

bat in the European theater may not be sent to the Pacific theater for occupational duties but that those men in service in the States with no overseas service be sent instead. Submitted by Mrs. Ralph Stacy; to the Committee on Military Affairs.

1219. By Mr. LANE: Memorial of Boston Chapter, No. 10, Department of Massachusetts, Disabled American Veterans; to the Committee on the Civil Service.

1220. Also, resolution of the Massachusetts Public Utilities Commission; to the Committee on Interstate and Foreign Commerce.

1221. By Mr. SMITH of Wisconsin: Petition of citizens of Brodhead, Wis., concerning payment and allowances to enlisted men of the Army of the United States for accrued furlough time; to the Committee on Military Affairs.

1222. Also, petition of Seymour White, West Geneva Street, Burlington, Wis., on subject of occupational forces in Europe and Asia; to the Committee on Military Affairs.

1223. By Mr. WEISS: Petition sponsored by Local 601, United Electrical, Radio, and Machine Workers of America, CIO, in support of the Murray-Patman full employment bill, with signatures of approximately 3,000 in East Pittsburgh, Pa., and vicinity; to the Committee on Ways and Means.

1224. By the SPEAKER: Petition of the Democratic Committee of Milwaukee County, Milwaukee, Wis., petitioning consideration of their resolution with reference to their endorsement of the Kilgore legislation, providing employment compensation of \$25 per week for 26 weeks; to the Committee on Ways and Means.

## SENATE

WEDNESDAY, OCTOBER 3, 1945

(Legislative day of Tuesday, October 2, 1945)

The Senate met at 12 o'clock meridian, on the expiration of the recess.

The Chaplain, Rev. Frederick Brown Harris, D. D., offered the following prayer:

O God of law as well as of mercy, groping for light in this era shadowed by horror and for life in this dread day darkened by death, we but reap the harvest our hands have sown. Open our ears as the long centuries toll the knell of systems that have had their day and ceased to be.

O Thou before whose face nations wax and wane, Thou who wilt not be mocked, for tomorrow's weal make us to know and obey Thy will, that it may be done on earth as it is in heaven. Amen.

### THE JOURNAL

On request of Mr. BARKLEY, and by unanimous consent, the reading of the Journal of the proceedings of the calendar day Tuesday, October 2, 1945, was dispensed with, and the Journal was approved.

### MESSAGES FROM THE PRESIDENT

Messages in writing from the President of the United States were communicated to the Senate by Mr. Miller, one of his secretaries.

### PARADE IN HONOR OF ADMIRAL CHESTER W. NIMITZ

Mr. BARKLEY. Mr. President, I ask unanimous consent that a letter just received by Mr. Biffle, the Secretary of the Senate, relating to the arrangements for

the parade in honor of Admiral Nimitz, be printed in the RECORD for the information of the Senate.

There being no objection, the letter was ordered to be printed in the RECORD, as follows:

WASHINGTON BOARD OF TRADE,  
Washington, D. C., October 2, 1945.

Hon. LESLIE BIFFLE,  
Secretary of the Senate,  
United States Senate,

Washington 25, D. C.

DEAR MR. BIFFLE: The Commissioners of the District of Columbia and the citizens' committee for the reception to Admiral Chester W. Nimitz have arranged for the public parade immediately following the joint session of Congress on Friday, October 5, to form near the United States Capitol Building and to pass along the east front so that all Members of the Congress may have an opportunity to participate in this colorful feature on the program.

We shall be grateful if you will share this information with the officers and Members of the Senate.

According to the tentative schedule, the parade will begin as soon as Admiral Nimitz takes his place at the head of the procession, at approximately 1:10 p. m.

With appreciation of your unfailing interest and cooperation, I am,

Sincerely yours,

FLOYD D. AKERS,  
General Chairman,  
Citizens' Committee for the Reception  
to Admiral Chester W. Nimitz.

### CALL OF THE ROLL

Mr. BARKLEY. I suggest the absence of a quorum.

The PRESIDENT pro tempore. The clerk will call the roll.

