellon.

The Huasteca Petroleum Co. and the Doheny Bridge y Compania are Doheny companies; Harry F. Sinclair holds the controling stock in the Mexican Sinclair Petroleum Corporation, and Andrew Mellon is interested in the Mexican Petroleum Co. of California.

	Hectares	Acres
Huasteca Petroleum Co	327,661	809,649
Mexican Petroleum Co. of California	174,840	432,030
Mexican Sinclair Petroleum Corporation	38,618	95,425
Doheny, Bridge & Co.: S. en C	12,451	30,766
Total	553,570	1,367,870
Other companies	118,457	292,709
Total general	672,027	1,660,579
Per cent		82.37

With reference to the amount of oil produced by the companies which have not applied for confirmatory concessions, examination of the statistics of production shows that 41 per cent of the total is so produced. But further examination also discloses the fact that a considerable quantity of the oil produced by nonconcession companies is derived from wells on lands for which preferential concessions are held, as also from lands held in leasehold and for which the actual owners have applied for confirmatory concessions. When these facts are taken into consideration, it is found that the amount of oil produced from nonconcession lands by nonconcession companies is little, if any, in excess of 25 per cent of the total production, and may be even less when exact data are obtained.

Production during the year 1926 of the oil companies who failed to comply with the Mexican oil law

	Cubic meters	Per cent of total
Huasteca Petroleum Co	3,369,999	18.3
Mexican Petroleum Co	2,461,742	13.4
Mexican Gulf Oil Co	964,490	5.2
Mexican Sinclair Petroleum Corporation	531,469	2.9
Panuco Boston Oil Co	117,362	.6
Awgi Petroleum Co	102,824	.5
Capuchinas Oil Co	74,948	.4
Atlantic Oil Co	60,040	.3
Cortez Oil Corporation	7,627	.0
Otontepec Petroleum Corporation	8,938	0
Mexican Oil Co	8,918	0
Spanish-Cuban Petroleum Co	5,534	0
Doheny, Bridge & Co., American International Fuel & Petroleum Co., Utah Tropical Fruit Co., Los Chijoles Petroleum Co., Mexican Crude Oil Co. and Sucesión de S. Pedro	0	0
Total	7,713,891	41.6
TOTAL PRODUCTION IN 1925, CLASSIFIED		
Companies which failed to comply with the petroleum law	7,713,891	41.6
Companies which complied with the law	10,662,651	58.4
Total production in 1925	18,376,542	100.0

Production in barrels (1 cubic meter=6.28 barrels)

	Barrels	Per cent
Companies which did not comply with the law	48,520,374	41.6
Companies which complied with the law	67,068,075	58.4
Total	115,588,449	100.0

Mr. SUMMERS of Washington. Mr. Chairman, I yield 10 minutes to the gentleman from New York [Mr. CROWTHER].

The CHAIRMAN. The gentleman from New York is recognized for 10 minutes.

Mr. CROWTHER. Mr. Chairman and gentlemen of the committee, in view of the tremendous amount of gratuitous advice that has been given to the President and the Secretary of State in the last week or two on the floor of the House, I think it very opportune that an article from a New York magazine entitled "Back-seat driving on the international highway" be made a part of the RECORD.

Mr. CROWTHER. Mr. Speaker, under leave to extend my remarks I insert the following magazine article:

Our men whom we have chosen to drive our car of State must envy the gentleman of San Francisco who the other day was granted a divorce because his wife was a chronic "back-seat driver." The granting of a divorce for such a reason furnishes food for reflection. The back-seat driver is under the law a person, an individual, a legal entity with the constitutional rights of the rest of us. Such a person is beyond the power of Congress to regulate, because the first amendment of our Constitution forbids Congress to make any law abridging the freedom of speech. If, riding in the back seat of an automobile, he—there is a possibility that it may be a woman—goes on to say, "Not so fast"; "Look out"; "Is your emergency brake on?" "Don't turn so abruptly"; "How is the oil?" "There is a cop"; Don't you know the traffic rules?" or the like, Congress might investigate such a case; it could not "abridge" such talk. And yet California has a driver who got a divorce because of it. Here, surely, is something for President Coolidge and Mr. Kellogg to take notice of and, perhaps, to comfort themselves with; for these gentlemen, it must be confessed, have had their share of "back-seat drivers."

It matters not how crowded the international traffic may be, there is always the back-seat driver who knows very well that whatever way the chauffeur turns, shifts the gears, uses the brake, manipulates the horn, or adjusts the lights, he is wrong. The back-seat driver must everlastingly talk, advise, find fault, and admonish. Most of his outbursts are spontaneous reactions of his reflexes only. The less he knows about a car, the worse he is. He functions only with his spinal cord. He may be a nice person with a through ticket to heaven, but to the responsible driver he is a nuisance, usually doing more damage than good.

Thus we are confronted with the question of how in a democracy people should behave when their Government is confronted with a delicate international situation.

On theoretical grounds every man jack of us, every jack out of doors has the right in America to shout his head off when the executive branch of our Government is trying to compose an international dispute, however ticklish it may be. During the delicate controversy between our Government and Nicaragua nearly every man jack of us has done exactly that thing. This office has been choked with letters, petitions, newspaper clippings, arguments in various forms, urging this old society to "stop our going to war with Nicaragua or Mexico."

On practical grounds these persons may become and often are nuisances. They don't help; they harm. When representatives of the French Government had come to an agreement with representatives of our Government on the terms of the French debt; when the terms were known to be acceptable to our own Congress, and it was only a matter of winning the votes of the French Chamber; and when all other negotiations between this country and France depended upon a settlement—when, in short, our political car of State was going along pretty well, it was a fine time for the rest of us in the back seat to keep quiet. It remains to be seen whether or not some of the back-seat drivers have ditched our program of accord with France.

Mr. Coolidge and Mr. Kellogg have never had the remotest idea of leading the United States into a war with any other nation, much less Mexico or Nicaragua. It is true that they are confronted with a most delicate situation in each of those countries. The more delicate it becomes, the more careful the rest of us should be. It is proper to advise the President or the Secretary of State, particularly if it be privately done; but when the crisis is on it is usually poor sense to hold mass meetings, write articles in the paper, and behave otherwise as if we wish to serve notice to foreign peoples with whom we are in controversy that we of this country are not behind our Government. The old days of trying to promote international peace by throwing stones at our Government, especially when our Government is trying as best it can to handle a delicate international situation, should remain among our memories of the past. If we are to achieve international peace, it must at the last be done with advice and consent of our Government. Much more than charity, peace begins at home.

If the day is fair, the road clear, and everybody good-natured, the back-seat driver can say almost anything he wishes; but if a storm is on, darkness descending, the traffic crowded, it is a good plan to leave the driver alone. He may get us into trouble; but, speaking generally, he is less liable to do so in a time of crisis if, after we have put him at the wheel, we let him do the driving.

Of course, we know that metaphors walk best on one leg, that drivers have to be regulated, that a mad driver may have to be throttled. This is no plea that we should make our chauffeurs judges, juries, and sole high executioners along every highway and in their own right. They have got to be trained and watched, if need be, on occasion fired or shut up. But at the moment when our very lives are in their hands, cars are traveling fast in every direction, the pavements slippery, and guns going off, then usually is a very good time for all in the back seat to speak very, very softly, if at all.

There is another thing about this trying to drive a car through fire and flood by a general debate. If we are ever going to establish peace between nations, it will have to be provided for with the cooperation of all in time of peace. The problem of the peace workers is to set up, when men can think calmly and justly, adequate means of adjustment, and to develop the intelligence and the desire to make use of them, so that blow-outs and head-on collisions here and there will be less frequent. Constructive peace work is prophylactic. This is how any rational democratic control of foreign policies gets in its work.

If, for example, in our controversies with Mexico or Nicaragua there were a body of clearly defined rules, duly established and agreed to in time of peace, by which we could measure our differences, and if in case of controversy over the meaning of one or more of the rules there were an authority to tell us what the rules really are, then there would be nothing for us peace workers to do except to stand by the rules. Since our chauffeur would be familiar with the rules, about all we would have to do in congested traffic would be to keep fairly quiet.

We are not trying here to pass upon the equity in our disputes with Mexico and Nicaragua. We confess we do not know enough to do that. We believe in the high-minded intentions of both Mr. Coolidge and Mr. Kellogg. We believe, further, that they are possessed of the facts. In times of peace we shall try to lead them and others to bend every effort to organize a law-governed world, so that our future disputes with the Mexicos and the Nicaraguas of some later day may find wide-open ways for adjustment without any foolish talk of war.

We are for special schools to teach back-seat drivers how and where to make use of their rights under our free institutions.

Mr. DICKINSON of Iowa. Mr. Chairman, I yield one-half minute to the gentleman from Massachusetts [Mr. ANDREW].

Mr. ANDREW. Mr. Chairman, I ask unanimous consent to extend my remarks in the RECORD by inserting a plan for agricultural relief presented by the Commissioner of Agriculture of Massachusetts.

The CHAIRMAN. The gentleman from Massachusetts asks unanimous consent to extend his remarks in the RECORD in the manner indicated. Is there objection?

There was no objection.

Mr. ANDREW. Mr. Speaker, the old adage that "an ounce of prevention is worth a pound of cure" applies to the malady which afflicts American agriculture as much as it does to every other situation that requires remedy. Prophylaxis is always preferable to medicine. It is simpler, less expensive, more enduring, and vastly more far-reaching in its effects.

The commissioner of agriculture in Massachusetts, Dr. Arthur W. Gilbert, an authority upon agricultural problems of high repute, has presented what might be described as a preventive formula for the treatment of the farm problems which we have under discussion. It is doubtless not a panacea for all of the ills that farms are heir to, but it is at least worth considering. It attempts to eliminate the causes rather than to remedy the effects, and it ought not to be overlooked merely because it would not cost hundreds of millions to taxpayers and consumers.

I ask consent to insert in the RECORD a summary of this plan for agricultural relief proposed by the Massachusetts commissioner of agriculture. Doctor Gilbert's plan, reduced to its simplest terms, would create a board, representative of every phase of agriculture, whose function it would be to take the mass of statistical information now gathered by State and Federal bureaus and translate it into practical, understandable advice for the farmers as to what and how much to plant.

The account of this proposal which I submit to the House was printed in the Christian Science Monitor for February 2, 1927:

DOCTOR GILBERT'S PLAN

The plan is designed to utilize existing agencies both for the source of its information and the means of disseminating it, rounding out the present governmental services for agriculture and coordinating a host of potential crop-control agencies.

Its central figure—and the only new governmental unit—is a proposed national farm board, whose function it would be to study national and international farm-produce markets, forecast the world's demand for principal commodities, and from that give reliable counsel as to what crops will be most profitable to plant and how to measure production to the actual market requirements.

DATA ON PRACTICAL BASIS

Although the Department of Agriculture now collects most, if not all, of the needed data in its crop and market reports, the department can not well undertake in its position as an integral part of the administration to formulate farm advice along these lines. At the same time the present statistical reports mean little to the average farmer or even the trained agriculturist.

The Massachusetts commissioner believes that this data, already available, if reliably and practically interpreted, would furnish the farmer the means of adjusting production to the actual world demand, and so enable him to solve for himself, in so far as he might be willing to cooperate, the problem of farm relief.

The farm board's advice, according to Doctor Gilbert's plan, would be disseminated through the channels of the Department of Agriculture, the present system of county agricultural agents, cooperative marketing organizations, and the State commissioners of agriculture. These agencies at present can work only on their own judgment and limited information. The county agents, Doctor Gilbert explained, now advise the farmer how to raise the biggest quantity of what he plants, but they have no centralized information from which to advise him what or how much to plant.

WOULD COORDINATE ENERGIES

The situation might be compared to that in a community through which an electric company has built a high-voltage power line and in which many of the houses are wired for local or individual lighting systems, but the high-tension line and the home are yet unconnected. A transformer is needed to link the supply to the distributing system and turn the current into a form consumers can use.

In terms of the simile, statistical bureaus now are a power house whose output is at least partly going to waste, and local agricultural agencies are a distribution system not yet fully coordinated and utilized. An intermediary board to transform the data of statistical bureaus into a type of advice capable of distribution by county agents and cooperatives would get much greater usefulness out of both sides of the system, Doctor Gilbert thinks.

He believes this arrangement would require but little new economic machinery, and would not put the Government into business, particularly a business of such hazards as buying corn, cotton, and wheat. In his opinion, it has advantages over the McNary-Haugen plan in that it utilizes agencies which already are in existence. It would relieve the conditions of surplus production in individual commodities, and would eventually accomplish the purposes of the McNary-Haugen bill, now before Congress.

PERSONNEL OF BOARD

As to the personnel and set-up of the farm board, Doctor Gilbert proposes that it should have 25 members, though the number could be changed. He would have the board large enough to be representative of all phases of agriculture and all parts of the country. The members would be appointed by the President without nominations, and the positions would be, so far as possible, nonpolitical and nonsectional. The members would be, with few exceptions, actual farmers or farm leaders. The only salaries would be paid to a chairman, at perhaps $12,000 a year, a secretary, $10,000 a year, and a small staff. Members would be paid for each meeting day attended and for traveling expenses.

COST OF PLAN

In this way the cost of the Gilbert plan would be extremely small in comparison with the outlay which it is proposed to invest and expend on the McNary-Haugen marketing corporation plan. Expenses of the farm board would not be more than $75,000 a year, Doctor Gilbert says, whereas the McNary-Haugen bill calls for a $250,000,000 appropriation.

Doctor Gilbert believes the proposal of a fixed price or assured profit for any commodity through a governmental agency would inevitably result in abuses. He says that agricultural production in the United States can be expanded almost indefinitely, and that the experience with fixed prices for wheat during the war illustrated this. It also illustrated, he says, that high-crop prices will be followed by inflation of land values which call for still higher prices, and so on with the circle.

WHAT MANUFACTURERS DO

In contrast, he pointed to the methods by which the manufacturers study the market and measure their production carefully to make the supply fit the demand. It is only as this is done that the fairest and steadiest profits can be made. Industries at present, he points out, are better able to follow a survey of the buying field because of their comparatively centralized control, while agricultural production is carried on by hundreds of thousands of farm "factories" which yet are uncorrelated. Doctor Gilbert believes that the best solution of the farm relief question will be to enable these many thousands of producers to coordinate their production to fit the actual demand.

In outlining his plan Doctor Gilbert stated that he feels it is incumbent upon one who criticizes the McNary-Haugen plan to submit something workable in its place, since farm relief undeniably is a

problem which ought to be solved and which deserves the attention of the eastern industrialist as well as the western agriculturist until it is solved.

Mr. DICKINSON of Iowa. Mr. Chairman, I yield 10 minutes to the gentleman from Kansas [Mr. WHITE].

Mr. WHITE of Kansas. Mr. Chairman, gentlemen, and ladies of the committee, within the last 20 minutes the Member elect from a California district, Mr. Joe Crail, who was born and raised in the same town with myself, Fairfield, Iowa—which fact I ascertained only a day ago—handed me a resolution pending in the Assembly of the State of California favoring strongly the measure which I shall discuss this afternoon very briefly. I also had through the mail the same resolution which, under leave to extend my remarks, I shall have printed in the Record at the conclusion of my remarks.

Gentlemen, I have no doubt but that the numerous and, I might say, tremendous attendance this afternoon has been drawn to this spot to listen to the eloquence on the subject of immigration and naturalization and to the discussion of that ubiquitous measure, the McNary-Haugen bill.

Lest the time allotted me shall not suffice to discuss this subject as I should like to discuss it, and having prepared an analytical statement of the measure, I will say that I am here to-day introducing an old and particular acquaintance, if not a friend in every instance, House Joint Resolution 164, and the Senate joint resolution, an exact duplicate of it, which has stood upon the calendar of this House for three consecutive Congresses, which has passed the Senate of the United States three times and with only two votes recorded against it in the present Congress, a subject upon which I have not spoken in this House very often, not more than once a year or twice in a Congress, and fearing that I shall not be able to present to you the analysis of the resolution which I have previously presented at length, I shall transpose my statement and leave the front end of this address to the last of it.

I want to make one or two statements here which I fear I should not have time to give you if I allowed time to go on. I want to call this committee's attention to a statement by the gentleman from Massachusetts [Mr. LUCE], who is one of our very cheerful, pleasant, and able associates in this Congress. Mr. LUCE, of Massachusetts, said in the House on December 15, 1925:

> The calendar shows 61 committees that might have been reached; in the course of the two years 23 committees were reached; there were 35 days upon which committees might have had an opportunity to be heard; of these only 21 were used and they were used by only 15 committees of the House.

Without any suggestion on my part that the time might not have been used judiciously by the leadership of the House, it can not be denied that a great deal of general legislation fails to reach consideration, especially in the short session, on account of the pressure of appropriation bills which must be considered and passed upon in the brief three months of the session, and which, if not entirely consummated, would doubtless make necessary a special session at the beginning of the on-coming term.

The Republican leader, the gentleman from Connecticut [Mr. TILSON], made this very clear in a short statement which may be found on page 1023 of the RECORD of January 3 of this session, in answer to a question which I asked him in relation to this very subject of Calendar Wednesday. My question and Mr. TILSON'S answers being as follows:

> Mr. WHITE of Kansas. Does the gentleman from Connecticut think there is any probability of reaching certain committees on Calendar Wednesday, committees that have not been reached for many years past?
>
> Mr. TILSON. I do not consider that a hard question at all. I believe that the business already accumulated on the calendar will take so much time that a number of committees can not possibly be reached at this session. I might as well be frank with the gentleman from Kansas, and I believe that to be the fact.
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> Mr. WHITE of Kansas. I had almost anticipated the gentleman's answer, but it seems that Calendar Wednesday having been displaced, a good many of the chairmen of those smaller committees might reasonably be justified in indulging the hope that some legislation which has been carefully and seriously considered may be accorded enough prestige at least once in a while to get a day or an hour in court.
>
> Mr. TILSON. I am assured that any of these committees having legislation of sufficient importance to find sympathetic hearing before the Committee on Rules will be able to secure a special rule under which their bills may be considered.

Mr. Chairman, every soul knoweth its own bitterness. I do not carry my heart upon my sleeve. I hesitate to differ from our great leader at any time upon any question, but, Mr. Chairman and gentlemen, after four years' service as chairman of the Committee on the Election of President, Vice President, and Representatives in Congress, after repeatedly appearing before the Committee on Rules, and after trying your patience time and again in a discussion of this question, which seems to me of superlative significance and of great importance, I was reminded here on Saturday, when the gentleman from Idaho, Mr. ADDISON SMITH, was pleading with this House and with his colleagues upon the committee in what seemed to me serious and pathetic terms and with tears in his voice he implored the recalcitrant members of his committee to accede to the recommendations of that committee on the Boulder Dam proposition—I was reminded of my own experience. I, too, gentlemen of this House, have had my experience. This resolution has prestige in this House and it is entitled to it.

The CHAIRMAN. The time of the gentleman from Kansas has expired.

Mr. WHITE of Kansas. I ask the gentleman from Colorado to yield me 10 or 15 minutes.

Mr. TAYLOR of Colorado. I can not yield the gentleman that much time, but for the sake of old times I will yield the gentleman 10 minutes. In this connection I want to say I heartily agree with what the gentleman from Kansas is saying; and if there was ever a time when we ought to have this constitutional amendment enacted and have lame-duck sessions of Congress done away with it is now. The gentleman has rendered a public service to this country in endeavoring to do that.