The Chief Clerk called the roll, and the following Senators answered to their names:

Aiken	Hart	Myers
Andrews	Hatch	O'Daniel
Austin	Hawkes	O'Mahoney
Bailey	Hayden	Overton
Ball	Hickenlooper	Radcliffe
Bankhead	Hill	Reed
Barkley	Hoey	Revercomb
Bilbo	Johnson, Colo.	Robertson
Briggs	Johnston, S. C.	Russell
Brooks	Kilgore	Saltstall
Buck	Knowland	Shipstead
Butler	La Follette	Smith
Byrd	Langer	Stewart
Capper	Lucas	Taft
Capehart	McCarran	Thomas, Okla.
Carville	McClellan	Tunnell
Chavez	McFarland	Tydings
Connally	McKellar	Vandenberg
Cordon	McMahon	Wagner
Donnell	Magnuson	Walsh
Ellender	Maybank	Wheeler
Ferguson	Mead	Wherry
Fulbright	Millikin	White
George	Mitchell	Wiley
Gerry	Moore	Willis
Guffey	Morse	Wilson
Gurney	Murray	Young

Mr. HILL. I announce that the Senator from Mississippi [Mr. EASTLAND] and the Senator from Virginia [Mr. GLASS] are absent because of illness.

The Senator from Kentucky [Mr. CHANDLER], the Senator from California [Mr. DOWNEY], the Senator from Rhode Island [Mr. GREEN], the Senator from Utah [Mr. MURDOCK], and the Senator from Idaho [Mr. TAYLOR] are detained on public business.

The Senator from Florida [Mr. PEPPER] is absent on official business.

The Senator from Utah [Mr. THOMAS] is absent as a delegate from the United States to the International Labor Conference in Paris.

Mr. WHERRY. The Senator from New Hampshire [Mr. BRIDGES], the Senator from Maine [Mr. BREWSTER], and the Senator from New Hampshire [Mr. TOBEY] are necessarily absent.

The Senator from South Dakota [Mr. BUSHFIELD] and the Senator from Idaho [Mr. THOMAS] are absent because of illness.

The PRESIDENT pro tempore. Eighty-one Senators having answered to their names, a quorum is present.

### DEVELOPMENT OF THE GREAT LAKES-ST. LAWRENCE BASIN—MESSAGE FROM THE PRESIDENT (H. DOC. NO. 302)

The PRESIDENT pro tempore laid before the Senate a message from the President of the United States, which was read by the legislative clerk, referred to the Committee on Foreign Relations, and ordered to be printed, as follows:

#### To the Congress of the United States:

As a part of our program of international cooperation, expanding foreign trade, and domestic progress in commerce and industry, I recommend the speedy approval by the Congress of the agreement of March 19, 1941, between the United States and Canada for the development of the Great Lakes-St. Lawrence Basin. When approved, the two countries will be able to harness for the public benefit one of the greatest natural resources of North America, opening the Great Lakes to ocean navigation, and creating 2,200,000 horsepower of hydroelectric capacity to be divided equally between the people of the United States and Canada.

The development, utilization, and conservation of our natural resources are among those fields of endeavor where the Government's responsibility has been well recognized for many generations.

During the war we were forced to suspend many of the projects designed to harness the waters of our great rivers for the promotion of commerce and industry and for the production of cheap electric power. We must now resume these projects and embark upon others.

The Congress and the people of our country can take just pride and satisfaction in the foresight they showed by developing the Tennessee and Columbia Rivers and the rivers in the Central Valley of California. Without the power from these rivers the goal of 50,000 airplanes a year—considered fantastic only five short years ago, but actually surpassed twice over—would have been impossible. Nor could we have developed the atomic bomb as early as we did without the large blocks of power we used from the Tennessee and Columbia Rivers.

The timely development of these rivers shortened the war by many years and saved countless American lives. We must ever be grateful for the vision of the late President Franklin D. Roosevelt and the wisdom of Congress in urging and approving the harnessing of these priceless natural resources.

One of the great constructive projects of the North American Continent, in fact, one of the great projects of the world, which was delayed by the exigencies of war, is the St. Lawrence seaway and power project.

For 50 years the United States and Canada, under both Republican and Democratic administrations, under liberal and conservative governments, have envisioned the development of the project together, as a joint enterprise.

Upon the expectation that we would join with them in completing this great engineering project, Canada has already built more than half its share of the undertaking.

We, however, still have our major contribution to make.

Every engineering investigation during the past 50 years, every economic study in the past 25 years, has found the project feasible and economically desirable. The case has been proved; the plans are ready.

The St. Lawrence seaway will make it possible to utilize our war expanded factories and shipping facilities in the development of international economic cooperation and enlarging world commerce. New and increasing opportunities for production and employment by private enterprise can be expected from this cheap water transportation.

It is the kind of useful construction which will furnish lucrative employment to many thousands of our people.

The completion of the seaway will bring many benefits to our great neighbor and ally on the north. The experience of two wars and of many years of peace has shown beyond question that the prosperity and defense of Canada and of the United States are closely linked together.

By development of our natural-water-power resources, we can look forward with certainty to greater use of electricity in the home, in the factory, and on the farm. The national average annual consumption of electricity by domestic consumers has almost doubled in the past 10 years. Even with that increase, the national average is only 65 percent as high as in the Tennessee Valley, where electric rates are lower. Increase in the consumption of electricity will mean more comforts on the farms and in city homes. It will mean more jobs, more income, and a higher standard of living. We are only on the threshold of an era of electrified homes and mechanical aids

to better living. We can encourage this trend by using the bounty of nature in the water power of our rivers.

If we develop the water power of the St. Lawrence River, the United States share of that power will be available for distribution within a radius of 300 miles. This will include most of New York State and its neighbor States to the east. Public and private agencies will be able to pass on to the consumers in that area all the advantages of this cheap power.

Under the leadership of Governor and later President Roosevelt, the State of New York created the framework of a State power program. I have always been, and still am, in favor of that program.

Under it the power facilities are to be constructed by the Federal Government and turned over by it to the State of New York. The terms of allocation of costs to the State of New York have been agreed upon in a memorandum of agreement dated February 7, 1933, recommended for execution by the United States Army Corps of Engineers and the Power Authority of the State of New York. This basis of allocation is fair and acceptable.

It has always been understood by the responsible proponents of this development that the water-power project should become the property of the State of New York, and that the electric power should be developed and handled by the State. That should continue to be the policy, and I recommend that it be so declared by the Congress.

Any agreement with the State of New York to this end must protect the interests of the United States as well as the interests of neighboring States and will, of course, have to be submitted for approval by the Congress before it can become effective.

I urge upon the Congress speedy enactment of legislation to accomplish these objectives so that work may start on this great undertaking at the earliest possible time.

HARRY S. TRUMAN.

THE WHITE HOUSE, October 3, 1945.

#### REPORTS OF COMMITTEES

The following reports of committees were submitted:

#### SENATE MILITARY AFFAIRS COMMITTEE, SUBCOMMITTEE ON WAR MOBILIZATION

OCTOBER 2, 1945.

To the Senate:

The above-mentioned committee hereby submits the following report showing the

names of persons employed by the committee who are not full-time employees of the Senate or of the committee for the month of September 1945, in compliance with the

By Mr. O'MAHONEY, from the Committee on the Judiciary:

S. J. Res. 92. Joint resolution proposing an amendment to the Constitution of the United States relative to voting qualifications; without amendment (Rept. No. 614).

By Mr. RUSSELL, from the Committee on Immigration:

H. R. 3466. A bill to amend the Nationality Act of 1940 to preserve the nationality of citizens residing abroad; without amendment (Rept. No. 615).

By Mr. O'DANIEL, from the Committee on Claims:

S. 1017. A bill for the relief of Charlie B. Rouse, Louette Rouse, and Rachel Rouse; with an amendment (Rept. No. 620);

H. R. 851. A bill for the relief of Oscar R. Steinert; with an amendment (Rept. No. 619);

H. R. 1393. A bill for the relief of Mrs. Laura May Ryan; without amendment (Rept. No. 616);

H. R. 1565. A bill for the relief of Inglis Construction Co., a corporation; without amendment (Rept. No. 617); and

H. R. 1889. A bill for the relief of Anna Mattil and others; without amendment (Rept. No. 618).

By Mr. ELLENDER, from the Committee on Claims:

S. 1081. A bill for the relief of Aftab Ali; without amendment (Rept. No. 621); and

S. 1126. A bill for the relief of Alice A. Murphy; without amendment (Rept. No. 622).

#### REPORT ON DISPOSITION OF EXECUTIVE PAPERS

Mr. BARKLEY, from the Joint Select Committee on the Disposition of Executive Papers, to which was referred for examination and recommendation a list of records transmitted to the Senate by the Archivist of the United States that appeared to have no permanent value or historical interest, submitted a report thereon pursuant to law.