Mr. WHITE of Kansas. I thank the gentleman from Colorado, my colleague and old boyhood friend. He was herding cattle in my district when I, with a span of old ring-tailed mules, was breaking prairie sod. [Laughter.]

Gentlemen, I have said, and I say again, this bill has three times passed the Senate of the United States; it has for four years been upon the House Calendar, second from the top of the list, but there is no hope that it shall be considered at this session; and when the gentleman from Idaho was declaiming about his experiences I could not help but feel, although this may be a crude way to express it, that I, too, have felt the June bugs of despondency buzzing in my ears and the cold lizards of despair crawling down my back. [Laughter.]

Mr. COLE. Will the gentleman yield for a question?

Mr. WHITE of Kansas. A very brief one.

Mr. COLE. Does the gentleman think any necessary business will remain unnegotiated when we adjourn on the 4th of March, and is there any reason why this Congress should continue in session longer than the 4th of March?

Mr. WHITE of Kansas. Practically all the business on the House Calendar will not be touched and great national issues and questions of general interest can not be considered; and the gentleman well knows that this Congress dissolves automatically on that day.

Mr. COLE. Will any interest in the country suffer by reason of such matters not being considered?

Mr. WHITE of Kansas. In answer to that question I will simply ask, Is the gentlemen so devoted to the Constitution of the United States, on account of the excellencies of that great document, that he would wish to preserve an admitted defect? [Applause.]

Does anyone seriously suggest that if we were to-day fixing a date for the beginning of the term of the Congress or the Executive we would fix those dates as at present? I have never in my life heard even the suggestion; it is well known that the date fixed for the beginning of the term was the result of accident rather than otherwise, and is not at all under constitutional direction. Certainly the present rule of representative succession does not furnish a prompt response in its working to our theory of popular government. The answer to a thousand individual inquiries as to when the people have a right to expect a response to their recorded declaration or statement of view on any public question would be at once or as quickly as practicable. That a government should carry on for six months after the policies it represents have been repudiated at the general elections, and that the country should be subjected to the effect of policies operating for a year and a month, and all the effects of those policies find no justification in reason or sane politics and contradict the whole theory of popular government. There is no justification whatever for the present practice unless it may be the deluded theory, spoken only in a low whisper, that the Representatives elect shall have time not to ascertain what the people really wanted, but rather to cast about them and ascertain whether the people meant what they said or whether they knew what was good for them, which is neither more nor less, in plain terms, than a direct insult to their intelligence and a denial of their competence for free government—a most unworthy argument indeed.

As for myself, I have faith, unqualified faith, in the wisdom and patriotism of the American people to discharge the duties and responsibilities with which they are invested under the Constitution. And whatever representative under the guise of superior wisdom or for political expedience seeks to avoid or escape the responsibilities with which he has been solemnly charged is unworthy of public confidence.

The purpose of this resolution is to insure a prompt response in Government and law to the peoples' declared command.

It should not be necessary to ask "why do we hold our elections biennially" if not to decide what shall be the public policy, whether economic, financial, or industrial for two ensuing years. What did I say—two years? Well do I speak advisedly when I say two years. I hear someone say "it would so seem" because we seriously discuss at length in every recurring campaign the great questions which exercise the public thought and upon the solution of which will vitally depend the public interest.

I ask, gentlemen, for what purpose do we have all this prolonged and laborious discussion relating to the policy of government; why do we do this if not to crystallize the public thought on those great questions. This is the very theory, spirit, and definition of popular government, and I say here should be its practice. [Applause.]

It is clear to every mind, nor is it denied by anyone that the public have a perfect right to expect a prompt response from their representatives. To deny this response is little different from saying to the people "We have your orders; we know exactly what you want; you have spoken in clear and unmistakable terms, but so far as any realization of your hopes are concerned those hopes are but an idle dream and your expectations are dust and ashes. This solemn election you have held is a mere burlesque. Would I carry out your orders I can not do so. We have a rule which effectually prevents it. It is 13 months before your representatives can begin to function in the carrying out of your orders."

I am told at once that the Chief Executive may convene the Congress in special session in order to realize, through legislation, the desires expressed by the electors; but I answer promptly that this is a city of refuge to which the voters may fly for protection, only upon condition that the Chief Executive will unbar the gate and admit them. The statement that we may do so, that the time fixed by the Constitution for the meeting of Congress is too long a time for the people to wait, and the fact of its being urged is no more than the excuse for a bad rule. If we admit its propriety we can say with equal justification that if the President may on his own motion shorten the period between the election and the meeting of the Congress, why should not the Constitution, which is the organic law of the Nation, the peoples' law, if you please, by the prompt change asked for in this resolution, shorten it for another four or five months and bring it down to a period within a month or two of the election.

In view of the practice prevailing in parliamentary bodies, at least so far as my own knowledge extends, I do not know a single instance where the membership of such bodies have the power to function officially for a single day after their successors have been elected. Certainly there is no justification, nor is there even a plausible excuse for the official existence of our House of Representatives after their successors have been elected and the policies upon which the sitting House were chosen may have been entirely repudiated in the election of their successors. As I have already said, the proposition is so unreasonable, so utterly illogical, that if we were adopting a rule of practice to-day the suggestion that we should adopt the present practice would not seriously be proposed by anyone. In the course of these remarks I have stated that the adoption of this rule is the result of accident, rather than otherwise. This is so generally known that it scarcely required confirmation of history. However, for the satisfaction of anyone who may at any time examine this statement, I will say that a resolution of the Continental Congress of September 13, 1788, fixed the date of the meeting of the first Congress under the Constitution for March 4, 1789. I here insert as a part of my remarks the text of the resolution:

Resolved, That the first Wednesday in January next be the day for appointing electors in the several States, which, before the said day, shall have ratified the said Constitution; that the first Wednesday in February next be the day for the electors to assemble in their respective States and vote for a President; and that the first Wednesday in March next be the time, and the present seat of Congress the place, for commencing proceedings under the said Constitution.

I do not pretend to state with any degree of certainty what may be the attitude of the House toward this measure. The subject, however, is none the less important. It has been discussed for more than one hundred years in the public press, in the Congress, and in literary works of high authority. In a former statement before this body I called attention to the very striking statement from the eminent Chancellor Kent. I reproduce it here. Referring to the presidential succession—

the mode of his appointment—

Says Chancellor Kent—

presented one of the most difficult and momentous questions that occupied the deliberations of the assembly which framed the Constitution; and if ever the tranquillity of this Nation is to be disturbed and its liberties endangered by a struggle for power it will be upon this very subject of the choice of a President. This is the question that is eventually to test the goodness and try the strength of the Constitution; and if we shall be able for half a century hereafter to continue to elect the Chief Magistrate of the Union with discretion, moderation, and integrity, we shall undoubtedly stamp the highest value on our national character, and recommend our republican institutions if not to the imitation yet certainly to the esteem and admiration of the more enlightened part of mankind.

It is doubtless a cause for some wonderment that this important measure has not had earlier consideration in the House. I think it is fair to the committees of the Congress to say that they give the most careful, conscientious and serious consideration to all important measures coming within the sphere of their authority; and I do not feel that I can address any criticism toward the Committee on Rules as having acted too hastily or immaturely in reporting out this very important measure.

I urge no personal prestige; in fact, gentlemen, I claim none; but the resolution itself has a standing in this House and upon its calendar. It stands to-day and has for many, many months stood second on the House Calendar. More than that, it has in three successive Congresses passed the Senate, and in the present Congress there were but two votes in opposition to the resolution. It is not a partisan measure and carries no tinge whatever of partisanship. If it shall be said that the session is nearing its close, that time is not available to consider this measure, I am then compelled to answer that the very statement itself is an argument for the adoption of this resolution. As I have stated, the operation of the rule proposed will abolish the short session. I am not able to say to this committee how many years it has been or how many terms since the committees of the House or if at any time they have been reached under the Calendar Wednesday rule. The House leader has told us in effect that on account of the stress of legislative business they will not be reached in this Congress. For the second session, under the proposed rule, to sit from January 4 until June 4, there will be allowed exactly two additional months in which to do legislative work; and while lodging no complaint whatever against the leadership, I desire to modestly insist that the 17 or 18 of the smaller committees of Congress may feel without presumption that their labor is entitled to at least a very short period of the time intended for them in the institution of Calendar Wednesday for the exclusive call of committees.

PURPOSES OF THE PROPOSED AMENDMENT

The constitutional amendment which this resolution purposes will accomplish the following:

First. The newly elected Congress will count the electoral votes, and in case a majority has not been received, the newly elected House of Representatives will choose the President and the Senate (including the newly elected Senators) will choose the Vice President.

Second. The newly elected President, Vice President, and Members of Congress will take office approximately two months after their election.

Third. The new Congress may assemble approximately two months after the election;

Fourth. The power of the House of Representatives to choose a President, whenever the right of choice devolves upon it, after the time fixed for the beginning of his term—in the event that it should not be able to choose a President before that time—is specifically affirmed;

Fifth. Congress will be given power to provide for the case where neither a President nor a Vice President has been chosen before the time fixed for the beginning of the term—a contingency not covered by any provision in the Constitution;

Sixth. The Vice President elect will become President in the event that the President elect should die before the time fixed for the beginning of his term—a contingency not covered by any provision in the Constitution;

Seventh. Congress is given power to provide for the case of the death of (a) both the President elect and the Vice President elect; (b) one of the three highest on the list of those

whom the electors voted for for President, if the election is thrown into the House; and (c) one of the two highest on the list of those whom the electors voted for for Vice President, if the election of the Vice President is thrown into the Senate—contingencies not covered by any provision in the Constitution;

Eighth. The "short session" of Congress will be abolished; and

Ninth. Congressional elections will be held after the second session of the Congress instead of between the first and second sessions.

It is obvious that the above results can be accomplished only by constitutional amendment.

COUNTING ELECTORAL VOTES BY NEWLY ELECTED CONGRESS

Under the present Constitution the old Congress counts the electoral votes, the retiring House of Representatives chooses the President whenever the right of choice devolves upon the House, and the Senate—including the retiring Senators—chooses the Vice President whenever the right of choice devolves upon the Senate.

In order that these duties may devolve upon the new Congress the first section of the proposed amendment provides that presidential terms shall begin on January 24 and the terms of Members of Congress on January 4. This permits the new Congress to assemble and affords it 20 days before the terms of the President and Vice President begin, in which to count the electoral votes and to make the choice if a majority has not been received. In order to provide ample notice and opportunity to attend and to prevent any possible retroactive interpretation it is provided, in section 5, that this section shall take effect on the 30th day of November of the year following the year in which the amendment is ratified.

These results can be obtained only by a constitutional amendment. The new Congress must meet and the term of the new Members must begin prior to the date on which the President's term begins. Consequently, terms which are fixed in the Constitution, and which now begin on March 4, must be shortened or lengthened.

CHANGING THE TERMS

Under our present system the old Congress expires on the 4th day of March of the odd years, and the first meeting of the new Congress is on the first Monday of the following December. The newly elected Members have no opportunity for 13 months even to begin to put into effect the policies on which they were elected, unless an extraordinary session of the Congress should be called by the President.

The first section of the proposed amendment provides that the terms of the newly elected President and Vice President shall begin on the 24th day of January, and that the terms of the newly elected Members of Congress shall begin on the 4th day of January. Under this provision the newly elected officers will take office and be prepared to carry out the policies on which they were elected approximately two months after their election.

A constitutional amendment is necessary to enable the newly elected officers to take office before March 4, for this necessitates a shortening or lengthening of the terms of the officers whom they succeed. Congress now has power to prescribe the day on which the Congress is to assemble. But under that power, obviously, Congress can not change the dates on which the terms begin.

SHORTENING THE TERMS

As indicated above, some terms must be changed in order to accomplish the results which your committee believes are heartily favored by public opinion.

Two possible alternatives have been suggested:

First. The terms of those in office at the time this amendment becomes effective may be shortened by approximately two months; or

Second. The terms of those in office at such time may not be affected, but the terms of their successors may be shortened by approximately two months.

In submitting the proposed amendment your committee, after careful consideration, has adopted the first of the above plans. The reforms sought by the amendment should have the earliest possible application after its adoption. The alternative merely postpones unnecessarily the effect of the amendment.

ASSEMBLING OF THE NEWLY ELECTED CONGRESS

Section 2 of the proposed amendment provides that the Congress shall assemble at least once in every year and that such meeting shall be on the 4th day of January, unless they shall by law appoint a different day.

This section is similar to the second paragraph of section 4 of Article I of our present Constitution. If section 1 is adopted and the terms of Members of Congress begin on January 4, Congress should meet on that day. Furthermore, after a presidential election it will be necessary that the new Congress meet immediately.

Under the second paragraph of section 4 of Article I of the Constitution Congress has the power to prescribe the day of meeting, but terms must be shortened or lengthened if the newly elected Congress is to meet before March 4. It is the belief of your committee that the newly elected Congress should assemble as soon as practicable after the election. By providing for the meeting in January it is submitted that substantially the same amount of work can be accomplished before the 1st of June as under our present system of meeting the first Monday in December. If we relied upon our statutory power and provided for a meeting immediately after the terms of office commenced—on March 5, for example—it is very likely that the new Congress would have to remain in session during a part of the summer months. Furthermore, constant confusion between the duties of the old and the new Congress in respect of the appropriation bills for the new fiscal year and other similar matters would exist.

This section fixes the 4th of January for the meetings of Congress unless another date is fixed by law, and will supersede the second paragraph of section 4 of Article I of the present Constitution, which provides (as stated above) that the Congress shall assemble at least once in every year, and that such meetings shall be on the first Monday in December unless they shall by law appoint a different day. This section, under section 5, becomes effective on the 30th day of November of the year following the year in which the amendment is ratified. Inasmuch as the second paragraph of section 4 of Article I of the present Constitution will be superseded by this section, there will be no constitutional requirement that Congress meet on the first Monday in December of that year. But Congress will meet on the 4th day of the following January, unless it otherwise provides.

POWER OF HOUSE TO CHOOSE A PRESIDENT AFTER THE TIME FIXED FOR THE BEGINNING OF HIS TERM

The twelfth amendment provides that if the House of Representatives has not chosen a President, whenever the right of choice devolves upon them—

before the 4th day of March next following, then the Vice President shall act as President, as in the case of the death or other constitutional disability of the President.

In order to ascertain what happens "in the case of the death or other constitutional disability of the President," it is necessary to refer to the sixth paragraph of section 1 of Article II. This paragraph is as follows:

In case of the removal of the President from office, or of his death, resignation, or inability to discharge the powers and duties of the said office, the same shall devolve upon the Vice President, and the Congress may by law provide for the case of removal, death, resignation or inability, both of the President and Vice President, declaring what officer shall then act as President, and such officer shall act accordingly, until the disability be removed, or a President shall be elected.

It will be noted that there is no indication as to whether the Vice President holds office during the disability only, so that upon the removal of the disability of the President would again assume the powers and duties, or whether the Vice President continues to exercise the powers and duties for the remainder of the term.

The last portion of the paragraph, relating to the case where both the President and the Vice President become disabled, states that the officer shall act as President "until the disability be removed." It does not state whether the disability refers to the President or the Vice President, but it would certainly seem that it means either, and that the provision contemplates the resumption of the office by the President if his disability is removed. Consequently, it would seem that the same situation was contemplated if the Vice President were holding the office.

Referring again to the twelfth amendment, if the sentence quoted had ended "as in the case of the death of the President," the answer, of course, would be that the Vice President would hold office for the remainder of the term. However, the phrase "or other constitutional disability" is included. In the situation under discussion the "constitutional disability of the President" is merely that the President has not been chosen by the House. This "disability" is immediately removed upon his election by the House.

The provisions are admittedly ambiguous. Section 3 of the amendment proposed by this resolution removes the ambiguity and provides specifically that the Vice President shall act as President only until the House of Representatives chooses a President.

This provision presented one of the chief differences between the Senate resolution (S. J. Res. 22) as it passed the Senate during the last Congress and the provisions of the House resolution (H. J. Res. 93) which was substituted for the Senate resolution. (See H. Rept. No. 513, 68th Cong., 1st sess.) The present Senate resolution has adopted the provisions of the House resolution in this respect.

FAILURE OF HOUSE TO CHOOSE A PRESIDENT AND OF SENATE TO CHOOSE A VICE PRESIDENT

Under our present Constitution there is no provision for the case where the House of Representatives fails to choose a President and the Senate fails to choose a Vice President. Section 3 of the proposed amendment authorizes Congress to provide for this situation. Power is given to Congress, however, only to declare what officer—in the constitutional sense—shall act as President, and provides that that officer shall act only until the House chooses a President or until the Senate chooses a Vice President. If the Senate chooses a Vice President before the House chooses a President, the Vice President, under the provisions of the first clause of this section, will act as President only until the House of Representatives chooses a President.

DEATH OF THE PRESIDENT ELECT, VICE PRESIDENT ELECT, OR BOTH

The Senate and House resolutions of the Sixty-seventh and Sixty-eighth Congresses proposing an amendment similar to the amendment proposed by the present resolution and the present resolution as adopted by the Senate have made no provision for the case of the death of the President elect, the Vice President elect, or both. After very careful consideration, however, your committee has decided to include a provision for the cases which must be provided for by constitutional amendment. Although the contingencies are remote, a serious emergency would exist in the event of the death of the President elect or of both the President elect and the Vice President elect, for the present Constitution contains no applicable provision.

Your committee, however, did not deem it desirable to attempt to provide for the case of a resignation or inability. The possibility of a "resignation" of a President elect seems entirely too remote to demand serious consideration, and any provision applicable to his inability would not remove the existing problems under the present Constitution in respect of inability of a President. What constitutes "inability," and who is to determine the question, under the present Constitution, will probably never be decided.

The following situations are possible:

First. A party nominee may die before the November elections.

Second. A party nominee may die after the November elections and before the electors vote.

Third. The President elect may die after the electors vote and before the votes are counted.

Fourth. If the election of the President is thrown into the House, one of the three highest may die before the House chooses.

Fifth. The President elect may die before the date fixed for the beginning of his term.

Sixth. The Vice President elect may die.

Seventh. If the election of the Vice President is thrown into the Senate, one of the two highest may die before the Senate chooses.

Eighth. Both the President elect and the Vice President elect may die.

In order that the application of existing constitutional provisions and of section 4 of the proposed amendment may be explained adequately, each of the above situations will be discussed briefly.

DEATH OF PARTY NOMINEE BEFORE NOVEMBER ELECTIONS

A constitutional amendment is not necessary to provide for the case of the death of a party nominee before the November elections. Presidential electors, and not the President, are chosen at the November election. (See 2d par., sec. 1, Art. II.) The electors, under the present Constitution, would be free to choose a President, notwithstanding the death of a party nominee.

DEATH OF PARTY NOMINEE AFTER THE NOVEMBER ELECTIONS AND BEFORE THE ELECTORS VOTE

Inasmuch as the electors would be free to choose a President, a constitutional amendment is not necessary to provide for the case of the death of a party nominee after the November elections and before the electors vote. The problem in such a case would be a political one, for if the political party did not in some manner designate a person, the electors representing that political party would probably so scatter their votes that the election would be thrown into the House.

The practical difficulties which would be encountered in either of the above cases—if, for example, only a short time remained before election day or before the meeting of the electors—could be alleviated somewhat, for Congress by general statute may provide for the postponement, in any such case, of the day of the election or the day of the meeting of the electors.