#### PERSONS EMPLOYED BY COMMITTEES WHO ARE NOT FULL-TIME SENATE OR COMMITTEE EMPLOYEES

The PRESIDENT pro tempore laid before the Senate reports for the month of September 1945 from the chairmen of certain committees, in response to Senate Resolution 319 (78th Cong.), relating to persons employed by committees who are not full-time employees of the Senate or any committee thereof, which were ordered to lie on the table and to be printed in the RECORD, as follows:

terms of Senate Resolution 319, agreed to August 23, 1944:

Name of individual	Address	Name and address of department or organization by whom paid	Annual rate of compensation
Ann S. Gertler.....	3721 39th St. NW., Washington, D. C.....	Department of Interior, Washington, D. C.....	\$2,980.00
Joan P. Karasik.....	1919 19th St., Washington, D. C.....	Foreign Economic Administration, Washington, D. C.....	4,300.00
C. Theodore Larson.....	3917 North 5th St., Arlington, Va.....	National Housing Agency, Washington, D. C.....	6,280.00
Fritzie P. Manuel.....	1621 T St. NW., Washington, D. C.....	War Manpower Commission, Washington, D. C.....	5,180.00
Darel McConkey.....	509 Fontaine St., Alexandria, Va.....	do.....	5,180.00
Cora L. Moen.....	5327 16th St. NW., Washington, D. C.....	Office of Price Administration, Washington, D. C.....	2,320.00
Elizabeth H. Oleksy.....	1620 Fuller St. NW., Washington, D. C.....	War Production Board, Washington, D. C.....	3,090.00
Mary Jane Oliveto.....	500 B St. NE., Washington, D. C.....	National Housing Agency, Washington, D. C.....	2,100.00
Francis C. Rosenberger.....	5814 64th Ave., East Riverdale, Md.....	Office of Price Administration, Washington, D. C.....	5,180.00
Herbert Schimmel.....	3604 Minnesota Ave. SE., Washington, D. C.....	War Production Board, Washington, D. C.....	9,012.50
Marjorie J. Tillis.....	211 Delaware Ave. SW., Washington, D. C.....	Foreign Economic Administration, Washington, D. C.....	3,640.00

H. M. KILGORE, Chairman.



## COMMITTEE ON NAVAL AFFAIRS

SEPTEMBER 30, 1945.

To the Senate:

The above-mentioned committee hereby submits the following report showing the

names of persons employed by the committee who are not full-time employees of the Senate or of the committee for the month of September 1945, in compliance with the

terms of Senate Resolution 319, agreed to August 23, 1944:

Name of individual	Address	Name and address of department or organization by whom paid	Annual rate of compensation
Capt. James A. Saunders, U. S. Navy (retired).	4105 Oliver St., Chevy Chase, Md.	Office of the Chief of Naval Operations, Navy Department, Washington, D. C.	\$6,000
Chief Yeoman Herbert S. Atkinson (A. A.), U. S. Naval Reserve.	2405 Pennington Rd., Trenton, N. J.	do	1,588

DAVID I. WALSH, Chairman.

## SENATE NAVY LIAISON OFFICE, ROOM 461, SENATE OFFICE BUILDING

SEPTEMBER 30, 1945.

To the Senate:

The above-mentioned committee hereby submits the following report showing the

names of persons employed by the committee who are not full-time employees of the Senate or of the committee for the month of September 1945, in compliance with the

terms of Senate Resolution 319, agreed to August 23, 1944:

Name of individual	Address	Name and address of department or organization by whom paid	Annual rate of compensation
Lieut. Frederick A. McLaughlin, U. S. Naval Reserve.	317 Lynn Drive, Chevy Chase, Md.	Bureau of Naval Personnel, Navy Department, Washington, D. C.	\$2,400
Lieut. Joseph G. Feeney, U. S. Naval Reserve.	2745 25th St. NW., Washington, D. C.	do	2,400
Yeoman 2c Eleanor W. St. Clair, U. S. Naval Reserve.	2124 R St. NW., Washington, D. C.	do	1,152
Yeoman 2c Loretto F. Jochman, U. S. Naval Reserve.	do	do	1,152

The above employees are representatives of the Bureau of Naval Personnel, Navy Department, to assist Senators on naval personnel matters.

DAVID I. WALSH.