DEATH OF THE PRESIDENT ELECT AFTER THE ELECTORS VOTE AND BEFORE THE VOTES ARE COUNTED

Two serious problems are presented in the case of the death of the person who has received a majority of the electoral votes after the electors vote and before the votes are counted:

First. May the votes which were cast for a person, who was eligible at the time the votes were cast but who has died before the votes are counted by Congress, be counted?

Second. Would the Vice President elect become President?

It is the view of your committee that the votes, under the above circumstances, must be counted by Congress. An analysis of the functions of Congress indicates that no discretion is given and that Congress must declare the actual vote. The votes at the time they were cast were valid—so that the problem involved in the case of votes cast for a dead person is not presented. Consequently, Congress would declare that the deceased candidate had received a majority of the votes.

But would the Vice President elect become President? The sixth paragraph of section 1 of Article II of the Constitution provides for the case of the removal, death, resignation, or inability of the President. Does this provision cover the case of the death, and so forth, of a President elect?

Constitutional writers say, and the wording of the paragraph supports the conclusion, that it is applicable only to those actually in office. On the other hand, if the Supreme Court were confronted with the practical application of the paragraph, it is very probable that it would decide that the Vice President elect would become President.

In order to remove all probable doubt, to render unnecessary a judicial decision, and to avoid the consequent chaos during the interim, the first clause of section 4 of the amendment proposed by this resolution provides specifically that the Vice President elect, in such case, shall become President.

It will be noted that the term "President elect" is used in its generally accepted sense, as meaning the person who has received the majority of the electoral votes, or the person who has been chosen by the House of Representatives in the event that the election is thrown into the House. Congress, after counting the electoral votes, merely declares the result, and the person who received a majority of the votes became President elect upon the day on which the votes were cast, even though he has died before the votes are counted.

DEATH OF ONE OF THREE HIGHEST WHERE ELECTION IS THROWN INTO HOUSE

If the election of the President is thrown into the House, the House, under the twelfth amendment, must proceed immediately to choose a President "from the persons having the highest numbers not exceeding three on the list of those voted for as President." If one of these persons has died after the electors vote and before the election by the House, the political party which he represented would be practically disfranchised. It seems certain that, in the election by the House, votes cast for a dead man could not legally be counted. Under the present Constitution it would, then, be necessary for that party, through political strategy, to prevent an election by the House and risk securing favorable results in the Senate, assuming that the election of the Vice President is thrown into the Senate, as would undoubtedly happen.

Section 4 of the amendment proposed by this resolution specifically gives Congress power to provide for this case. No attempt has been made to indicate what Congress should provide, for your committee did not feel that it should assume the responsibility of selecting one of the many possible policies which might be applicable. Under some circumstances, for example, it might be advisable to provide for a substitution of a name for the name of the deceased candidate and to permit the election by the House to proceed as it otherwise would; under other circumstances it might be advisable to provide for a reconvening of the Electoral College; again, it might be necessary to provide that a designated officer shall act temporarily as President until a President can be chosen in the manner prescribed by the law; and other methods might be selected by the Congress.

DEATH OF PRESIDENT ELECT BEFORE THE BEGINNING OF HIS TERM

If the person who received the majority of the electoral votes dies after the votes are counted, or if the person who is chosen by the House in case the election of the President is thrown into the House, should die before the date fixed for the beginning of

his term, the same question arises as to whether the Vice President would become President.

The first clause of section 4 of the proposed amendment provides that the Vice President will become President.

DEATH OF VICE PRESIDENT ELECT

There is no immediate emergency presented if a candidate for Vice President, or if the Vice President elect should die, if the President elect is living upon the day fixed for the beginning of his term. Consequently, no provision is made in the amendment.

DEATH OF ONE OF TWO HIGHEST WHERE ELECTION IS THROWN INTO SENATE

If the election of the Vice President is thrown into the Senate, the Senate, under the twelfth amendment, must proceed to choose the Vice President "from the two highest numbers on the list." If one of those persons has died, a situation is presented similar to that discussed above in the case of the death of one of the three highest where the election is thrown into the House.

Section 4 of the amendment proposed by this resolution also gives Congress power to provide for this case.

DEATH OF BOTH PRESIDENT ELECT AND VICE PRESIDENT ELECT

There is no specific provision in the Constitution applicable to this case. Even assuming that the "necessary and proper" clause (the last paragraph of section 8 of Article I) would be interpreted as giving Congress power to act, a final decision of the Supreme Court would be necessary and several months or more required.

Section 4 of the amendment proposed by this resolution gives to Congress the power to provide for the case.

THE TWELFTH AMENDMENT

The twelfth amendment now provides that if the House of Representatives has not chosen a President, whenever the right of choice devolves upon them, "before the 4th day of March next following," the Vice President shall act as President. The phrase quoted must be changed, in order to meet the proposed change in dates, and section 3 of the proposed amendment substitutes the phrase "before the time fixed for the beginning of his term."

There is also an ambiguity in the twelfth amendment, in that it does not state whether it is the retiring Vice President or the newly elected Vice President who is to act as President if the House of Representatives fails to choose a President before March 4. Section 3 of the proposed amendment specifically provides, in accordance with the generally accepted interpretation, that in such case the newly elected Vice President shall act.

The California resolution to which I have referred is as follows:

[Part in brackets stricken out.]

Assembly Joint Resolution No. 2 (introduced by Mr. Baum)—Relating to the time when Members elected to Congress shall take their seat

Whereas under the existing conditions newly elected Members of Congress do not take their seats in Congress, unless at a special session, until the elapse of more than a year after their election; and

Whereas Members of Congress who are not reelected continue to serve and vote for their constituents for [more than a year after their predecessors have been elected; and] the duration of the short session of Congress although their successors have been elected; and

Whereas such conditions are not productive of the best interests of the people of the United States: Therefore be it

Resolved by the Assembly and Senate of the State of California, jointly, That the Legislature of the State of California earnestly petitions Congress to submit a constitutional amendment to the several States which would provide that Members of Congress should take their seats within a short time after their election; and be it further

Resolved, That the chief clerk of the assembly is hereby directed to send copies of this resolution to the President and Vice President of the United States, to each Member of the Senate and House of Representatives of the United States and to the governors of each of the several States.

Mr. DICKINSON of Iowa. Mr. Chairman, I yield 10 minutes to the gentleman from Washington [Mr. SUMMERS].

Mr. SUMMERS of Washington. Mr. Chairman, I have undertaken on several occasions to show that the farm problem is one that concerns all classes and all groups in this country. I have before me an editorial on farm relief by William Green, president of the American Federation of Labor, which editorial appears in the American Federationist for February. I want to bring it to your attention:

Labor sincerely hopes that a solution of the agricultural problem will be found and that a remedy for agricultural ills will be applied. Labor can sympathize with the farmers because it has many times faced the same depressing, discouraging situation. Labor has found the way to correct many of the economic difficulties which it has faced. Its members, through organization and through the mobilization of their economic strength, have protected themselves and their interests from the dangers which follow industrial and financial depression of this character.

There is one development growing out of this serious agricultural situation which greatly concerns labor. It is the movement of the farmers from their farms and from farming communities to industrial centers. Farms are being abandoned and the men who work on these farms are seeking employment in the industrial centers of the country.

This migration from the farms to the cities will eventually result in the displacement of many workers, and we fear it may bring about a lowering of the living and wage standards of the industrial workers. A surplus of labor in the industrial centers, caused by the infusion of farm workers, will react to the detriment of both groups. The whole social group will be seriously affected because of the transfer of farmers from agricultural pursuits to industrial service.

Labor is not prepared to suggest a remedy for the agricultural ills which exist. We believe that the farmers can help themselves through organization and cooperation. The farmers must know, from experience, what is necessary and what ought to be done for the advancement of the agricultural industry. Labor hopes that Congress will respond to the needs of the farmers and to their appeals for relief by the introduction and enactment of such legislation as may be necessary and fair and just to all classes of our citizenship.

The following telegrams, which I shall read, just received from my State, indicate the attitude of the farmers who, Mr. Green says, ought to be able to determine what can be done for their relief:

SPOKANE, WASH., *February 1, 1927.*

Hon. JOHN W. SUMMERS,
House Office Building, Washington, D. C.:

House and senate this State memorialized Congress in behalf McNary-Haugen bill. Spokane Agricultural Bureau, also executive committee, Spokane Chamber of Commerce, also young farmers' convention, representing all districts, indorsed McNary-Haugen bill last week. Every farmers' meeting throughout the Northwest has indorsed the bill. We have great hopes that it will pass this session and appreciate your support.

WASHINGTON WHEAT GROWERS ASSOCIATION,
WALTER J. ROBINSON, *Manager.*

EPHRATA, WASH., *February 5, 1927.*

Hon. J. W. SUMMERS,
Washington, D. C.:

We, the members of the Farmers' Union, of Grant County, appreciate your efforts relative to the McNary-Haugen bill. Put it over.

S. C. ANDREWS, *President.*
H. W. PADGITT, *Secretary.*

COLFAX, WASH., *February 4, 1927.*

Representative JOHN W. SUMMERS,
Capitol Building, Washington, D. C.:

Delegates at annual meeting Washington State Farm Bureau January 25 voted unanimous in favor of Haugen-McNary farm relief bill and against all substitute measures. We respectfully request you to do all in your power to put this bill through as it is. We want your active support.

LANEY, *Secretary.*

I yield back the remainder of my time, Mr. Chairman.

The CHAIRMAN. The gentleman from Washington yields back five minutes.

Mr. TAYLOR of Colorado. Mr. Chairman, I yield five minutes to the gentleman from Alabama [Mr. HUDDLESTON].

Mr. HUDDLESTON. Mr. Chairman, after listening to the gentleman from New York [Mr. CROWTHER] read his newspaper article for several minutes, it finally dawned on me that perhaps he was aiming it at me.

I thank the gentleman from New York for reading the article instead of saying something of his own. Of course, the article is asinine, but we have the judgment of the gentleman from New York that it is better than anything he could produce of his own; otherwise he would not have read it. I concur in his judgment on that point.

Not all of the gentleman's effort was in print. The voice belonged to the gentleman from New York. The stentorian tones, the censorious and dictatorial gestures with which the gentleman performed were his own. To have listened to his voice and looked at his manner of delivery without hearing what he was saying, one would have imagined that it was something of very great wisdom. The gentleman has a wonderful voice, indeed. I admire it very much. Every time he speaks I think what a wonderful voice his is. I can not always keep from thinking that if the gentleman only had brains in keeping with his voice, what a wonder he would be. [Laughter.]

I thank the gentleman for his reading. He did have a certain wisdom. It is always better to use borrowed brains, unless we have some of our own. If we know nothing about the subject, the best thing to do is to quote somebody who does know something about it. The gentleman's selection of a quotation was poor, but, then, perhaps it was the best he had to choose from.

It just so happens that I am "a back-seat driver." The 110,000,000 people of the United States are riding in this vehicle—and it is our car. [Applause.] We are not satisfied with the way it is being run. It is not going our way, and whether it be from a natural ineptitude in the driver or whether it be from some deliberate design to have a collision, when we see the car being driven toward a precipice it is the duty of the owner of the car to get up and say, "I protest. I demand that you hold this car in the road and not drive it into this abyss." [Applause.]

The fat-headed ones, perhaps, will say, "Oh, trust him. He can do no wrong; he is king." If the car were the President's exclusive property, I should feel some sort of acquiescence in that. But it is not. It is the people's car. We have got a right to have this car run as we want it run. For my part I am going to try to get it run right. [Applause.]

The CHAIRMAN. The time of the gentleman from Alabama has expired.

Mr. DICKINSON of Iowa. Mr. Chairman, I yield 10 minutes to the gentleman from Kansas [Mr. SPROUL].

Mr. SPROUL of Kansas. Mr. Chairman and gentlemen of the committee, the subject upon which I wish to make a few remarks is one of national importance. Many people think it is of paramount importance. Suffice it to say that a great many of us think it is of equal importance to any other national question. It is that of respect for the eighteenth amendment to the Constitution.

Members of this House, we are charged with the duty of helping to run this great and important Government. It is our duty to aid in the enactment of such legislation as will bring about a proper respect for that part of the Constitution to which there is not being given the respect that other parts of the Constitution receive. We can not in this great country of ours trample underfoot, so to speak, one part of the Constitution by showing all manner of disrespect to it. As Members of the Congress we can not ignore it and show it all manner of indifference and have the people of our country show this particular part of our Constitution any better respect than we ourselves show to it.

There are many of the States in which practically no respect is shown the eighteenth amendment or the national laws based thereon. We have a right to assume that if our people may break the eighteenth amendment, may ignore the prohibitory laws with impunity, that they may violate other parts of the Constitution and break other laws with equal impunity. Who is there among us who can say that real and proper respect may be shown one part of the Constitution and not shown another part of the Constitution and the Constitution long survive? We have adopted in this country methods of procuring evidence of the violation of the Constitution and laws, which are questionable in character. These methods have been indorsed even by courts of our country.

We now have the spectacle of one of our Federal judges being impeached for employing or indorsing a very common method of the Government in procuring evidence against violators of the Constitution and prohibitory laws. The methods employed by the agents of the Government involve the people in the breaking of the law that is to be broken. If ours is a Government by the people, and the people through Congress select and direct their agents to procure crimes to be committed, then we make ourselves particeps criminis in the commission of a crime for which we cause to be punished and placed in prison the fellow that is induced to break the law and the Constitution. Such is the method employed to secure evidence of violations of the Constitution and our national law. It is surely a poor and very questionable method of getting evidence.

Members of the Congress, these methods are abominable; they are wrong in principle. No one can justify them even though we may excuse. In order to get rid of the use of such methods as I have called attention to, to procure evidence of the violation of the laws of the Nation, I have introduced a bill known as the national bone dry bill, which proposes some fundamental changes in our national laws. It proposes the prohibition of the use of intoxicating liquors for medicinal purposes, for the maintenance, possession, and manufacture in domestic homes. It imposes a jail or imprisonment sentence with a fixed fine of a substantial amount. It provides a system of small courts, commissioner courts, in every county in each of the States of the Union, the courts to have jurisdiction of a justice of the peace,

Mr. O'CONNOR of New York. Will the gentleman yield?

Mr. SPROUL of Kansas. Not now. It provides for a special assistant district attorney for each one of the counties and a special deputy marshal for each one, and provides a method for procuring evidence of violation of the prohibitory law, which have been used in the State of Kansas successfully and which makes it unnecessary to involve the officers of the Government in the commission of a crime to procure evidence. Under this system of enforcement there will be very little extra cost.

Mr. O'CONNOR of New York. Will the gentleman yield now?

Mr. SPROUL of Kansas. Yes.

Mr. O'CONNOR of New York. Do I understand that the gentleman's bill makes the use of liquor a crime?

Mr. SPROUL of Kansas. No.

Mr. O'CONNOR of New York. If it went that far it would be frank and candid.

Mr. BLACK of New York. Will the gentleman yield?

Mr. SPROUL of Kansas. Yes.

Mr. BLACK of New York. Is it not a fact that a Senator's life was saved the other day by the easy procurement of whisky?

Mr. SPROUL of Kansas. I do not know anything about that. However, I call attention to an article in the January number of the Chicago Medical Recorder on the subject of the need and use of intoxicating liquors for medicines, which is as follows:

We congratulate the Supreme Court on its decision limiting the amount of whisky which a physician may prescribe, although we should have preferred a unanimous vote. The two great obstacles in upholding the Volstead Act are the bootleggers and the physicians. The former advertise their calling, the latter prostitute their profession by replacing the saloon keepers and bartenders under the guise of being honorable physicians. While 51 per cent of the members of the American Medical Society voted in favor of alcohol having medicinal value, 49 per cent voted contrary, but no one can deny that in ammonia, camphor, strychnia, etc., we have perfect substitutes for alcohol, and no one would suffer if all liquor suddenly disappeared.

The plain fact is that at least 90 per cent of all liquor prescribed by physicians is for beverage purposes only. The demand for more privileges in prescribing is based solely on the desire for more money from the sale of prescriptions. The writer is convinced that prohibition as such is impossible to carry out in this country, with its millions of grafters and its foreign population, and believes that some modification is necessary in manufacture of beer and sale of light wines under Government control. But he believes the greatest demoralization at present is the combination of physicians and druggists dishonoring their profession by the wholesale and degrading sale of prescriptions for drinking purposes only.

When liquor is so freely sold and innumerable druggists have prescriptions all ready for sale, it is the greatest joke of the century to say that a patient might suffer for lack of whisky under the present 10-day restriction, when as a matter of fact it could be furnished a pint per minute without the slightest trouble in every city and village in the United States having resident physicians and druggists, not to mention the gallons of whisky allowed for office use.

DRUG-STORE LIQUOR

The preceding editorial is indorsed by the following statement of a well-known druggist:

"I, as a pharmacist, have filled several thousands of liquor prescriptions, but I confidently believe that I am still waiting for the first really legitimate one. If it were not for the $3 or if the doctor were sent to jail for every illegal prescription he wrote, very few permits would be issued. Less than 30 per cent of the doctors of the United States have liquor permits. How does the other 70 per cent treat its patients?

"A little materia medica would not be amiss.

"W."

The CHAIRMAN. The time of the gentleman from Kansas has expired.

Mr. TAYLOR of Colorado. Mr. Chairman, I yield five minutes to the gentleman from Nebraska [Mr. MOREHEAD].

Mr. MOREHEAD. Mr. Chairman and Members of the House, it is my desire to go on record respecting the legislation concerning the public building bill. Each Member, I have no doubt, prides himself upon the fact that he has good average intelligence among his constituents. In my endeavor to serve the section of Nebraska which I represent, I am proud that but few demands are made upon me respecting my position upon various public questions. In the district I represent are located the Nebraska State University, the Wesleyan University, one of our great State normal schools, and the Adventists have a college in that district also. As evidence of the intelligence of the people in my district, I noticed that at the last election in a voting ward where there were over 300 ballots, not to exceed a half-dozen were what we call straight votes. There was a long list of candidates, and yet those people found it very easy to vote

something else than a straight ticket. It is evident that they are sufficiently interested in public affairs to take sufficient time to select men whom they believe to be the best qualified and the most conscientious for the performance of public duties.

We have seen it stated many times in the public press that the old omnibus bill was a great graft bill, a pork barrel bill. So far as the State of Nebraska is concerned, and the buildings which have come to it through the omnibus bills, I emphatically deny that such has been the case. When I speak of the public buildings I have reference directly to the post offices in the various towns. In the district I represent there are seven counties, and some 250,000 to 260,000 people have their homes there. In four of the county seats we now have Federal post-office buildings, and three of the county seats are without them. In those places the post office is hocked around from one building to another, and the quarters in some instances are so crowded and poorly lighted and badly ventilated, with bad sanitary conditions, that it presents a deplorable condition.

I am exceedingly anxious to secure post-office buildings in Auburn, Tecumseh, and Pawnee City, the three county-seat towns in my district that have no suitable places to take care of the ever-increasing business, but I shall at least retain my self respect in methods adopted to secure them. If we are to judge from to-day's proceedings, the towns I mentioned will never have modern buildings, as no private parties would erect buildings, realizing the uncertainty of the office being kept in the building built for that purpose.

I was not aware that the rules of the House would be suspended and consideration of the public buildings bill would be considered until the House convened to-day.