## BILLS AND JOINT RESOLUTION INTRODUCED

\*Bills and a joint resolution were introduced, read the first time, and, by unanimous consent, the second time, and referred as follows:

By Mr. McCARRAN:

S. 1451. A bill to regulate the review of judgments of conviction in certain criminal cases;

S. 1452. A bill to regulate habeas corpus proceedings in the courts of the United States; and

S. 1453. A bill to amend an act entitled "An act to establish a uniform system of bankruptcy throughout the United States," approved July 1, 1898, and acts amendatory thereof and supplementary thereto; to the Committee on the Judiciary.

By Mr. CORDON:

S. 1454. A bill to amend the act entitled "An act to expedite the provision of housing in connection with national defense, and for other purposes," approved October 14, 1940, as amended; to the Committee on Education and Labor.

By Mr. JOHNSTON of South Carolina:

S. 1455. A bill to amend the Internal Revenue Code so as to exempt from taxation all amounts received by members of the armed forces as compensation for military or naval service performed during World War II; to the Committee on Finance.

(Mr. MURRAY (for himself, Mr. WAGNER, and Mr. McMAHON) introduced Senate bill 1456, which was referred to the Committee on Education and Labor, and appears under a separate heading.)

By Mr. WHEELER:

S. 1457. A bill authorizing the Secretary of the Interior to issue a patent in fee to Theodore Manning; to the Committee on Indian Affairs.

(Mr. MORSE (for himself and Mr. MEAD) introduced Senate bill 1458, which was referred to the Committee on Commerce, and appears under a separate heading.)

By Mr. HATCH (for himself and Mr. O'MAHONEY):

S. 1459. A bill to provide for the extension of certain oil and gas leases; to the Committee on Public Lands and Surveys.

(Mr. HATCH (by request) introduced Senate bills 1460 and 1461, which were referred to the Committee on Public Lands and Surveys, and appear under separate headings.)

By Mr. BARKLEY:

S. 1462. A bill to provide for water-pollution-control activities in the United States Public Health Service, and for other purposes; to the Committee on Commerce.

(Mr. JOHNSON of Colorado introduced Senate bill 1463, which was ordered to lie on the table, and appears under a separate heading.)

(Mr. MAYBANK introduced Senate Joint Resolution 105, which was referred to the Committee on Commerce, and appears under a separate heading.)

## NATIONAL SYSTEM OF EMPLOYMENT OFFICES

Mr. MURRAY. Mr. President, on behalf of the Senator from New York [Mr. WAGNER], the Senator from Connecticut [Mr. McMAHON], and myself, I ask unanimous consent to introduce for appropriate reference a bill to provide a national system of employment offices. I also ask that a statement in connection with the bill may be printed in the RECORD and appropriately referred.

The PRESIDENT pro tempore. Without objection, the bill and statement will be received and appropriately referred, and the statement will be printed in the RECORD.

The bill (S. 1456) to provide a national system of employment offices, was read twice by its title and referred to the Committee on Education and Labor.

The statement presented by Mr. MURRAY, for himself, Mr. WAGNER, and Mr. McMAHON, was referred to the Committee on Education and Labor and ordered to be printed in the RECORD, as follows:

Mr. MURRAY. Mr. President, I have just introduced, jointly with the distinguished chairman of the Banking and Currency Committee [Mr. WAGNER] and the Senator from Connecticut [Mr. McMAHON] the United States Employment Service Act of 1945.

Just a few days ago the Senate passed the Lucas employment service amendment to the Kilgore unemployment insurance bill. This amendment provided for the return of the United States Employment Service to the States 90 days after enactment. However, the House Ways and Means Committee indefinitely postponed consideration of the entire bill. Prior thereto a rider was attached in the Senate to the appropriation of the War Manpower Commission providing: "That the employment service facilities property and personnel loaned by the States to the United States Employment Service shall be returned to the States not later than 3 months after the termination of hostilities in the war with Japan as determined by Presidential proclamation or by concurrent resolution of Congress."

Neither of these amendments provided for dealing with certain major problems and questions of policy that exist.

The existing legislation relating to the United States Employment Service, known as the Wagner-Peyser Act, provides for the States matching certain Federal funds for the employment service as a condition for State operation of employment service facilities as a part of the United States Employment Service. During the war most State legislatures did not appropriate the necessary State funds to match Federal funds, nor has the Congress appropriated Federal funds to match State funds. In other words, Congress has provided no specific method of financing the United States Employment Service if operated by the States. For this reason additional changes in existing Federal legislation are necessary.