The time to consider the bill was but a few minutes, depriving most Members of the opportunity to be heard on this very important bill, appropriating hundreds of millions of dollars.

I regret that Members of the House surrendered their constitutional rights on a measure of this kind, and that they gave the minority Members no chance to be heard. The organizers of our Republic no doubt had under consideration legislation of this kind when they provided in the Constitution that the States should be divided into congressional districts, so that the Representatives elected by the people would be close in touch with their constituents, needs, and to carry out legislation that they were interested in.

As long as organized government exists we are going to have need for post-office buildings. It seems to me that in a town of three or four or five thousand people, where nearly all the mail of the county over the rural routes passes, it is good, sane, conservative, business judgment to erect a building to house the post-office activities. It adds to the pride of the people in that community to have a post-office building. In my home town of 6,000 people we have a Federal building that we are very proud of. It makes us feel a little more a part of the Government; it makes us believe that we have had some recognition from the Government. I was very much disappointed that sufficient time was not allotted in which to discuss these matters. I am also disappointed because the power to name where the building shall be no longer remains in the hands of the Representatives, where our forefathers intended it should remain. Where men represent various sections of the States, the power to determine matters that directly concern the people of their districts should remain in the hands of the Representatives. [Applause.]

Mr. DICKINSON of Iowa. Mr. Chairman, I have requests on this side for 15 minutes more. I have only 6 minutes remaining. Will the gentleman from Colorado yield me 10 minutes?

Mr. TAYLOR of Colorado. Mr. Chairman, I yield 10 minutes to the gentleman from Iowa.

Mr. DICKINSON of Iowa. Mr. Chairman, I yield 10 minutes to the gentleman from New York [Mr. DEMPSEY].

Mr. DEMPSEY. Mr. Chairman, the discussion of the gentleman from Ohio [Mr. CHALMERS] and the recent report of the Secretary of Commerce have presented a new aspect of the construction of a deeper waterway connecting the Great Lakes with the sea. I refer to the aspect of cost. When you reach Oswego, in the State of New York, you are 338 miles from the sea, if you go down to New York City. On the other hand, you find that you are 1,180 miles from the sea if you go through Canada. It is nearly four times as far by the Canadian as by the American route. So the foreign, the Canadian, route has that tremendous disadvantage in distance, because you have constricted navigation, river navigation, for 1,180 miles.

The next question that comes up is the kind of territory which you traverse. That is discussed at length in a report made by the joint commission in 1922, in which they say that on the American side we have as rich and populous and progressive a country as there is anywhere in the world, while on the Canadian side they have a country, rich to be sure in natural resources, but with a paucity, a smallness of population ,which will continue for many years to come. You have not a single place of any size except Montreal and Quebec for the entire 1,200 miles.

Having discussed first the distance, next the kind of country which is traversed, we come to the next consideration. Will the United States be able to get to the sea at all by the Canadian route? On that question I shall call your attention to recent expressions of Canada on the subject. First, I call your attention to an article in the Washington Star on the 20th of January, in which the Premier of Quebec discusses the matter at considerable length, and in which he says that he is opposed to any development of the St. Lawrence route for four reasons:

QUEBEC OPPOSES WATERWAYS PLAN—PREMIER DECLARES PROVINCE, WITH MILLIONS AT STAKE, AGAINST POWER EXPORT

(Special dispatch to the Star by Tom Watling)

QUEBEC, January 20.—Quebec is opposed to the St. Lawrence waterway development plans which have been advanced by Secretary Hoover.

Unalterable opposition was to-day expressed by S. L. A. Taschereau, premier of Quebec, in a special interview in which he pointed out that the proposed waterway route to the sea from the Great Lakes unquestionably would work great hardship upon this Canadian Province and would be a deterrent to already swiftly progressing industrial enterprises.

"Why is so little progress made with the development of the St. Lawrence power and waterway scheme?" the Premier was asked.

FEARS LOSS OF MILLS

Premier Taschereau rose from his seat and walked over to the window. "There," he said, with a wide sweep of his arm, "there is one of the reasons why I do not approve of the St. Lawrence plan. Since my government prohibited the export of power, industries have come into our Province, and for every mill that is opened here a mill shuts down in the United States. The St. Lawrence plan would mean the export of power to the United States and those plants would flourish there instead of in Canada."

Mr. Taschereau paced the floor, now and then pausing at a window to look out to the spot where the Anglo-Canadian Paper Mill is raising its $20,000,000 investment. Plants at Arvida and Drummondville are also being built by another company.

"There is a new plant at Steanne de Beaupre," continued Mr. Taschereau, "a $7,000,000 plant, while above Quebec another $15,000,000 will be spent soon. The power is coming from Lake St. John, and if it were to be carried to the United States those plants would be south of the border, not here in Quebec, increasing our prosperity."

OPPOSED FOR FOUR REASONS

"I am opposed for four reasons," said the Premier.

"1. It would mean joint control by Canada and the United States of what is after all a Canadian waterway.

"2. It is not purely a navigation proposition. What the Americans have in mind is the development of the power. I am opposed to the exportation of power, and I believe the Province of Ontario agrees with us in this respect.

"3. The information of our experts is that the St. Lawrence scheme would hurt very much the port of Montreal.

"4. Canada, with the heavy financial burden she is carrying already, can not enter into such an adventure, which would mean a heavy outlay."

"By export of power you mean to the United States?"

"Most certainly. We have no objection whatever that the power go to our sister Province of Ontario."

INTERESTED IN ST. LAWRENCE

"You say it would hurt Montreal. Would not the construction of the Lake Ontario-Hudson route, the alternative suggested in the Hoover report, hurt Montreal still more?"

"I am interested in the Canadian aspect of the case. The St. Lawrence is a Canadian waterway."

"With the deepening of the St. Lawrence, would not the traffic from the Welland Canal increase the business at Montreal?"

"That I can not say. I am not an expert; our experts say Montreal would be injured. The interests of Montreal must be supreme, for Montreal is Canada's greatest port, and, after all, charity begins at home."

"But the Dominion has spent $45,000,000 on the St. Lawrence from the sea to Montreal. Is it not selfish to oppose the continuance of the channel westward from Montreal? It was Federal money that was spent."

"Montreal is the head of navigation; it is the natural head; you would make an artificial condition," said Mr. Taschereau. "When the first plans were made with reference to the St. Lawrence they had in mind Montreal as the head of navigation. It is not selfish to consider it so."

HESITATES OVER JOINT CONTROL

"Mr. Hoover suggests a joint financing of the scheme. Would Quebec be opposed to that?"

"That would mean joint control. Canada should look very deeply into the question as to whether she is prepared to see international or joint control over her great waterways. It would have a very far-reaching effect. The people of Toronto and Ontario must not look at our attitude as a hostile one, but, after all, charity begins at home, and after the immense amount spent on the port of Montreal, it would be a very bad thing to enter into any scheme that would defeat what our public men had in sight during the last 50 years in the development of Montreal. Montreal is not only an asset to this Province, but to all of Canada. During the past year Montreal has been the biggest grain-handling port in the world."

"But if the St. Lawrence were deepened, would not that bring more grain from the head of the lakes and divert it from Buffalo?"

EXPERT'S ADVICE NEEDED

"Yes, but there are certain trade conditions which must be taken into consideration by railway experts, and I am not an expert."

"Would you be willing for Canada to enter into negotiations with the United States as to the development of power and navigation?"

"That is a Federal matter and must be dealt with by Ottawa. I do not think they would do it without our consent, and in order to give that consent we would require to know what the plan is. We are in favor of anything that will help to develop Canada."

"Would you have any objection to the two countries arranging for the early construction of power dams across the international section of the St. Lawrence?"

"We have no objection where there is joint ownership to discuss the terms of the agreement. They can not develop it without us and we can not develop it without them."

"POWER PLANS QUESTIONED

"Would you object to such a power scheme making provision for a deep waterway at some future date?"

"I do not wish to express an opinion on that just now."

"It is said in Montreal that the chief opposition to the St. Lawrence waterways comes from the Montreal power group, who desire to handle it themselves at a later date?"

"I am not aware of that. The chief objection comes from the whole of the population of Montreal."

"Was not the Carillon project originally blocked by the same interests? It has been said that Gosselin and Miles, holders of the original Carillon lease, raised capital in the United States."

I insert that as a part of my speech. Here is the Province which owns the bed of the stream, which is in control of the situation, through its premier, expressing its position. Aside from the development for navigation he says that the Province of Quebec has definitely, finally, and conclusively taken the position that there shall be no export of power from Canada to the United States. There are perhaps 6,000,000 horsepower on the St. Lawrence altogether. Five million of that belongs to Canada and only about 1,000,000 to us. Hugh Cooper says only about three-fourths of a million belongs to the American side. All the rest belongs to Canada. So that is the first thing we find. Next, we find in Canada—I am quoting here from another issue of the Montreal Star dated February 2, 1927—that there was a great banquet given that day in honor of one of the Canadian senators, and I read an editorial in that newspaper on what transpired at the banquet, as follows:

THE ST. LAWRENCE WATERWAY

From the mass of optimistic visions presented at the banquet given in honor of Senator McDougald last night, one salient point emerges—the St. Lawrence waterway must be kept Canadian. That was evidently in the mind of every speaker, and it is to the administrators of the port of Montreal that they will look for the sturdy defense of Canada's interests in this matter. The Hon. Walter Mitchell summoned up the case succinctly and pungently when he said: "Never forget that this great waterway is the jugular vein of Canada, and must remain under the full, entire, and complete control of the Canadian people."

It would be an excellent thing if that statement could be driven home to the imagination of every Canadian. The Chicago drainage canal has shown us precisely how much regard some States bordering upon the Canadian line have for our rights in the waters of the Great Lakes.

The various power-development schemes submitted from time to time affecting the St. Lawrence between Lake Ontario and Montreal have indicated quite clearly what would be the ultimate destination of the power output. Canada can not afford, looking at the matter purely from a protective viewpoint and as an insurance for the future, to yield one iota of her waterway rights, or to imperil the ownership of one iota of those rights.

Sir Henry Thornton very properly dwelt upon the splendid fashion in which Canada is to-day equipped for transportation purposes. We have two of the finest transcontinental systems in the world. We have added to these a matchless river route. We must be careful to keep it in our hands. Sir Henry's fine optimism over our railways and industrial growth applies just as aptly to our prospects for the development of our water lines.

Mr. CARSS. Will the gentleman yield?

Mr. DEMPSEY. I will.

Mr. CARSS. Have not we got a treaty with Canada?

Mr. DEMPSEY. No; we have not which entitles us to improve the St. Lawrence. That has been a general misapprehension, and I am glad to clear it up. Secretary Hoover concludes his recent report by saying:

First. The construction of the shipway from the Great Lakes to the sea is imperative * * *.

Second. The shipway should be constructed on the St. Lawrence route, provided suitable agreement can be made for its joint undertaking with the Dominion of Canada.

* * * * * * *

Fourth. That negotiations should be entered into with Canada in an endeavor to arrive at agreement upon all these subjects. * * *.

Let us come to the next question. Is Canada ready to improve her waterway? Does she want a waterway. I come first to this report of 1922 in which the general board says that the Canadians have had their attention directed to other routes, to the Hudson Bay and Georgian Bay routes, that the great Northwest favors the Hudson Bay route, and the eastern provinces favor the Georgian Bay route. Then I come to another article, an article in the Toronto Globe of the 26th of January of this year, which has this heading, and I make this a part of my speech:

HUDSON BAY LINE TO GET $5,000,000 FOR 1927 PROGRAM—LARGEST APPROPRIATION YET TO BE ASKED OF PARLIAMENT—GRADE TO BE IMPROVED

By William Marchington, staff correspondent of the Globe

OTTAWA, Jan. 25.—When Parliament reassembles it will be asked to approve an appropriation of $5,000,000 for the Hudson Bay Railway. This is the largest appropriation ever proposed for this route. Previous high-expenditure years were 1914 and 1915, but in neither did the outlay exceed $4,750,000.

The appropriation sought this year is also double the amount which the On-to-the-Bay Association estimated would be required to complete the railway to tidewater.

The report on the last year's work has been received from the National Railways. It is to the effect that the railway from The Pas to Mile 85 is now in first-class shape. From there on to the end of steel is not in such sound condition, and much work has still to be done by way of ballasting, providing of facilities for water, repairs, etc.

CONSTRUCTION OF BRIDGES

The program for 1927, it is stated, includes the construction of two bridges, one at Limestone River and the other at a river farther to the east. Both are 300-foot bridges and are major undertakings. The line up to the present end of steel will be put into first-class shape, and all facilities for heavy traffic will be provided.

It is expected that the Government will receive an interim report from Frederick Palmer, the British port engineer, in sufficient time to enable work to be pressed forward this year. Mr. Palmer will go north in June.

STEEL TO TIDEWATER

It is possible that steel will be laid to tidewater this year. The railway grade to Port Nelson, according to the reports received here, is not in good condition. It would be possible, however, to lay the rails, and ballast it in 1928. This would enable a certain amount of traffic to go out before the heavy snowfall of next winter.

Now, if you turn to the waterway report made in 1922 at page 155, you will see that Canada has already expended upon the Hudson Bay route about $20,000,000; that there is yet to be expended $17,000,000; and next year Canada is going to appropriate $5,000,000 of that $17,000,000. Now, let us turn to the present report, and we find that Secretary Hoover, enthusiastic for the St. Lawrence though he is, recommends it only if a "suitable agreement can be made for its joint undertaking with the Dominion of Canada." How are you going to conduct a joint undertaking unless you have the consent of both parties; and great volumes of evidence of to-day—not of time past but expressions of to-day—show that there is no possibility, much less likelihood, of Canada consenting to the improvement of the St. Lawrence. Why should she refuse to consent? For two reasons. First, Canada has more transportation facilities than she needs, and as a result she had to take over all of her transcontinental lines except the Canadian Pacific and has carried them at an annual loss of about $40,000,000 to $50,000,000. Why, then, should she spend more money increasing transportation facilities? I am speaking in

all kindliness. I am not speaking with a desire to create friction. I am saying to gentlemen from the great Northwest that the Mississippi Valley Association, the greatest waterway association in the United States, embracing 25 States in the Middle West, at its annual meeting last November indorsed the all-American route by unanimous vote, and I say to you gentlemen who are advocating the St. Lawrence route that you are advocating primarily a route to the sea, and I say to you from the evidence which you have before you to-day you have no prospect of a route to the sea by the St. Lawrence. I say to you who want a route to the sea that we have an all-American route to the sea which the last report of the engineers say is entirely feasible from an engineering aspect.

The CHAIRMAN. The time of the gentleman has expired.

Mr. DEMPSEY. Can the gentleman yield me two or three minutes?

Mr. DICKINSON of Iowa. I yield the gentleman three minutes.

Mr. DEMPSEY. Let us come next to this question of cost. You can read the last report of the Secretary of Commerce in vain to find anywhere a place where he tells you what the cost of the foreign St. Lawrence route to the sea is. Why? Why does he not tell us? I will tell you why. It is because these alluring promises about the defraying of the cost in water power can not be realized.

If you will turn to page 173 of this report of 1922 you will see that Mr. Hugh Cooper says that the cost of the proposed St. Lawrence waterway is estimated to be $1,450,000,000, part of which, to be sure, he says, is to be charged to water power. Then if you turn to the report of the Secretary of Commerce you will find that he says nowhere is there evidence of what the proportion of each country will be in the cost of the St. Lawrence route. Now, if the Secretary of Commerce had taken the pains to read the report of 1922 he would have found on page 173 that the General Board, representing Canada and the United States, said it should be borne in proportion to the *wealth*, population, and commerce. In other words, that we should spend about $17 for every $1 from Canada.

The substance of the Hoover report, released the 3d of January, is that the cost of the St. Lawrence route will be so reduced by receipts from water power as to make it so much cheaper than the all-American route that the St. Lawrence rather than the all-American route should be improved.

To charge, as Secretary Hoover proposes, the cost of navigation to power projects is wholly contrary to the policy of this country as evidenced by the general water power act, which adopts the theory of making no charge except a nominal one to defray the expenses of the Water Power Commission. Our general water power act has proved most beneficial to the country in encouraging and promoting power development. In a century and a half of existence up to the passage of the water power act in 1920, about six or seven million horsepower had been developed in the United States, and in the short period since the enactment of that act sites developing about 3,000,000 horsepower have been constructed. So the Secretary surely does not advocate the making of a large charge against water-power development, either in a lump sum or annually. The charge eventually would come out of the consumer and would be a tax upon the public. Nothing would be saved by the process, and we would only deceive ourselves by pretending that the development of the St. Lawrence was costing us nothing, because we will tax the power consumers for the cost. Such reasoning is too fallacious to require more than the statement of it to answer it.

Moreover, the Federal Government should not, if it could, tax the water-power users of New England, New Jersey, Pennsylvania, and New York to improve a route to the sea which will benefit the whole country.

But the United States could not charge the cost of navigation to power, as suggested by the gentleman from Ohio, to-day, and as the report of Secretary Hoover indicates should be done, because the courts have decided, in the Long Sault development case, that the bed of the St. Lawrence on the American side belongs to the State of New York and is held by it in trust for the people of the State. (284 U. S. 272, 278, 280.)

Even if the improvement of the foreign St. Lawrence would cost less than the construction of the all-American route, it is a case of getting only what you pay for. The Secretary, in a statement before the Committee on Rivers and Harbors in January, 1926, emphasizes the fact that our transportation facilities in the United States are really inadequate at the peak to-day, and that we must provide additional facilities to insure the distribution of the necessities of life in the near future. The St. Lawrence would be of no value in relieving congestion or in distributing freight in this country any more than the excess of Canadian railway facilities helps now to carry our freight. Three products alone which will be carried by the all-American route—and none of which would take the foreign St. Lawrence route—will more than pay the cost of construction of the American waterway, viz, lumber and oil westward and automobiles eastward.

Secretary Hoover, in his report, quotes the Chief of Engineers as saying that the military advantages of the all-American route are not sufficient to greatly affect the determination of the matter. The Chief of Engineers, eminent as he is in engineering matters, is not the expert of the country in national defense. On the other hand, whenever the question has arisen those charged with the defense of the country have stated in no uncertain terms that the all-American route would be invaluable in war.

Because, then, the United States can not hope to defray its part of the cost of improving the foreign St. Lawrence out of the water power on that stream; because Canada has, again and again, recently, expressed its determination not to join with us in improving the St. Lawrence and not to export any of her power from the St. Lawrence to this country, but to retain the sole and absolute control of the St. Lawrence; because the St. Lawrence is 2,000 miles out of the way for all of our domestic commerce and that with the countries to the south of us and with the Orient; because the all-American route will serve the primary and great purpose of a deeper waterway connecting the Great Lakes with the sea in relieving congestion and in lowering the cost of lumber, oil, gasoline, and automobiles, besides numberless other commodities, to our people; and because for the export of grain, for which alone the St. Lawrence is advocated, the all-American route is at least equally advantageous and will afford transportation at as low a cost. To add to our transportation facilities in peace and to strengthen the arm of our country in time of war I very earnestly urge that we abandon all thought of the St. Lawrence, a foreign waterway, and turn our attention to the adoption and construction of the all-American route.

The CHAIRMAN. The time of the gentleman from New York has again expired.

Mr. DICKINSON of Iowa. Before yielding to the gentleman from Massachusetts [Mr. STOBBS], I want to state to the Members present that there seems to be some inquiry with reference to this bill as to whether or not there is anything in it about the House Office Building. I will state that that matter has been referred to the Committee on Public Buildings and Grounds and there is nothing in this bill with reference to that item.

I now yield five minutes to the gentleman from Massachusetts [Mr. STOBBS].

The CHAIRMAN. The gentleman from Massachusetts is recognized for five minutes.

Mr. STOBBS. Mr. Chairman and members of the committee, I am not a patent lawyer nor am I a member of the Committee on Patents, but I come from a district which probably is one of the greatest manufacturing districts in the United States, and I am very much interested for that reason, as well as for other reasons, in the efficiency of our Patent Office.

Under the Constitution, of course, you all know Congress was given the power, under section 8 of Article I, to pass legislation to promote science and the useful arts; and it was under that clause of the Constitution that Congress established our patent system. Now, at the present time, if anyone will make inquiry, it will be made perfectly obvious that we are not giving the proper support to our patent system; and yet probably there is no other department of our Government that has contributed more to the industrial development of this country.

During the past year there have been something like 110,000 cases of patents, trade-marks, labels, and other miscellaneous things which came before our Patent Office; something over 9,000 a month; and yet we are running behind in the Patent Office in dealing with these cases to the extent of something like a thousand a month. The reason for this very largely is that we are short of an available force in the Patent Office to deal with these cases.

Two years ago Congress gave a special appropriation to help out this situation. That appropriation has now expired, and at the present time those extra men employed are not on the pay roll of the Patent Office; and the office is short in available men to handle the situation; and the reason why we are behind in these cases is because there is a great shortage of patent examiners in the Patent Office to deal with patent cases.

You can not make a patent examiner in a few weeks. It takes a long time. You have to have skilled examiners in the Patent Office if you want to have this work done efficiently.

The salaries paid to these examiners in the Patent Office are so unattractive that we are having a great number of resignations from year to year. Back four years ago something like 48 men resigned as patent examiners from the Patent Office in one year. Last year 113 resigned out of something like 485. You can not conduct an office like that efficiently where you are losing something like 25 per cent of your trained personnel yearly, and if you do not have a trained personnel you can not have an efficient administration.

I say that Congress can not afford to be niggardly or penurious in dealing with a situation which means so much not only to our patent system but to the development of industry in this country. I hope when the time arrives that Congress will see to it that the Patent Office is not neglected when it comes to appropriating for that important office. [Applause.]

The CHAIRMAN. The time of the gentleman from Massachusetts has expired. All time has expired. The Clerk will read the bill for amendment.

The Clerk read as follows:

Salaries: Secretary to the Speaker, $4,200; clerk to the Speaker's table, $4,000, and for preparing Digest of the Rules, $1,000 per annum; clerk to the Speaker, $1,940; messenger to the Speaker's table, $1,520; messenger to the Speaker, $1,440; in all, $14,100.

Mr. DICKINSON of Iowa. Mr. Chairman, I offer an amendment.

The CHAIRMAN. The gentleman from Iowa offers an amendment, which the Clerk will report.

The Clerk read as follows:

Amendment offered by Mr. DICKINSON of Iowa: On page 10, lines 16 and 17, strike out the words "clerk to the Speaker's table" and insert in lieu thereof the word "parliamentarian," and after the word "annum," in line 18, insert: "*Provided*, That the designation of the position 'clerk to the Speaker's table' is hereby changed to 'parliamentarian' without affecting the status of the present incumbent or requiring a reappointment."

The amendment was agreed to.

Mr. DICKINSON of Iowa. Mr. Chairman, I offer another amendment.

The CHAIRMAN. The gentleman from Iowa offers another amendment, which the Clerk will report.

The Clerk read as follows:

Amendment offered by Mr. DICKINSON of Iowa: On page 10, before the word "clerk," in line 18, insert the following: "assistant parliamentarian, $2,500."

The amendment was agreed to.

The Clerk read as follows:

Salaries: Doorkeeper, $5,000; special employee, $2,500; superintendent of House press gallery, $3,300; assistant to the superintendent of the House press gallery, $2,240; janitor, $2,400; messengers—17 at $1,500 each, 14 on soldiers' roll at $1,520 each; laborers—17 at $1,010 each, 2 known as cloakroom men at $1,140 each, 8 known as cloakroom men, 1 at $1,010, and 7 at $890 each; 2 female attendants in ladies' retiring rooms, at $1,440 each; attendant for the ladies' reception room, $1,200; superintendent of folding room, $2,880; foreman of folding room, $2,340; chief clerk to superintendent of folding room, $2,150; 3 clerks, at $1,940 each; janitor, $1,010; laborer, $1,010; 31 folders, at $1,200 each; shipping clerk, $1,520; 2 drivers, at $1,140 each; 2 chief pages, at $1,740 each; 2 telephone pages, at $1,440 each; 2 floor managers of telephones (1 for the minority), at $2,880 each; 2 assistant floor managers in charge of telephones (1 for the minority), at $1,830 each; 41 pages, during the session, including 10 pages for duty at the entrances to the Hall of the House, at $3.30 per day each, $28,277.70; press-gallery page, $1,200; superintendent of document room, $3,500; assistant superintendent of document room, $2,460, and $420 additional while the position is held by the present incumbent; clerk, $2,040; assistant clerk, $1,940; 8 assistants, at $1,600 each; janitor, $1,220; messenger to pressroom, $1,310; maintenance and repair of folding-room motor truck, $500; in all, $220,647.70.

Mr. DICKINSON of Iowa. Mr. Chairman, I offer an amendment.

The CHAIRMAN. The gentleman from Iowa offers an amendment, which the Clerk will report.

The Clerk read as follows:

Amendment offered by Mr. DICKINSON of Iowa: On page 16, line 3, strike out the word "two" and insert in lieu thereof the word "three."

The amendment was agreed to.

The Clerk read as follows:

For salaries and expenses of maintenance of the office of Legislative Counsel, as authorized by section 1303 of the revenue act of 1918 as amended by section 1101 of the revenue act of 1924, $50,000, of which $25,000 shall be disbursed by the Secretary of the Senate and $25,000 by the Clerk of the House of Representatives. The unexpended balances of such appropriation for the fiscal year 1927 are reappropriated and made available for the fiscal year 1928.

Mr. GARNER of Texas. Mr. Chairman, I offer an amendment.

The CHAIRMAN. The gentleman from Texas offers an amendment, which the Clerk will report.

The Clerk read as follows:

Amendment offered by Mr. GARNER of Texas: On page 22, line 7, after the first comma, strike out the remainder of the line and through line 11, and insert the following in lieu thereof: "$75,000, of which $37,500 shall be disbursed by the Secretary of the Senate and $37,500 by the Clerk of the House of Representatives."

Mr. GARNER of Texas. Mr. Chairman, I want to say for the information of the committee that several different committees have made investigations of this particular work. I might mention the Committee on Ways and Means, the Committee on Interstate and Foreign Commerce, the Committee on Agriculture, and other committees of the House. I offer this amendment, Mr. Chairman and gentlemen of the committee, because I believe this is the most valuable appropriation for the House of Representatives contained in this bill, unless it be the appropriation for ourselves. The work of this Legislative Counsel has been absolutely indispensable to the Committee on Ways and Means for the last five years, and I do not know what we would do without it. The Committee on Appropriations, of course, has permanent clerks; the clerks will stay there for a lifetime, and they get good salaries. The result is they have that work in hand, but I venture the assertion that if you disposed of all those clerks at this time and put in new men—that committee being a political committee—you would have great difficulty in getting men with experience enough to properly make up the appropriation bills.

Mr. ASWELL. Will the gentleman yield?

Mr. GARNER of Texas. Yes.

Mr. ASWELL. Is it not true that we are constantly losing these men?

Mr. GARNER of Texas. That is true, and I am glad the gentleman called my attention to that. We had a young man, Mr. Alvord, who was of real value to the Ways and Means Committee, but he left that committee because he could not receive a salary as large as he could get elsewhere, so he went to the Treasury Department. However, in the making up of two bills by the Ways and Means Committee we borrowed him from the Treasury Department and he helped us make up those bills.

Mr. ASWELL. The Committee on Agriculture did the same thing. It had to borrow him, too.

Mr. PARKER. Let me say the Committee on Interstate and Foreign Commerce had to borrow the gentleman.

Mr. GARNER of Texas. Mr. Chairman, I am giving the committee this information so it may understand that this money is not wasted. The gentleman who is at the head of this office receives a salary of $7,500; he is limited to that salary by statute, and his salary can not be increased. This amendment is merely offered in order to make up a sufficient force and a permanent force in that office, so that it may be in a position at all times to serve the various committees of Congress. The Committee on Ways and Means is a political committee and the Committee on Agriculture is a political committee in the sense that when we kick you fellows out we put in our own men. When I get to be chairman of the Committee on Ways and Means I am not going to keep Bill Green's men there. I am going to kick them out.

So I want to keep somebody here who can help us draft the legislation, and, in my opinion, it is absolutely essential to have this permanent force. I think this is the first time in 24 years that I have risen on the floor of the House to offer an amendment increasing salaries, but I think in this case it is certainly deserved.

Mr. TAYLOR of Colorado. Will the gentleman yield for a question?

Mr. GARNER of Texas. I yield.

Mr. TAYLOR of Colorado. I would like to ask the ranking member of the Ways and Means Committee how this increased amount will make the salaries of these gentlemen compare with the salaries of the clerks the gentlemen referred to in the Committee on Appropriations who really handle all the money the Government of the United States has? How will the salaries compare from now on if the amendment is adopted?

Mr. GARNER of Texas. I am not prepared to answer that question, because I do not know the salaries of the clerks of the Committee on Appropriations.

Mr. TAYLOR of Colorado. Mr. Sheild gets $6,000 a year, and he is the most valuable man, I think, in the Government service. The clerks under him are getting $3,000, and we propose to raise them to $3,300. I would like to know how the salaries would compare if this amendment were adopted.

Mr. GARNER of Texas. Let me say to my friend from Colorado that Mr. Sheild is not getting too much money. I think myself he is a very valuable man, but I notice an item in here carrying $4,000 for additional work in making up certain matters, and I imagine Mr. Sheild gets a part of that; at least he ought to, because it is a matter which is left with the chairman of the committee.

Mr. RAYBURN. Will the gentleman yield for a question on that very point?

Mr. GARNER of Texas. Yes, sir.

Mr. RAYBURN. One of the reasons for asking this increased appropriation is so they can take in more men and educate them, so that when they have a man like Mr. Alvord taken away from them they will have somebody who has been trained in the work and is able to take his place.

Mr. GARNER of Texas. Yes. Let me tell you what frequently happens in connection with this work. In the morning there will be five calls from the committees for these three men, and it is impossible for them to serve all the committees. If we could assure these young men that they are going to be able to stay in the work for practically a lifetime, it would be a great help. We have the promise of the present head of this service that he will remain there. He is a very valuable man, and I may say that this man could get a bigger salary than he gets now if he was willing to leave this work. However, he loves the work, and the result is he has promised to stay with us.

I hope the amendment will be adopted.

Mr. DOWELL. Mr. Chairman, I want to emphasize what has been stated by the gentleman from Texas. I believe every committee of this House ought to use the services of this bureau. It is the most valuable service, in my judgment, the Congress has, and I am hoping that before any bill comes to this floor it may have the approval of this service.

Mr. DICKINSON of Iowa. Mr. Chairman, the amount carried in this item is subject entirely to the will of the Congress. I think this is a most valuable service, but I did not want to initiate the movement to increase the amount to make this service more nearly permanent, and I am glad to see on the floor of the House here the gentleman from Iowa [Mr. GREEN], the chairman of the Ways and Means Committee; the gentleman from New York [Mr. PARKER], chairman of the Committee on Interstate and Foreign Commerce; the gentleman from Iowa [Mr. HAUGEN], chairman of the Committee on Agriculture; the gentleman from Massachusetts [Mr. LUCE], chairman of the Committee on the Library, and one or two others, all of whom, I believe, are emphatically in favor of increasing the appropriation and making the service permanent.

Mr. GREEN of Iowa. Mr. Chairman, I move to strike out the last word.

I wish to express my approval of all that the gentleman from Texas [Mr. GARNER] has said and to add a few words as to matters which are fully within his knowledge, but concerning which he has not spoken.

The work of the Ways and Means Committee is the most highly technical work that can be imagined, especially with reference to the preparation of the revenue bills.

We are constantly confronted with some plans by gentlemen on the outside who are trying to circumvent the Government in its effort to collect its taxes. We need men who are able to cope with these high-salaried individuals in order that we may get up a law that is as nearly proof against all kinds of attack as is possible.

These men are not only called upon to work during the sessions, but they will be called upon to work during the interval between the two sessions of Congress. I intend to ask, as I have before in connection with the preparation of the 1921 bill, for a joint committee—I call it a committee for want of a better name—two from the Treasury and two others, one of whom will be the head of the legislative counsel on the part of the House and the other the head of the legislative counsel on the part of the Senate. They will work, together with their associates, on the technical features of the revenue bill during the entire intermission between the two Congresses and their work will be most valuable.

It is with great pleasure that I support the proposed amendment.

The pro forma amendment was withdrawn.

Mr. HOWARD. Mr. Chairman, I move to strike out the last three words. I am in hearty sympathy with the views expressed by the gentleman from Texas. I notice one particular expression which he used—that he proposed when the proper time came to do some kicking. I would like to ask the gentleman from Texas if he has any plan now, or if he knows, or is reasonably sure, about when the blessed kicking will begin? [Laughter.]

Mr. GARNER of Texas. At the earliest possible opportunity.

Mr. HOWARD. That is satisfactory. [Laughter.]

The CHAIRMAN. The question is on the amendment offered by the gentleman from Texas [Mr. GARNER].

The question was taken, and the amendment was agreed to.

The Clerk read as follows:

House Office Building: For maintenance, including miscellaneous items, and for all necessary services, $107,610.20.

Mr. NEWTON of Minnesota. Mr. Chairman, I move to strike out the last figure. I rise for the purpose of expressing a hope and a wish that before this session adjourns the House will take action on the building of an additional House Office Building. I do not know of any work in Washington that is more important than the work done by the Members of Congress. I do not know of anyone in official life, working in Washington, who has to do his work under more disadvantageous conditions than a Member of Congress trying to do his work in one room. The work is such that two rooms are imperative. We transact the most important business and now do so with one room in which one, two, or three typewriters are banging away. It does seem to me that after we have made provision from time to time to take care of the different executive branches of the Government it is high time that we were putting our own affairs in shape so that we can efficiently attend to the public business. [Applause.]

Mr. KINDRED. Will the gentleman yield?

Mr. NEWTON of Minnesota. I yield.

Mr. KINDRED. What the gentleman has said with reference to the difficulties that we work under is true particularly when we may have a large delegation of the Ku-Klux Klan and also one of the Knights of Columbus at the same time meeting in one room. [Laughter.]

Mr. TAYLOR of Colorado. Mr. Chairman, I want to say to the gentleman that this committee started out to do that very thing. I think we have the jurisdiction to do it. Personnally I was in favor of this committee doing it, because the predecessor of this committee was the one that built the House Office Building. I think it is a legislative matter that no other branch of the Government has anything to do with. But some Members thought that possibly it would give a wider general information through the House to let the Public Buildings and Grounds Committee take it up. So the chairman of the committee and I yielded for the sake of harmony to have it done that way. But this committee and the Appropriations Committee are in favor of going ahead now at this session of Congress and have the new House Office Building addition completed, and I hope when the matter comes up it can come up under suspension of the rules and promptly be passed.

Mr. NEWTON of Minnesota. I am glad that the committee feels that way.

The pro forma amendment was withdrawn.

The Clerk read as follows:

For the librarian, chief assistant librarian, and other personal services in accordance with the classification act of 1923, $559,765.

Mr. LUCE. At this late hour of the day I would not delay the House were it not for the fact that these paragraphs furnish almost the only natural opportunity in the course of the session to say a word in recognition of the services rendered to the Congress by the Library and its personnel.

Somebody has said, "Happy is the country without a history," meaning, of course, happy is the country without the turmoil, crime, misery, and wretchedness that make up so great a part of history. Happy is the public institution that moves along without friction, brings us no cause for anxiety in the performance of its work, gives us no especial occasion to debate its activities. Therefore I take this rare opportunity to recognize the value of the long and faithful service of the librarian, Mr. Putnam, and the helpfulness of his associates.

Also I would acquaint the Members with what has been the result of the recent action of Congress permitting the Library to have the benefit of trust funds put at its command by generous philanthropists. In addition to the gift of that gem, the music auditorium, Mrs. Frederic S. Coolidge has endowed the department of music to the extent of more than $400,000. [Applause.] Mr. James Benjamin Wilbur has put to the service of the Library more than a hundred thousand dollars in stocks, reserving for his own use through his lifetime some part of the income, and Mr. R. R. Bowker has in the same way established a fund of $10,000. The income from these generous bene-

factions will enable the Library to broaden its work most usefully. I should not pass by without a further reference to the music auditorium in order that I may inform Members who are not familiar with the situation as to the possibilities of delight, inspiration, and solace that are being furnished there so frequently by some of the finest musicians in the country. I would commend to you the taking of the time necessary to enjoy and to profit by these wonderfully beautiful concerts.

Also I would say a word about an item appearing further on, the Legislative Reference Service. Few things have more gratified me since I have been in the House than to find myself unable, by reason of the competition of speakers, to add my word to what was said about the legislative counsel, because in my first term of service, I think it was, we were engaged in combating the theory that the very existence of such a counsel was unnecessary. Eight years have passed and now we find gentlemen vying with each other to commend this service. We do not yet spend anywhere near so much money as is spent by the Parliament of England for similar service, and should our appropriation be increased still further in the years to come to match what the Parliament does, we would profit still more.

The same is to be said about the Legislative Reference Service. This was but a short time ago strongly opposed by gentlemen who sincerely thought it was a waste of money. It is unfortunate, in my judgment, that Members of the House do not more generally know of the existence of this service, do not realize that simply by taking up the telephone they may have at their command earnest, interested men working in this wonderful storehouse of knowledge, who are glad to get for them anything that they may want. Remember it, my colleagues, and use this Legislative Reference Service more frequently.

There is one drawback to such a great library as we possess. It is not so easy of use as a small library might be, but the men and women there are gladly, cheerfully putting at our command all the effort and time that may be desired to help us out.

In connection with the reference to a new House Office Building, I would acquaint gentlemen—and I think there are those here who may not know it—with the fact that there exists a legislative library. It now occupies quarters in the House Office Building not easily reached and altogether inappropriate, depriving it of nearly all opportunity to be of use. I much hope that if we do have a new House Office Building, it will be possible to provide there a suitable House library and reading room, such as are to be found in the other great capitols of the world, where those who take pleasure in the solace of tobacco may combine that delight with reading, where all may have access to the current periodicals and enjoy the same comforts that you may find in such capitols as the one, for example, at Ottawa.

Gain would come if it were possible to acquaint all the Members, and especially the new Members, with all of the facilities of the Library. They have at their command the largest library in the western hemisphere, the third largest library in the world, a library with more than 3,500,000 books, 500,000 maps, 400,000 prints, and a million musical compositions. They have there an institution receiving from us about a million dollars a year. All this is done primarily to carry out the idea of John Randolph of Roanoke, that "a good library is the statesman's workshop." [Applause.]

The CHAIRMAN. Without objection the pro forma amendment will be withdrawn and the Clerk will read.