Moreover, it is over 12 years since the Congress considered the basic legislation creating the United States Employment Service. During the war we have gained a great deal of experience in the operation of public employment services which probably requires changes in the basic legislation to make certain that the results of that experience are utilized. The large-scale interstate migration which has occurred during the war also necessitates strengthening the basic legislation to meet more adequately the needs of employers and workers.

Another development of recent years is that separate employment service activities

have been established for veterans, railroad employees, and farm workers—each under separate Federal agencies. This matter should be reviewed to ascertain how they should function with respect to each other. In particular, there has been a great deal of complaint about the difficulty of obtaining farm help through these various employment services.

#### HEARINGS TO BE HELD

All these matters need careful investigation. I am, therefore, arranging to hold hearings on this entire matter with a view to reporting out a bill as soon as possible. An opportunity will be given to all interested Federal and State agencies, and interested public and private organizations and individuals to testify before the committee so that a constructive and satisfactory solution can be found. In the meantime I trust that the Congress will postpone action on any amendment until the Education and Labor Committee has had an opportunity to act.

#### DESIGNATION AS OFFICERS OF CHIEF RADIOTELEGRAPH OPERATOR, ETC.

Mr. MORSE. Mr. President, on behalf of the Senator from New York [Mr. MEAD] and myself, I ask unanimous consent to introduce for appropriate reference a bill to amend the definition of vessels of the United States and officers so as to include within the term "officers" chief radiotelegraph operator and assistant radiotelegraph operator.

There being no objection, the bill (S. 1458) to amend the definition of vessels of the United States and officers so as to include within the term "officers" chief radiotelegraph operator and assistant radiotelegraph operator was received, read twice by its title, and referred to the Committee on Commerce.

#### SALARY OF SOLICITOR OF INTERIOR DEPARTMENT

Mr. HATCH. Mr. President, by request, I ask unanimous consent to introduce for appropriate reference a bill to fix the salary of the Solicitor of the Department of the Interior, and request that a letter from the Secretary of the Interior requesting the legislation be printed in the Record.

The PRESIDENT pro tempore. Without objection, the bill introduced by the Senator from New Mexico will be received and referred as requested, and the letter will be printed in the Record.

The bill (S. 1460) to fix the salary of the Solicitor of the Department of the Interior, was read twice by its title and referred to the Committee on Public Lands and Surveys.

The letter presented by Mr. HATCH is as follows:

THE SECRETARY OF THE INTERIOR,  
Washington, D. C., August 8, 1945.

HON. KENNETH MCKELLAR,  
President of the Senate

MY DEAR SENATOR MCKELLAR: Enclosed is the draft of a proposed bill "To fix the salary of the Solicitor of the Department of the Interior." I request that this draft be referred to the appropriate committee, and recommend its enactment.

The purpose of the proposed bill is to provide that the salary of the Solicitor of the Department of the Interior shall be fixed by law at \$10,000, instead of being determined by administrative action under the Classification Act of 1923.

The chief law officer for the Department of the Interior was for many years an Assistant Attorney General, appointed by the President, by and with the advice and consent of the Senate. In 1914, the title of the position

was changed from Assistant Attorney General to Solicitor for the Department of the Interior, but without affecting otherwise its status in the Department of Justice. During this period the Solicitor, like the Assistant Attorney General, exercised his functions under the supervision and control of the Attorney General, and his salary was specifically provided for each year in the appropriations for the Department of Justice. Beginning in 1926, however, the customary item for the salary of the Solicitor was omitted from the Department of Justice appropriations, and provision was made for the compensation of a chief law officer out of the gross sum for legal services included in the Department of the Interior appropriations under the description of Personal services in the Office of the Solicitor. This practice has been continued in the annual appropriation acts for each succeeding year. The action so taken by the Congress was in accord with the policy of decentralizing the responsibility for the performance of legal services in the executive departments—a policy evidenced by a whole series of measures taken at about the same time for the purpose of transferring legal officers from the Department of Justice to the establishments served by them.

The effect of the elimination of the specific appropriation for a Solicitor in the Department of Justice for the Department of the Interior was, of course, to prevent the subsequent filling of that position under the old authority for the appointment of Assistant Attorneys General by the President, subject to confirmation by the Senate. Conversely, the effect of the making of a general appropriation to the Department of the Interior for personal services in the Office of the Solicitor was to authorize the selection of a Solicitor in accordance with the procedures of the civil-service laws applicable to the appointment of legal personnel generally. Accordingly, since July 1, 1926, all appointments to the position of Solicitor have been made by the Secretary of the Interior. Moreover, as the position is not one for which a specific salary is prescribed by law, the rate of pay must be fixed under the provisions of the Classification Act of 1923, which restrict administrative action in fixing salaries to a basic rate of \$8,750 to \$9,800 for employees in the highest classification bracket.

In the light of the heavy responsibilities laid upon the Solicitor, as well as of the foregoing history, it would appear to be desirable that his compensation be increased to the sum of \$10,000 per annum. The position of Solicitor is one of key importance in the Department, and demands legal attainments of the highest order from its incumbent. Over a period of many years the duties of the position have consistently tended to increase in volume, complexity and variety as the Congress from time to time has imposed new functions upon the Department or established more exacting standards for the administration of old tasks. Only through action by the Congress can the salary of the Solicitor now be made commensurate with the burdens and responsibilities of his position.

Because of the highly diversified range of activities entrusted to the Department of the Interior, the duties of the Solicitor extend into almost every branch of law and almost every type of legal practice. In this respect his tasks are unlike those of the chief law officers of most other organizations—public or private—whose activities usually tend to be confined within a field of relatively limited scope. Just one phase of his responsibilities is the handling of administrative or court proceedings affecting the public lands or other proprietary interests of the Government—proceedings which present highly specialized legal problems, that frequently involve properties of large value, and where the opposing parties are, more often than not, represented by counsel of the highest degree of expertness.

A mere glance at a list of the functions of the Department of the Interior under existing laws would describe the situation about as well as any lengthy description could do, for they comprise activities which are scattered over half the globe from the Pribilof Islands of the Bering Sea to the Virgin Islands 1,500 miles off the coast of Florida, and which are to be found in virtually every section of the continental United States and its possessions. Such a list would include the regulation and management of the vast resources of the public domain, as administered by the General Land Office, the Grazing Service, the National Park Service, the Fish and Wildlife Service, the Geological Survey, and the Bureau of Mines; the production of vital raw materials such as helium gas; the wartime coordination of the solid-fuels resources of the Nation; the administration of the Migratory Bird Treaty Act; the provision of comprehensive fisheries services; the problems of Government in the territories and island possessions; the duties and responsibilities of the Office of Indian Affairs in connection with segment upon segment of Indian life; the vast engineering projects under the supervision of the Bureau of Reclamation, many of which pose novel and unique problems in the highly intricate field of water law, or involve the drafting and interpretation of contracts for sums measured in millions; the marketing of hydroelectric power from the world's greatest dams; and many others. The necessity for sound legal counsel in connection with the myriad legal aspects of these activities makes the position of Solicitor an office calling for a lawyer of great capability and intellectual integrity, of proven administrative ability, and of experience and wisdom.

The Solicitor is responsible for the legal work of some 269 attorneys, 84 of whom are in the field. His position is classified in the P-8 bracket, the highest allowable by administrative action, with an entrance salary of \$8,750 and a maximum salary of \$9,800. There are five attorneys under him who are in the same grade and salary range. A number of chief law officers in other establishments of the Government are being paid salaries in excess of the Classification Act maximum pursuant to special legislative authorization. Upon a comparative basis, a salary of \$10,000 for the Solicitor of this Department appears amply justified. In any event, I believe that the public significance of the work of the Department provides its own justification for remuneration commensurate with the type and caliber of lawyer that the job demands.

The Bureau of the Budget has advised me that there is no objection to the presentation of this proposed legislation to the Congress.

Sincerely yours,

HAROLD L. ICKES,  
Secretary of the Interior.

#### LEASE OF CERTAIN PUBLIC LANDS IN ALASKA

Mr. HATCH. Mr. President, by request, I ask unanimous consent to introduce for appropriate reference a bill to authorize the Secretary of the Interior to lease certain public lands in Alaska, and request that a letter from the Acting Secretary of the Interior requesting the legislation be printed in the Record.

The PRESIDENT pro tempore. Without objection, the bill introduced by the Senator from New Mexico will be received and appropriately referred, and the letter will be printed in the Record.