The Clerk resumed and concluded the reading of the bill.

Mr. DICKINSON of Iowa. Mr. Chairman, I move the Clerk be authorized to correct the totals.

The CHAIRMAN. Without objection it is so ordered.

There was no objection.

Mr. DICKINSON of Iowa. Mr. Chairman, I move that the Committee do now rise and report the bill back to the House with amendments, with the recommendation that the amendments be agreed to and the bill as amended do pass.

The motion was agreed to.

Accordingly the committee rose; and the Speaker having resumed the chair, Mr. TINCHER, Chairman of the Committee of the Whole House on the state of the Union, reported that the committee, having had under consideration the bill H. R. 16863, had directed him to report the same back with sundry amendments, with the recommendation that the amendments be agreed to and the bill as amended do pass.

Mr. DICKINSON of Iowa. Mr. Speaker, I move the previous question on the bill and all amendments to final passage.

The motion was agreed to.

The SPEAKER. Is a separate vote demanded on any amendment? If not, the Chair will put them in gross.

The question was taken, and the amendments were agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed.

On motion of Mr. DICKINSON of Iowa, a motion to reconsider the vote by which the bill was passed was laid on the table.

The SPEAKER. On February 2 the Senate passed Senate Joint Resolution 112 for the relief of Katherine Imbrie. The chairman of the Committee on Claims advises the Chair that in view of the fact that the Committee on Foreign Affairs has had extended hearings on this matter he prefers that the joint resolution be referred to the Committee on Foreign Affairs. The chairman of the latter committee also agrees to this reference. Therefore without objection the resolution will be referred to the Committee on Foreign Affairs.

There was no objection.

TO REGULATE, CONTROL, AND SAFEGUARD THE DISBURSEMENT OF FEDERAL FUNDS

Mr. CAMPBELL. Mr. Speaker, I ask unanimous consent to extend my remarks in the RECORD by having printed the provisions of H. R. 8902, as amended by the Judiciary Committee.

The SPEAKER. Is there objection?

Mr. GARNER of Texas. Is that what is known as the contractor's bill?

Mr. CAMPBELL. Yes.

The SPEAKER. Is there objection? [After a pause.] The Chair hears none.

Mr. CAMPBELL. Mr. Speaker, under the leave to extend my remarks in the RECORD, I include the following bill:

[H. R. 8902]

A bill to regulate, control, and safeguard the disbursement of Federal funds expended for the creation, construction, extension, repair, or ornamentation of any public building, highway, dam, excavation, dredging, drainage, or other construction project, and for other purposes

Be it enacted, etc., That every department, bureau, commission, or other agency of the Federal Government before expending any funds for any construction project estimated to cost more than $25,000, and not constituting maintenance or repair, shall prepare complete plans and specifications for such project, together with a detailed estimate of the entire cost, as hereinafter prescribed.

SEC. 2. That before expending Federal funds on any construction project estimated to cost more than $25,000, and not constituting maintenance or repair, said departments, bureaus, commissions, or other agencies shall publicly advertise, through the usual mediums, for competitive bids to perform such project, and after receiving bids shall conduct said construction project by contract or otherwise: *Provided, however,* That if such bids be reasonable in the opinion of said departments, bureaus, commissions, or other agencies, then said departments, bureaus, commissions, or other agencies shall award the contract to the lowest responsible bidder or bidders accompanied by such securities as the department, commission, or other agency shall require, conditioned for the faithful prosecution and completion of the work according to such contract: *Provided, further,* That if such bids be not reasonable in the opinion of said departments, bureaus, commissions, or other agencies, the said departments, bureaus, commissions, or other agencies may do said construction project by day labor or any other method.

SEC. 3. That in case of public emergency in the work under any executive department, so declared by the head of said department of the Federal Government, the provisions of this act as affecting the preparation of plans, specifications, estimates, and awarding by competitive bids for any operation or class of operations involved in such an emergency shall become inactive upon the order of the head of such executive department.

SEC. 4. That maintenance and repair operations under the provisions of this act shall mean any work necessary to preserve an existing structure or means and facilities suitable for the intended purpose.

SEC. 5. That where the words "construction projects" are used in this act they shall be construed to mean the construction of any building, highway, dam, levee, or bridge; also the doing of any excavation, dredging, drainage, river and harbor, or similar work, the characteristics of which are such as to make reasonable competitive bids obtainable: *Provided, however,* That the head of an executive department may establish regulations to be operative for flood control during high water or flood periods, which regulations shall not be subject to the limitations imposed by this act.

SEC. 6. That said estimate of cost shall include all fair and reasonable charges for use of construction equipment and all other costs involved by the said construction project, whether paid directly from the specific appropriation therefor or from other funds and whether paid under direction of the specific department, bureau, commission, or other agency having charge of said project or under some other agency; and further, that said estimate of cost shall be read and shall become public record at the time of the opening of bids. Also within 60 days after the completion or acceptance of any construction project there

shall be compiled a statement of the total expense, together with a detailed statement of any change made in the plans and specifications as well as the time of completion on which the original estimate was based, all filed and made available for public examination in the office of the department in Washington.

SEC. 7. This act shall not apply to any construction projects or work incident to the construction, operation, or maintenance of the Panama or other interoceanic canal.

SEC. 8. That all acts or parts of acts inconsistent with the provisions of this act are hereby repealed to the extent of such inconsistency.

ABRAHAM LINCOLN

Mr. JACOBSTEIN. Mr. Speaker, I ask unanimous consent to extend my remarks in the RECORD by having printed some remarks on President Lincoln and to incorporate in those remarks a hitherto unpublished letter of President Lincoln.

The SPEAKER. Is there objection? [After a pause.] The Chair hears none.

Mr. JACOBSTEIN. Mr. Speaker, an ever-growing interest is being displayed in the human qualities revealed in the lives of our great Americans. We are constantly trying to reconstruct the personal characters of the men who have become outstanding figures in our national history. In a few days all America will be paying homage to one of the greatest of our citizens when we commemorate the birth of Abraham Lincoln on February 12.

As part of that tribute, the Members of the House of Representatives will welcome, I am sure, the publication in the CONGRESSIONAL RECORD of a new group of Lincoln letters. These have only recently been made public in the pages of the New York Times and the Boston Herald through the courtesy of the possessor and collector, Mr. Emanuel Hertz, of 149 Broadway, New York City.

Mr. Hertz has devoted a great deal of time to collecting material on Lincoln and has published several pamphlets dealing with the life of this great American.

There are 10 of these letters and accompanying notes, 8 of which are in Lincoln's own handwriting. One was dictated, but bears his signature. The letters deal with the personal and official activities of Lincoln just prior to and during the Civil War, and are historically interesting and valuable as throwing additional light on this incomparable character. None of them are found in the standard books on Lincoln.

The letters are herewith reproduced in full.

ILLUSTRATING HIS METHODS AS AN ATTORNEY

The first of these letters was written while Lincoln was a practicing lawyer in Illinois and illustrates the methods he used as an attorney. In it Lincoln confesses to his client that his case will probably be lost:

SPRINGFIELD, *January 22, 1852.*

H. M. WEED, Esq.

DEAR SIR: Your letter inquiring for your case was duly received. We finished arguing and submitted the case yesterday afternoon, and it is not yet decided. We had a two days' trial of it, and they are pressing on very hard on one or two points. I should not wonder if the case is decided against us. One of the hard points is that our deed of January, 1820, is under the act of 1819 fraudulent and void as against their deed of August, 1820, because it was not proved or acknowledged according to that act and because their deed was not defeated by a subsequent recording, the only mode of defeasance known to that law, and because it was incompetent to the legislature to defeat it on any other mode, as they apparently do by the act of December, 1822. This is the only dangerous point, as I think, on their old deed. As to tax deed, they do not rely on it as a perfect title nor as a basis for the limitation act of 1839, but only as a basis for the limitation act of 1835. To our objection that the law was repealed under which the sale was made, they insist that as the new law only repeals all laws coming within the purview and meaning of it, and as the uncollected taxes of 1838 were not within the purview of the new law so far, the old law itself was not within the purview of the new and so far was not repealed. This position of theirs seems absurd to me, and I found several authorities against it; but they find one for it, and, worse than all, the judge intimates that he is with them. If they get this deed on, their next step is to show "actual residence." On this they introduced but one authority, which clearly is not a point, and the judge has given no intimation on this point.

Thus stands the case. I will write you so soon as it shall be decided.

Yours truly,

A. LINCOLN.

INDICATING HIS KNOWLEDGE OF SURVEYING

Lincoln's knowledge of surveying is touched on in the second letter, which he wrote to a topographer who drew a postal map:

SPRINGFIELD, ILL., *November 10, 1858.*

Having hastily examined "Larrence's post-office chart" and considered the principle upon which it is arranged, I think it will prove a great convenience to postmasters and others whose business leads them to search out particular localities upon maps.

A. LINCOLN.

Note accompanying this letter:

"This Lincoln relic was given to our father, Isaac Larrance (properly spelled Lawrence) as a testimonial to his chart, or map with a diagram, by which one can locate a given place instantly.

"Executed by Lincoln in his office in Springfield, Ill., when father made a personal call on him November 10, 1858.

"During this call the late congressional election in which Stephen A. Douglas defeated him was referred to, when he remarked, 'I did not expect to be elected, I was killing bigger game.'

"ELLIS LAWRENCE.

"PHEBE LAWRENCE WARDAN."

TO GIDEON WELLES

There are two interesting letters written to Gideon Welles, Secretary of the Navy in Lincoln's Cabinet. If President Lincoln had one man in his Cabinet on whose friendship he could count, it was Welles. The Secretary of the Navy had no ambitions hostile to Lincoln. He was Lincoln's Boswell.

One of the letters is badly charred. It was rescued by Welles from the fireplace in his home where it had fallen.

EXECUTIVE MANSION, *March 22, 1861.*

Hon. SECRETARY OF NAVY.

SIR: I understand there is a vacancy in the office of engineer in chief of the Navy that I shall have to fill by appointment.

Will you please avail yourself of all the means in your power for determining and present me the name of the best man for the service * * * of other circumstances.

Yours truly,

A. LINCOLN.

EXECUTIVE MANSION, *April 17, 1861.*

Hon. GIDEON WELLES.

MY DEAR SIR: I have no reason to doubt that Mr. James S. Chalker, the bearer of this, is, as he says, the author of the "Wide Awake" order. As he is your townsman, you will know, and if it is all straight, please add your recommendation to mine, that he may have some suitable appointment in the Army, which he desires. When you shall add your word send the whole to the War Department.

Yours truly,

A. LINCOLN.

REQUESTING THE RAISING OF A REGIMENT OF CAVALRY IN THE EARLY DAYS OF THE WAR

WASHINGTON, *August 7, 1861.*

Hon. JAMES S. JACKSON.

MY DEAR SIR: If you will, with the concurrence of the Union Members of Congress of Kentucky, raise a regiment of cavalry in that State, it shall be received unto the United States service, yourself to be colonel and, if you please, Capt. R. Johnson to be lieutenant colonel.

Yours truly,

A. LINCOLN.

COMMENDING A VALUED WHITE HOUSE EMPLOYEE

EXECUTIVE MANSION,
Washington, March 4, 1862.

Whom it may concern:

Edward Burke, the bearer of this, was at service in this mansion for several months now last past; and during all this time he appeared to me to be a competent, faithful, and very genteel man. I take no charge of the servants about the house; but I do not understand that Burke leaves because of any fault or misconduct.

A. LINCOLN.

If Mr. Newton can do anything for Edward Burke, the bearer of this, I will be obliged to him. I think him worthy.

O. H. BROWNING.

CONFERENCE WITH THE TEXAS DELEGATION

The following is an unusually important communication, in which the President directs the Secretary of War to confer with the Texas delegation on the proposed war operations along the Rio Grande in that State:

EXECUTIVE MANSION,
Washington, August 4, 1862.

Honorable SECRETARY OF WAR.

SIR: Please see these Texas gentlemen and talk with them. They think if we could send 2,500 or 3,000 arms, in a vessel, to the vicinity

of the Rio Grande that they can find the men there who will reinaugurate the national authority on the Rio Grande front, and probably on the Nuesces also. Perhaps General Halleck's opinion should be asked.

Yours truly,

A. LINCOLN.

REGARDING APPOINTMENTS

The following note is one of many written to Army and Navy officers asking their opinion regarding appointments. Lincoln relied a great deal on the opinion of his military commanders.

WASHINGTON, *March 9, 1863.*

To Gen. JOSEPH HOLT,
Judge Advocate General of the Army.

MY DEAR SIR: I understand there is one vacancy of a judge advocate, under the sixth section of the same act under which you hold your appointment. If so, please indorse on this sheet your opinion as to whether, with reference to the service, the vacancy should now be filled; and also what army the appointee shall be assigned to.

Yours truly,

A. LINCOLN.

TO GEN. ROBERT ANDERSON

The most important of these letters was written on August 15, 1863, to Gen. Robert Anderson, who three years before had surrendered Fort Sumter. After surrendering, Anderson was broken in body and mind and was assigned by the President, at his request, to Louisville, Ky., for the purpose of restraining the State from joining the Confederacy.

The task was beyond Anderson's physical strength. He resigned.

Reproduction of letter sent by President Lincoln to General Anderson offering to him the command of Fort Adams

EXECUTIVE MANSION,
Washington, August 15, 1863.

MY DEAR GENERAL ANDERSON: I have been through the War Department this morning looking up your case. Section 20 of "An act providing for the better organization of the Military Establishment," approved August 3, 1861, seems to leave no discretion to President, Secretary of War, general in chief, or anyone else. The general in chief, however, says that, if agreeable to you, he will give you command of Fort Adams (I think) at Newport, R. I., by which your pay will be the same as if this law did not exist. I advise you to try it at all events. General Halleck says it will require substantially no labor or thought whatever. Please telegraph whether you conclude to try it.

And now, my dear General, allow me to assure you that we here are all your sincere friends.

Very truly,

A. LINCOLN.

A. Lincoln.

General Anderson
Bridge Port
Connecticut.

Per. Mrs. Gen. Anderson.

The last paragraph must have been comforting indeed to General Anderson. It was almost two years later that President Lincoln again having in mind the mental anguish that was Anderson's following his surrender of Fort Sumter, directed Edwin M. Stanton, his Secretary of War, to write and ask him if he would not raise the flag on the ruins of the garrison he had given up.

WAR DEPARTMENT,
Washington City, March 28, 1865.

GENERAL: I have the pleasure of communicating to you the inclosed order of the President, directing the flag of the United States to be raised and planted upon the ruins of Fort Sumter by your hands on the 14th of April next, the fourth anniversary of the evacuation of that post by the United States forces under your command.

I am happy to be the medium of transmitting this high and just tribute to the fortitude, gallantry, and patriotism displayed by you in occupying and holding Fort Sumter—qualities that distinguished you as a brave and patriotic soldier, as well as a Christian officer and gentleman.

Your friend and obedient servant,

EDWIN M. STANTON,
Secretary of War.

Bvt. Maj. Gen. ROBERT ANDERSON.

IN BEHALF OF PRISONERS OF WAR

A letter written by Simon Cameron to President Lincoln, asking intercession in behalf of a prisoner of war, bears the President's indorsement. The letter and indorsement are as follows:

HARRISBURG, *April 27, 1864.*

MY DEAR SIR: W. Wilson, who will hand this note, is a very respectable citizen of the northwestern part of this State.

He goes to Washington to have his son, now a rebel prisoner at Rock Mound, pardoned, who promises to return to his allegiance.

I am assured that the young man got into the army by no wish of his own, while in pursuit of his business at the South, and that he is now desirous of acting with the friends of the Government.

I hope you will be able to gratify W. Wilson in this natural wish toward his son.

Very respectfully,

SIMON CAMERON.

The Hon. A. LINCOLN.

Note on reverse side of letter:

I sent the petition and other papers same day since to your Excellency in the case of Chr. A. Wilson, the person referred to in this letter, and requested action in the matter. I again do so, joining General Cameron in the matter.

Your obedient servant,

A. MYERS,
Member of Congress, Twentieth District, Pennsylvania.

To President LINCOLN,
April 30, 1864.

Additional notation by the President:

Let this boy take the oath of December 8, 1864, and be discharged.

A. LINCOLN.

APRIL 30, 1864.

Although in the midst of war, the President was never too busy to give heed to an appeal for help, as this note indicates:

EXECUTIVE MANSION, *December 2, 1864.*

To Maj. Gen. E. A. HITCHCOCK.

General HITCHCOCK: If you can oblige Mrs. Waller by effecting a special exchange of Lieut. or Capt. Richard Dinsman, now in the poorhouse prison at Charleston, I will be greatly obliged.

Yours truly,

A. LINCOLN.

DICTATED LETTER TO GARRISON

President Lincoln was careful in his communications to the abolitionists. His dictated letter to Nicolay, which was sent to Garrison, shows this. The letter, on Executive Mansion paper, is as follows:

WASHINGTON, *February 7, 1865.*

MY DEAR MR. GARRISON: I have your kind letter of the 21st of January, and can only beg that you will pardon the seeming neglect occasioned by my constant engagements. When I received the spirited and admirable painting, Waiting for the Hour, I directed by secretary not to acknowledge its arrival at once, preferring to make my personal acknowledgment of the thoughtful kindness of the donors; and waiting for some leisure hour, I have committed the discourtesy of not replying at all.

I hope you will believe that my thanks, though late, are most cordial, and I request that you will convey them to those associated with you in this flattering and generous gift.

I am very truly,

Your friend and servant,

A. LINCOLN.

WM. LLOYD GARRISON, Esq.

A TOAST TO BURNS

President Lincoln was at the annual meeting of the Burns Club of Washington one evening. He was asked by one of the members—in a note on a card—for a toast to be presented when the dinner was over. The President penciled a reply on the reverse side of the card. It is in two forms, the first draft evidently being unsatisfactory to Lincoln. The first note reads:

I can not frame a toast to Burns; I can say nothing worthy of his generous heart and transcendent genius. A. LINCOLN.

Beneath was written the following:

I can not frame a toast to Burns; I can say nothing worthy of his generous heart and transcending genius; thinking of what he has said I can not say anything which seems worth saying. A. LINCOLN.

SENATE BILLS AND JOINT RESOLUTION REFERRED

Under clause 2 of Rule XXIV, Senate bills and joint resolution of the following titles were taken from the Speaker's table and referred to the appropriate committees as indicated below:

S. 118. An act for the relief of all owners of cargo aboard the steamship *Gaelic Prince* at the time of her collision with the U. S. S. *Antigone;* to the Committee on Claims.

S. 670. An act for the relief of Joseph F. Thorpe; to the Committee on Claims.

S. 1266. An act authorizing the establishment of a fisheries experiment station on the coast of Washington, and fish-hatching and cultural stations in New Mexico and Idaho, and for other purposes; to the Committee on Merchant Marine and Fisheries.

S. 1453. An act for the relief of Frank Topping and others; to the Committee on Claims.

S. 1959. An act granting relief to persons who served in the Military Telegraph Corps of the Army during the Civil War; to the Committee on Military Affairs.

S. 3739. An act for the relief of Josephine Doxey, to the Committee on Claims.

S. 3896. An act to amend section 11 of the merchant marine act, 1920, and to complete the construction loan fund authorized by that section; to the Committee on the Merchant Marine and Fisheries.

S. 4474. An act to amend an act entitled "An act to regulate the practice of pharmacy and the sale of poisons in the District of Columbia, and for other purposes," approved May 7, 1906, as amended; to the Committee on the District of Columbia.

S. 4491. An act for the relief of G. W. Rogers; to the Committee on War Claims.

S. 4669. An act for the relief of the Kentucky-Wyoming Oil Co. (Inc.); to the Committee on the Public Lands.

S. 4719. An act for the relief of Thomas Johnsen; to the Committee on Military Affairs.

S. 4841. An act for the relief of Samuel J. Leaphart; to the Committee on Claims.

S. 4851. An act authorizing the Secretary of War to convey to the city of Springfield, Mass., certain parcels of land within the Springfield Armory Military Reservation, Mass., and for other purposes; to the Committee on Military Affairs.

S. 4858. An act for the relief of Martha Ellen Raper; to the Committee on Claims.

S. 4964. An act transferring a portion of the lands of the military reservation of the Presidio of San Francisco to the Department of the Treasury; to the Committee on Military Affairs.

S. 5083. An act to supplement the act entitled "An act granting the consent of Congress to the city of Louisville, Ky., to construct a bridge across the Ohio River at or near said city," approved April 2, 1926; to the Committee on Interstate and Foreign Commerce.

S. 5213. An act for the relief of the Lucy Webb Hayes National Training School for Deaconesses and Missionaries; to the Committee on the District of Columbia.

S. 5332. An act to authorize the removal of the Aqueduct Bridge crossing the Potomac River from Georgetown, D. C., to Rosslyn, Va.; to the Committee on Military Affairs.

S. 5339. An act to authorize the Secretary of the Treasury to enter into a lease of a suitable building for customs purposes in the city of New York; to the Committee on Ways and Means.

S. 5349. An act to amend section 7 (a) of the act of March 3, 1925, known as the "District of Columbia traffic act, 1925," as amended by section 2 of the act of July 3, 1926; to the Committee on the District of Columbia.

S. 5435. An act to provide for the widening of C Street NE., in the District of Columbia, and for other purposes; to the Committee on the District of Columbia.

S. 5539. An act to authorize and direct the Comptroller General to settle and allow the claims of E. A. Goldenweiser, Edith M. Furbush, and Horatio M. Pollock for services rendered to the Department of Commerce; to the Committee on Claims.

S. J. Res. 120. Joint resolution authorizing the acceptance of title to certain lands in Teton County, Wyo., adjacent to the winter elk refuge in said State established in accordance with the act of Congress of August 10, 1912 (37 Stat. L. p. 293); to the Committee on Public Lands.

ENROLLED BILLS SIGNED

Mr. CAMPBELL, from the Committee on Enrolled Bills, announced that that committee had examined and found truly enrolled House and Senate bills and joint resolutions of the following titles, when the Speaker signed the same:

H. R. 585. An act for the relief of Frederick Marshall;

H. R. 1105. An act for the relief of the Kelly Springfield Motor Truck Co. of California;

H. R. 1330. An act for the relief of Helene M. Hubrich;

H. R. 1464. An act for the relief of Charles C. Hughes;

H. R. 2184. An act for the relief of James Gaynor;

H. R. 2491. An act for the relief of Gordan A. Dennis;

H. R. 4376. An act to allow and credit the accounts of Joseph R. Hebblethwaite, formerly captain, Quartermaster Corps, United States Army, the sum of $237.90 disallowed by the Comptroller General of the United States;

H. R. 4719. An act for the relief of the New Braunfels Brewing Co.;

H. R. 5866. An act for the relief of the Lehigh Coal & Navigation Co.;

H. R. 5991. An act authorizing the adjustment of the boundaries of the Black Hills and Harney Forests, and for other purposes;

H. R. 6586. An act for the relief of Russell W. Simpson;

H. R. 6806. An act authorizing the payment of a claim to Alexander J. Thompson;

H. R. 7156. An act for the relief of Maurice E. Kinsey;

H. R. 7617. An act to authorize payment to the Pennsylvania Railroad Co., a corporation, for damage to its rolling stock at Raritan Arsenal, Metuchen, N. J., on August 16, 1922;

H. R. 7921. An act to authorize the Commissioner of the General Land Office to dispose by sale of certain public land in the State of Arkansas;

H. R. 8345. An act for the relief of Crane Co.;

H. R. 8685. An act for the relief of Henry S. Royce;

H. R. 9045. An act to establish a national military park at and near Fredericksburg, Va., and to mark and preserve historical points connected with the battles of Fredericksburg, Spotsylvania Court House, Wilderness, and Chancellorsville, including Salem Church, Va.;

H. R. 9287. An act for the relief of Albert G. Tuxhorn;

H. R. 9667. An act for the relief of Columbus P. Pierce;

H. R. 9912. An act approving the transaction of the adjutant general of the State of Oregon in issuing property to sufferers from a fire in Astoria, Oreg., and relieving the United States property and disbursing officer of the State of Oregon and the State of Oregon from accountability therefor;

H. R. 10076. An act for the relief of the estate of William C. Perry, late of Cross Creek Township, Washington County, Pa.;

H. R. 10130. An act authorizing the Secretary of the Navy, in his discretion, to deliver to the president of the Rotary Club of Crawfordsville, Montgomery County, Ind., a bell of a battleship that is now or may be in his custody;

H. R. 10725. An act for the relief of Capt. C. R. Insley;

H. R. 11325. An act to amend an act entitled "An act to provide compensation for employees of the United States suffering injuries while in the performance of their duties, and for other purposes," approved September 7, 1916, and acts in amendment thereof;

H. R. 11762. An act to provide for the sale of uniforms to individuals separated from the military or naval forces of the United States;

H. R. 12064. An act providing for a grant of land to the county of San Juan, in the State of Washington, for recreational and public-park purposes;

H. R. 12212. An act authorizing the Secretary of the Navy to dispose of obsolete aeronautical equipment to accredited schools, colleges, and universities;

H. R. 12309. An act for the relief of the Bell Telephone Co. of Philadelphia, Pa., and the Illinois Bell Telephone Co.;

H. R. 12852. An act authorizing the Secretary of the Navy to accept on behalf of the United States title in fee simple to a certain strip of land and the construction of a bridge across Archers Creek in South Carolina;

H. R. 12889. An act to relinquish the title of the United States to the land in the claim of Moses Steadham, situate in the county of Baldwin, State of Alabama;

H. R. 12931. An act to provide for maintaining, promoting, and advertising the International Trade Exhibition;

H. R. 13481. An act authorizing the Secretary of the Treasury to accept title for post-office site at Olyphant, Pa., with mineral reservations;

H. R. 14248. An act to amend the provision contained in the act approved March 3, 1915, providing that the Chief of Naval Operations, during the temporary absence of the Secretary and Assistant Secretary of the Navy, shall be next in succession to act as Secretary of the Navy;

H. R. 15537. An act to amend section 476 and section 4934 of the Revised Statutes;

H. R. 15604. An act for the promotion of rifle practice throughout the United States;

H. R. 15651. An act to encourage breeding of riding horses for Army purposes;

H. R. 15653. An act to furnish public quarters, fuel, and light to certain civilian instructors in the United States Military Academy;

H. R. 15821. An act to revise the boundary of the Hawaii National Park on the island of Maui in the Territory of Hawaii;

H. J. Res. 233. Joint resolution authorizing the Secretary of War to loan certain French guns which belong to the United States and are now in the city park at Walla Walla, Wash., to the city of Walla Walla, and for other purposes;

S. 3634. An act providing for the preparation of a biennial index to State legislation;

S. 4942. An act to authorize an appropriation for the purchase of certain privately owned land within the Jicarilla Indian Reservation, N. Mex.;

S. 5499. An act authorizing a survey of the Caloosahatchee River drainage area in Florida and of Lake Okeechobee and certain territory bordering its shores in Florida; and

S. J. Res. 141. Joint resolution to approve a sale of land by one Moshulatubba or Mushulatubbe on August 29, 1832.

MESSAGE FROM THE PRESIDENT—CHINESE CLAIMS

The SPEAKER laid before the House the following message from the President.

The Clerk read as follows (S. Doc. No. 204):

To the Congress of the United States:

I transmit herewith a report by the Secretary of State requesting the submission anew to the present Congress of two claims presented by the Government of China against the Government of the United States arising out of the negligent or unlawful acts in China of persons connected with the military and naval forces of the United States, and I recommend that as an act of grace and without reference to the question of the legal liability of the United States no appropriation in the amount of $1,100 be made to effect settlement of these two claims, in accordance with the recommendation of the Secretary of State.

CALVIN COOLIDGE.

THE WHITE HOUSE, *February 8, 1927.*

The SPEAKER. Referred to the Committee on Foreign Affairs and ordered printed with accompanying documents.

The SPEAKER also laid before the House the following message from the President.

The Clerk read as follows (S. Doc. No. 205):

To the Congress of the United States:

I transmit herewith a report by the Secretary of State, respecting a claim against the United States, presented by the Chinese Government for compensation arising out of an assault in China on Mr. Sun Jui-chin on June 11, 1923, by a private in the Marine Corps, a member of the legation guard, with a request that the recommendation of the Secretary of State, as indicated therein, be adopted, and that the Congress authorize the appropriation of the sum necessary to pay the indemnity.

I recommend that, in order to effect a settlement of this claim in accordance with the recommendation of the Secretary of State, the Congress, as an act of grace, and without reference to the legal liability of the United States in the premises, authorize an appropriation in a sum equivalent to $500 Mexican.

CALVIN COOLIDGE.

THE WHITE HOUSE, *February 8, 1927.*

The SPEAKER. Referred to the Committee on Foreign Affairs and ordered printed with accompanying documents.

ADJOURNMENT

Mr. TILSON. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 5 o'clock and 24 minutes p. m.) the House adjourned until to-morrow, Wednesday, February 9, 1927, at 12 o'clock noon.

COMMITTEE HEARINGS

Mr. TILSON submitted the following tentative list of committee hearings scheduled for Wednesday, February 9, 1927, as reported to the floor leader by clerks of the several committees:

COMMITTEE ON APPROPRIATIONS

(10.30 a. m.)

Second deficiency bill.

COMMITTEE ON THE CENSUS

(10.30 a. m.)

For the apportionment of Representatives in Congress (H. R. 13471).

COMMITTEE ON THE JUDICIARY

(10.30 a. m.)

Impeachment charges against Judge Frank L. Cooper, of the northern district of New York.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of Rule XXIV, executive communications were taken from the Speaker's table and referred as follows:

951. A communication from the President of the United States, transmitting draft of proposed legislation to extend the availability of the unexpended balance of the appropriation, "Military and naval compensation, Veterans' Bureau, 1926 and prior years," and in addition thereto to reappropriate, under "Military and naval compensation, Veterans' Bureau, 1927 and prior years," unexpended balances from the appropriations "Medical and hospital services, Veterans' Bureau, 1925," and "Vocational rehabilitation, Veterans' Bureau, 1925." (H. Doc. No. 695); to the Committee on Appropriations and ordered to be printed.

952. A letter from the United States Civil Service Commission, transmitting, in duplicate, a list of useless papers in the office of the United States Civil Service Commission in Washington which are not needed in the transaction of public business, having no permanent value and no historical interest; to the Committee on Disposition of Useless Executive Papers.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of Rule XIII,

Mr. McLEOD: Committee on the District of Columbia. H. R. 4474. An act to amend an act entitled "An act to regulate the practice of pharmacy and the sale of poisons in the District of Columbia, and for other purposes," approved May 7, 1906, as amended; without amendment (Rept. No. 2011). Referred to the Committee of the Whole House on the state of the Union.

Mr. DENISON: Committee on Interstate and Foreign Commerce. H. R. 16734. A bill to amend paragraph (c) of section 4 of the act entitled "An act to create the inland waterways corporation for the purpose of carrying out the mandate and purpose of Congress as expressed in sections 201 and 500 of the transportation act, and for other purposes," approved June 3, 1924; without amendment (Rept. No. 2013). Referred to the Committee of the Whole House on the state of the Union.

Mr. WYANT: Committee on Interstate and Foreign Commerce. H. R. 16116. A bill granting the consent of Congress to the Henderson Bridge Co., its successors and assigns, to construct, purchase or lease, maintain, and operate a bridge across the Kanawha River, at or near the town of Henderson, W. Va., to a point opposite thereto in or near the city of Point Pleasant, W. Va.; with amendment (Rept. No. 2014). Referred to the House Calendar.

Mr. COOPER of Ohio: Committee on Interstate and Foreign Commerce. H. R. 16652. A bill granting the consent of Congress to the Lawrenceburg (Ind.) Bridge Co., its successors and assigns, to construct, operate, and maintain a bridge across the Miami River between Lawrenceburg, Dearborn County, Ind., and a point in Hamilton County, Ohio, near Columbia Park, Hamilton County, Ohio; with amendment (Rept. No. 2015). Referred to the House Calendar.

Mr. BARKLEY: Committee on Interstate and Foreign Commerce. H. R. 16685. A bill granting the consent of Congress to the Carrollton Bridge Co., its successors and assigns, to construct, operate, and maintain a bridge across the Ohio River between Carrollton, Carroll County, Ky., and a point directly across the river in Switzerland County, Ind.; with amendment (Rept. No. 2016). Referred to the House Calendar.

Mr. WYANT: Committee on Interstate and Foreign Commerce. H. R. 16889. A bill to extend the time for construction of a bridge across the southern branch of the Elizabeth River, near the cities of Norfolk and Portsmouth, in the county of Norfolk, State of Virginia; with amendment (Rept. No. 2017). Referred to the House Calendar.

REPORTS OF COMMITTEES ON PRIVATE BILLS AND RESOLUTIONS

Under clause 2 of Rule XIII,

Mr. VINCENT of Michigan: Committee on Claims. S. 1818. An act for the relief of Lillie F. Evans; with amendment (Rept. No. 2008). Referred to the Committee of the Whole House.

Mr. VINSON of Georgia: Committee on Naval Affairs. H. R. 15855. A bill for the relief of Clifford J. Sanghove; without amendment (Rept. No. 2009). Referred to the Committee of the Whole House.

Mr. COLTON: Committee on the Public Lands. H. R. 16706. An act for the relief of Wilford W. Caldwell; without amendment (Rept. No. 2010). Referred to the Committee of the Whole House.

Mr. SWING: Committee on the Public Lands. S. 1661. An act conferring jurisdiction upon the Court of Claims to hear and determine the claim of Mrs. Patrick H. Bodkin; with amendment (Rept. No. 2012). Referred to the Committee of the Whole House.

PUBLIC BILLS AND RESOLUTIONS

Under clause 3 of Rule XXII, public bills and resolutions were introduced and severally referred as follows:

By Mr. TINCHER: A bill (H. R. 17024) authorizing the appropriation of $2,500 for the erection of a monument or other form of memorial at Medicine Lodge, Kans., to commemorate the holding of the Indian peace council, at which treaties were made with the Plains Indians in October, 1867; to the Committee on the Library.

By Mr. JONES: A bill (H. R. 17025) to place agricultural products and provisions upon a price equality with other commodities; to the Committee on Agriculture.

By Mr. McLEOD: A bill (H. R. 17026) to amend and supplement the naturalization laws, and for other purposes; to the Committee on Immigration and Naturalization.

By Mr. WOOD: Concurrent resolution (H. Con. Res. 51) providing that Congress encourage the use of American materials in American-made goods; to the Committee on Interstate and Foreign Commerce.

MEMORIALS

Under clause 3 of Rule XXII, memorials were presented and referred as follows:

Memorial of the Legislature of the State of West Virginia, to repeal the Federal estate tax of the revenue law effective February 26, 1926; to the Committee on Ways and Means.

By Mr. CARSS: Memorial of the Legislature of the State of Minnesota, relative to the St. Lawrence seaway; to the Committee on Rivers and Harbors.

Also, memorial of the Legislature of the State of Minnesota, to enact legislation to restore and maintain equality to agriculture; to the Committee on Agriculture.

Also, memorial of the Legislature of the State of Minnesota, asking that available space at Fort Snelling be used for beds in order that the disabled service men of Minnesota may be adequately cared for; to the Committee on Military Affairs.

Also, memorial of the Legislature of the State of Minnesota, requesting the passage of such legislation, and the proper arrangements with Canada, for the relief of certain territory in Roseau and Kittson Counties, Minn. from flood damages incident to the discharge of waters into said territory from Canada; to the Committee on Flood Control.

By Mr. PARKS: Memorial of the Legislature of the State of Arkansas, requesting that Muscle Shoals be used for public purposes and not leased to private ownership; to the Committee on Military Affairs.

By Mr. ROWBOTTOM: Memorial of the Legislature of the State of Indiana, requesting Congress to appropriate funds for a United States veterans' bureau, etc.; to the Committee on Appropriations.

By Mr. WOOD: Memorial of the Legislature of the State of Indiana, requesting Congress to appropriate funds for a United States veterans' general hospital, etc.; to the Committee on the World War Veterans' Legislation.

PRIVATE BILLS AND RESOLUTIONS

Under clause 1 of Rule XXII, private bills and resolutions were introduced and severally referred as follows:

By Mr. ARNOLD: A bill (H. R. 17027) granting an increase of pension to Harriet C. Bruce; to the Committee on Invalid Pensions.

By Mr. DENISON: A bill (H. R. 17028) granting an increase of pension to Anna Fetsch; to the Committee on Invalid Pensions.

By Mr. EATON: A bill (H. R. 17029) granting an increase of pension to Ellen Kolb; to the Committee on Invalid Pensions.

By Mr. EDWARDS: A bill (H. R. 17030) for the relief of John A. Woods; to the Committee on World War Veterans' Legislation.

By Mr. HOGG: A bill (H. R. 17031) granting a pension to Anna M. Hyde; to the Committee on Pensions.

By Mr. MURPHY: A bill (H. R. 17032) granting an increase of pension to Emma J. Isenhood; to the Committee on Invalid Pensions.

By Mr. MAJOR: A bill (H. R. 17033) granting a pension to Nancy M. Cowan; to the Committee on Invalid Pensions.

By Mr. UNDERWOOD: A bill (H. R. 17034) granting a pension to Matilda Larimer; to the Committee on Invalid Pensions.

PETITIONS, ETC.

Under clause 1 of Rule XXII, petitions and papers were laid on the Clerk's desk and referred as follows:

6244. By Mr. ARNOLD: Petition from citizens of Mason, Ill., urging the passage of the Civil War pension bill; to the Committee on Invalid Pensions.

6245. By Mr. BLOOM: Petition of United States Patriotic Society (Inc.), requesting the publication and distribution of the Constitution of the United States in simplified or primer form, in English and in the various languages of our alien inhabitants, arranging for the distribution of same and punishment of organizations, persons, or agencies obtaining money or anything from any person to whom such publication or instruction is given; to the Committee on Printing.

6246. By Mr. BOIES: Petition of the 1,000 delegates of the various trade, territorial, and fraternal divisions of the country, assembled in joint session in the city of New York, favoring the repeal of the war-time Pullman surcharge; to the Committee on Interstate and Foreign Commerce.

6247. Also, petition of the Greater Des Moines committee, favoring the passage of the McNary-Haugen agricultural bill; to the Committee on Agriculture.

6248. By Mr. BOYLAN: Petition of chamber of commerce of the State of New York, that a bill be passed by Congress making a suitable appropriation to provide an adequate military post on Governors Island and the improvement of housing facilities there; to the Committee on Military Affairs.

6249. Also, petition of Department of New York of the American Legion, indorsing the principles of retirement for disabled emergency Army officers, which principles are embodied in pending measures now before Congress (S. 3027 and H. R. 4548); to the Committee on World War Veterans' Legislation.

6250. Also, petition of Government Club (Inc.) of New York City, demanding the maintenance of the Army of the United States in accord with the provisions of the national defense act of 1920 and in accordance with the plans projected by the General Staff of the United States Army, and particularly implore Congress to maintain the Navy in accord with the 5-5-3 ratio; to the Committee on Naval Affairs.

6251. Also, Petition of Lieut. H. L. McCorckle Camp No. 2, United Spanish War Veterans, Department of Tennessee, that all National Soldiers' Homes should not be taken over by the Veterans' Bureau, because the present management functions satisfactorily; to the Committee on World War Veterans' Legislation.

6252. By Mr. BULWINKLE: Petition of Mrs. M. E. Fisher and other citizens of Madison County, N. C., for increased pensions for widows of the Civil War; to the Committee on Invalid Pensions.

6253. By Mr. CANFIELD: Petition of W. S. Lemon and 39 other residents of Friendship, Ind., urging the passage of legislation for increasing the pensions of Civil War soldiers and widows of soldiers; to the Committee on Invalid Pensions.

6254. By Mr. CARSS: Petition of International Falls Trades and Labor Assembly, opposing legislation providing for registration of aliens, and for fingerprinting and photographing the foreign born for purposes of identification; to the Committee on Immigration and Naturalization.

6255. By Mr. CARTER of California: Petition of the patients of the United States Veterans' Hospital No. 102, Livermore, Calif., petitioning for the amendment of paragraph 7, section 202, of the amendment of July 2, 1926, to the World War veterans' act; to the Committee on World War Veterans' Legislation.

6256. Also, petition of Mrs. Kate Daly and 85 other voters of Oakland and Berkeley, Calif., urging the passage of a bill increasing the pensions of veterans of the Civil War and widows of veterans; to the Committee on Invalid Pensions.

6257. Also, petition of J. W. Little, Mrs. Maude Little, and Mrs. Sarah A. Davis, of Oakland, Calif., urging the passage of legislation increasing the pensions of Civil War veterans and widows of veterans; to the Committee on Invalid Pensions.

6258. By Mr. CELLER: Petition of New York Board of Aldermen, favoring loans on soldiers' bonus certificates; to the Committee on World War Veterans' Legislation.

6259. By Mr. CHALMERS: Petition signed by constituents of Toledo, urging the passage of legislation increasing the pensions of all Civil War veterans and widows of veterans; to the Committee on Invalid Pensions.

6260. By Mr. CHINDBLOM: Petition of Clarence E. Baker and 64 other citizens of North Chicago, Ill., and 4 citizens of Rockford, Ill., urging passage of a bill granting increases of pension to Civil War veterans and widows of veterans; to the Committee on Invalid Pensions.

6261. By Mr. DALLINGER: Petition of citizens of Medford, Mass., urging increasing the pensions of Civil War veterans and widows of veterans; to the Committee on Invalid Pensions.

6262. By Mr. DENISON: Petition of various citizens of West Frankfort, Ill., urging that immediate steps be taken to bring to a vote a Civil War pension bill in order that relief may be accorded to needy and suffering veterans and widows of veterans; to the Committee on Invalid Pensions.

6263. Also, petition of various citizens of Cairo, Ill., urging that immediate steps be taken to bring to a vote the Civil War pension bill in order that relief may be accorded to needy and suffering veterans and widows of veterans; to the Committee on Invalid Pensions.

6264. By Mr. DYER: Petition of citizens of St. Louis, Mo., protesting against passage of House bill 10311, known as the Sunday observance bill; to the Committee on the District of Columbia.

6265. By Mr. ESLICK: Petition of Mrs. W. I. Sims and others, favoring increase of pension to soldiers and sailors of the Civil War and widows of soldiers and sailors; to the Committee on Invalid Pensions.

6266. By Mr. GALLIVAN: Petition of Bernard J. Rothwell, president Bay State Milling Co., 608 Grain and Flour Exchange, India and Milk Streets, Boston, Mass., vigorously opposing the McNary-Haugen farm bill as illogical and uneconomic; to the Committee on Agriculture.

6267. By Mr. GARBER: Petition of the Department of Oklahoma, American Legion, indorsing Senate bill 3027 and House bill 4548, providing for the retirement of disabled emergency Army officers; to the Committee on World War Veterans' Legislation.

6268. Also, petition of the Disabled American Veterans of the World War, Chapter No. 6, Liberty, N. Y., protesting against the removal of patients from Liberty, N. Y., to Government institutions located in different climates and different States; to the Committee on World War Veterans' Legislation.

6269. Also, petition of certain citizens of Weatherford, Okla., urging extension of time to the railroad companies in which to pay off their indebtedness to the Government and a reduction in the interest from 6 per cent, which it now bears, to a rate not less than 4½ per cent; to the Committee on Ways and Means.

6270. Also, petition of the Abraham Lincoln Post, No. 4, Grand Army of the Republic; the Denver Circle, No. 1, Ladies of the Grand Army of the Republic; Kensington Circle, No. 26, Ladies of the Grand Army of the Republic; Ida McKinley Tent, No. 3, Daughters of Union Veterans; and Jane C. Denver Tent, No. 9, Daughters of Union Veterans, urging enactment of pension legislation to grant $72 per month to veterans of the Civil War, $125 per month to every survivor who requires aid and assistance, $50 per month for every Civil War widow, and the removal of all limitations on the date of marriage of Civil War widows; to the Committee on Invalid Pensions.

6271. Also, petition urging enactment of legislation for relief of Civil War veterans and widows of veterans, by the citizens of Major County, Okla.; to the Committee on Invalid Pensions.

6272. By Mr. GREENWOOD: Petition of Mr. Karl Sutherland, Mrs. Lizzie Smallwood, and 76 other citizens of Monroe County, Ind., urging that immediate steps be taken to bring to a vote a Civil War pension bill carrying the proposed rates of the National Tribune in order that relief may be accorded to the needy and suffering veterans and widows of veterans; to the Committee on Invalid Pensions.

6273. Also, petition of James E. Combs, Eliza Fields, and 74 other citizens of Greene County, Ind., urging that immediate steps be taken to bring to a vote the Civil War pension bill in order that relief may be accorded to needy and suffering veterans and widows of veterans; to the Committee on Invalid Pensions.

6274. By Mr. HADLEY: Petition of Department of Washington, Disabled American Veterans of the World War, relative to section 202, paragraph 7, World War veterans act; to the Committee on World War Veterans' Legislation.

6275. By Mr. HALL of Indiana: Petition of Edgar Zimmerman and 20 others, of Cass County, Ind., asking for action on pension for Civil War veterans; to the Committee on Invalid Pensions.

6276. Also, petition of Bert L. Wilson and 43 citizens of Logansport, Ind., protesting against House bill 10311, the Sunday bill, or any other bill enforcing observance of the Sabbath; to the Committee on the District of Columbia.

6277. By Mr. HARE: Resolution of Ellenton Agricultural Club, Ellenton, S. C., urging Senators and Representatives in Congress to look into the wisdom of supporting a tariff on jute and other products coming in competition with cotton; to the Committee on Ways and Means.

6278. By Mr. HAYDEN: Petitions signed by 496 citizens of Arizona, urging the passage of House bill 11, the Capper-Kelly resale price bill; to the Committee on Interstate and Foreign Commerce.

6279. By Mr. HICKEY: Petition of Mrs. Sarah T. Curtis and other citizens, of South Bend, Ind., urging the passage of a bill increasing the pension of Civil War veterans and widows of veterans; to the Committee on Invalid Pensions.

6280. Also, petition of Mrs. Rhoda E. Lawrence and citizens, of La Porte, Ind., urging the passage of a bill increasing the pensions of Civil War veterans and widows of veterans; to the Committee on Invalid Pensions.

6281. By Mr. HOGG: Petition of Mr. and Mrs. Mark Carter and 50 other veterans and widows of the Civil War, asking early liberalization of the pension laws; to the Committee on Invalid Pensions.

6282. By Mr. HOOPER: Petition of Mrs. Amelia M. Frohm and 49 other residents, of Battle Creek, Mich., in favor of pending legislation to increase the present rates of pension of Civil War veterans, their widows, and dependents; to the Committee on Invalid Pensions.

6283. Also, petition of Elizabeth E. Henry and 16 other residents of Battle Creek, Mich., in favor of pending legislation to increase the pension rates of pensions of Civil War veterans, their widows, and dependents; to the Committee on Invalid Pensions.

6284. By Mr. HOWARD: Petition favoring the passage of legislation for increase of pensions for Civil War veterans and widows of veterans, submitted by Mrs. Elizabeth C. Banghart, North Bend, Dodge County, Nebr.; to the Committee on Invalid Pensions.

6285. By Mr. JOHNSON of Washington: Petition of residents of Chehalis, Wash., in behalf of increased pensions for veterans of the Civil War and widows of veterans; to the Committee on Invalid Pensions.

6286. By Mr. KELLY: Petition of Homewood Presbyterian Church, of Pittsburgh, Pa., urging passage of Sunday rest law; to the Committee on the District of Columbia.

6287. Also, petition of citizens of McKeesport, Pa., favoring Civil War pension legislation; to the Committee on Invalid Pensions.

6288. By Mr. KINDRED: Resolution and petition of the National Council of Traveling Salesmen's Associations, asking the repeal of the Pullman surcharge; to the Committee on Interstate and Foreign Commerce.

6289. By Mr. LAMPERT: Petition of Mrs. Crown and 37 other residents of Markesan, Wis., urging increased pensions for veterans of the Civil War and widows of veterans; to the Committee on Invalid Pensions.

6290. By Mr. LEAVITT: Petition of numerous citizens of Daniels County, Mont., urging increased pension rates for Civil War veterans and widows of veterans; to the Committee on Invalid Pensions.

6291. By Mr. McCLINTIC: Petition of 10 voters of Custer County, praying for the passage of a bill to increase the pensions of Civil War veterans, their widows, and dependents; to the Committee on Invalid Pensions.

6292. By Mr. McFADDEN: Petitions of residents of Ulster and vicinity, New Albany, Gibson Township, Orwell Township, Sayre, Athens Township, and Laceyville, Pa., to bring to a vote the Civil War pension bill carrying the rates proposed by the National Tribune; to the Committee on Invalid Pensions.

6293. By Mr. McKEOWN: Petition signed by Ben Durant, George Scott, Matilda Brown, Joe Bruner, John Bruner H. Barnes, and Mr. C. H. Vaughn, all of Bristow, Okla., urging that immediate steps be taken to bring the Civil War pension bill to a vote; to the Committee on Invalid Pensions.

6294. Also, petition by the Traveling Salesmen's Associations, urging the repeal of the war-time Pullman surcharge; to the Committee on Interstate and Foreign Commerce.

6295. Also, petition of Mrs. Henry Cole, Mr. and Mrs. J. L. Ray, Mrs. Cassie Sims, and many others, from Mannsville, Okla., urging that immediate steps be taken to bring the Civil War pension bill to a vote; to the Committee on Invalid Pensions.

6296. By Mr. McSWEENEY: Petitions of citizens of Killbuch, Holmes County, and New Philadelphia, Ohio, requesting speedy action on proposed pension legislation relieving veterans of Civil War, and widows of veterans; to the Committee on Invalid Pensions.

6297. By Mr. MURPHY: Petition by Traveling Salesmen of America, for the repeal of the war-time Pullman surcharge; to the Committee on Interstate and Foreign Commerce.

6298. Also, petition by voters of Salem, Ohio, urging that immediate steps be taken to bring to a vote a Civil War pension bill in order that relief may be accorded to needy and suffering veterans and widows of veterans; to the Committee on Invalid Pensions.

6299. By Mr. O'CONNELL of New York: Petition of the Chamber of Commerce of the State of New York, strongly urges that the headquarters of the American Republic Line remain in New York; to the Committee on the Merchant Marine and Fisheries.

6300. By Mr. OLDFIELD: Petition of citizens of Fulton County, Ark., urging the passage of House bill 13450; to the Committee on Invalid Pensions.

6301. Also, petition of citizens of Randolph County, Ark., urging the passage of House bill 13450; to the Committee on Invalid Pensions.

6302. By Mr. PATTERSON: Memorial of Cactus Chapter No. 2 and Tuscon Chapter No. 4, Disabled American Veterans of the World War, recommending repeal of the last provision of paragraph 7, section 202, disabled American veterans relief act, of June 6, 1924, and urging enactment into law of House bill 16019; to the Committee on World War Veterans' Legislation.

6303. Also, memorial of Commercial Travelers' Association, praying for immediate action on the bill S. 1143 so as to discontinue the war-time Pullman surcharge by amending section 1 of the interstate commerce act; to the Committee on Interstate and Foreign Commerce.

6304. By Mr. REED of New York: Petition of citizens of Olean, Limestone, and Rushford, N. Y., urging action on a Civil War pension bill (petition not attached); to the Committee on Invalid Pensions.

6305. By Mr. REID of Illinois: Petition signed by inmates of the Soldiers Widows' Home at Wilmington, Ill., urging passage of legislaton for the benefit of veterans of the Civil War and widows of veterans; to the Committee on Invalid Pensions.

6306. By Mrs. ROGERS: Resolution and petition of the National Council of Traveling Salesmen's Associations, for the repeal of the war-time Pullman surcharge; to the Committee on Interstate and Foreign Commerce.

6307. By Mr. ROWBOTTOM: Petition of Mrs. Cordelia Corder and others, of Gibson County, Ind., that the bill increasing the pension of Civil War widows be enacted into law at this session of Congress; to the Committee on Invalid Pensions.

6308. By Mr. SANDERS of New York: Petition of 105 residents of the thirty-ninth congressional district, opposing the passage of compulsory Sunday observance bills; to the Committee on the District of Columbia.

6309. Also, petition of the congregation of the United Presbyterian Church of Pavilion, N. Y., unanimously urging the passage of House bill 10311, the Sunday rest bill for the District of Columbia; to the Committee on the District of Columbia.

6310. Also, petition of 59 residents of the thirty-ninth congressional district of New York, urging the passage of House bill 10311, the Sunday rest bill for the District of Columbia; to the Committee on the District of Columbia.

6311. By Mr. SCHNEIDER: Petition of voters of Green Bay, Wis., urging legislative relief for veterans and widows of the Civil War; to the Committee on Invalid Pensions.

6312. Also, petition of voters of Crandon, Wis., urging legislative relief for veterans and widows of the Civil War; to the Committee on Invalid Pensions.

6313. Also, petition of voters of Gillett, Wis., urging legislative relief for veterans and widows of the Civil War; to the Committee on Invalid Pensions.

6314. By Mr. SINCLAIR: Petition of representatives of 900,000 traveling salesmen, for the repeal of the war-time Pullman surcharge; to the Committee on Interstate and Foreign Commerce.

6315. By Mr. STRONG of Kansas: Petition of voters of Concordia, Kans., urging passage of Civil War pension bill for widows and veterans; to the Committee on Invalid Pensions.

6316. By Mr. TEMPLE: Petition of members and adherents of the Chartiers Cross Roads United Presbyterian Church, Washington County, Pa., in support of the Lankford Sunday rest bill (H. R. 10311); to the Committee on the District of Columbia.

6317. By Mr. THATCHER: Petition of numerous residents of Louisville, Ky., urging passage of a bill granting increases of pension to Civil War veterans and widows of veterans; to the Committee on Invalid Pensions.

6318. Also, petition of certain residents of Louisville, Ky., urging passage of a bill granting increases of pension to Civil War veterans and widows of veterans; to the Committee on Invalid Pensions.

6319. By Mr. THOMPSON: Petition of 140 citizens of Putnam County, Ohio, urging passage of legislation granting more liberal pensions to Civil War veterans and widows of veterans; to the Committee on Invalid Pensions.

6320. By Mr. THURSTON: Petition of citizens of Adams County, Iowa, requesting the Congress to pass legislation to increase pensions of veterans of the Civil War; to the Committee on Invalid Pensions.

6321. Also, petition of Greater Des Moines Committee, indorsing the McNary-Haugen bill; to the Committee on Agriculture.

6322. Also, petition of citizens of Afton, Union County, Iowa, requesting the Congress to pass legislation to increase pensions now allowed to veterans of the Civil War and their dependents; to the Committee on Invalid Pensions.

6323. By Mr. UNDERWOOD: Petition of Mrs. Clyde Humphreys et al., Mrs. Emma Hockman et al., Chas. C. Wolfe et al., D. P. Camp et al., and David C. Throckmorton et al., favoring Civil War pension legislation; to the Committee on Invalid Pensions.

6324. By Mr. VINCENT of Michigan: Petition of residents of the eighth district, urging further relief for Civil War veterans and widows of veterans; to the Committee on Invalid Pensions.

6325. By Mr. WATSON: Petitions from residents of Bucks County, Pa., urging further relief for Civil War veterans and widows of veterans; to the Committee on Invalid Pensions.

SENATE

WEDNESDAY, *February 9, 1927*

The Chaplain, Rev. J. J. Muir, D. D., offered the following prayer:

Our heavenly Father, we love to call Thee by that name, for such is the endearment because we know that Thou art looking after our interests and ever seeking our welfare. Thou hast permitted us to see the morning light and opened to us opportunities of service in Thy name and for Thy glory. Be pleased to be with us this day. Guide our thoughts, influence our purposes, and lead us onward. For Thy name's sake we ask it. Amen.

The Chief Clerk proceeded to read the Journal of yesterday's proceedings when, on request of Mr. CURTIS and by unanimous consent, the further reading was dispensed with and the Journal was approved.

MESSAGE FROM THE HOUSE

A message from the House of Representatives, by Mr. Haltigan, one of its clerks, announced that Mr. TINKHAM and Mr. GRIFFIN were appointed as additional managers on the part of the House at the conference on the bill (H. R. 16576) making appropriations for the Departments of State and Justice and for the judiciary, and for the Departments of Commerce and Labor, for the fiscal year ending June 30, 1928, and for other purposes.

The message also announced that the House had passed a bill (H. R. 16863) making appropriations for the legislative branch of the Government for the fiscal year ending June 30, 1928, and for other purposes, in which it requested the concurrence of the Senate.

ENROLLED BILLS AND JOINT RESOLUTIONS SIGNED

The message further announced that the Speaker had affixed his signature to the following enrolled bills and joint resolutions, and they were thereupon signed by the Vice President:

S. 3634. An act providing for the preparation of a biennial index to State legislation;

S. 4942. An act to authorize an appropriation for the purchase of certain privately owned land within the Jicarilla Indian Reservation, N. Mex.;

S. 5499. An act authorizing a survey of the Caloosahatchee River drainage area in Florida, and of Lake Okeechobee and certain territory bordering its shores in Florida;

H. R. 585. An act for the relief of Frederick Marshall;

H. R. 1105. An act for the relief of the Kelly Springfield Motor Truck Co. of California;

H. R. 1330. An act for the relief of Helene M. Hubrich;

H. R. 1464. An act or the relief of Charles C. Hughes;

H. R. 2184. An act for the relief of James Gaynor;

H. R. 2491. An act for the relief of Gordan A. Dennis;

H. R. 4376. An act to allow and credit the accounts of Joseph R. Hebblethwaite, formerly captain, Quartermaster Corps, United States Army, the sum of $237.90 disallowed by the Comptroller General of the United States;