The bill (S. 1461) to authorize the Secretary of the Interior to lease certain public lands in Alaska, was read twice by its title and referred to the Committee on Public Lands and Surveys.

The letter presented by Mr. HATCH is as follows:



THE SECRETARY OF THE INTERIOR,  
Washington 25, D. C.

HON. KENNETH MCKELLAR,  
President of the Senate.

MY DEAR SENATOR MCKELLAR: There is enclosed a draft of a bill which, if enacted, would authorize the Secretary of the Interior to lease, or grant revocable permits for, any public lands in Alaska in tracts not to exceed 160 acres, any part of which is now or hereafter included in shore space reservations under the act of May 14, 1898, as amended (30 Stat. 409, 413, 48 U. S. C. secs. 371, 462). I request that the draft of bill be referred to the appropriate committee for consideration, and recommend its enactment.

Under the provisions of sections 1 and 10 of the act of May 14, 1898, supra, there were to be reserved at least 80 rods of shore space between each claim, entry, or location along the shore of any navigable waters in Alaska. Since this tended to hinder the proper development of the waterfront, the act of June 5, 1926 (41 Stat. 1059, 48 U. S. C. sec. 372), authorized the Secretary of the Interior, in his discretion, to restore to entry and disposition such reserved shore spaces as he might determine were not necessary for harborage uses and purposes.

The main objective of the proposed bill, which would not repeal the above-cited statutes, is to grant additional authority to this Department with respect to the management and use of the shore lands in Alaska. This additional authority would permit the better utilization of such lands with a view to the present as well as the future needs of Alaska. Provisions could thus be made for the space needed for business, commercial, or other enterprises as well as for the protection of recognized conservation policies.

The bill would not prevent appropriation or leasing of shore lands under the mining laws or the mineral-leasing acts. Nor would it prevent the disposal of such lands under other laws. Nor would it affect valid existing rights, including Indian occupancy rights.

The Director of the Bureau of the Budget has advised me that there is no objection to the presentation of this proposed legislation.

Sincerely yours,

ABE FORTAS,

Acting Secretary of the Interior.

#### PROSECUTION OF CERTAIN RIVERS AND HARBORS PROJECTS

Mr. MAYBANK. Mr. President, I ask unanimous consent to introduce a joint resolution to provide for proceeding with certain rivers and harbors projects heretofore authorized to be prosecuted after the termination of the war, and ask that it be referred to the Committee on Commerce, which has jurisdiction of matters dealing with rivers and harbors.

The PRESIDENT pro tempore. Without objection, the joint resolution introduced by the Senator from South Carolina will be received and referred as requested.

The joint resolution (S. J. Res. 105) to provide for proceeding with certain rivers and harbors projects heretofore authorized to be prosecuted after the termination of the war, was read twice by its title and referred to the Committee on Commerce.

Mr. MAYBANK. Mr. President, in connection with the joint resolution, I ask to have printed in the RECORD an Associated Press article entitled "Army Ready to Start Many Rivers, Harbors Projects," under a Washington, September 30, 1945, dateline.

There being no objection, the article was ordered to be printed in the RECORD, as follows:

XCI—586

#### ARMY READY TO START MANY RIVERS, HARBORS PROJECTS

WASHINGTON, September 30.—Army engineers are ready to start work this fall on rivers and harbors flood-control projects whose estimated cost is \$900,615,500, the War Department announced today.

By late spring of 1946 the engineers will be ready with additional projects of the same type, estimated to cost \$593,054,965.

All of the projects have been authorized by Congress and work will begin when the necessary funds are appropriated.

Of the projects which can be started this fall, flood control accounts for \$833,538,200 and rivers and harbors will require \$67,077,300. Projects which can be ready in late spring include flood-control work amounting to \$143,383,800 and rivers and harbors work estimated to cost \$450,571,165.

Projects, the Department said, have been selected on the grounds of urgent need, readiness for starting operations, and for geographical reasons.

Before any work is started, requests for funds are submitted to the Bureau of the Budget, which, in turn, transmits them to Congress through the President.

At the present time the engineer deficiency estimates are in the hands of the Budget Bureau and will be submitted to Congress soon, the War Department said. The annual request of the engineers for 1946 projects will reach Congress early in January.

Of the projects which will be ready this fall, many have had some work done on them and the figures shown are the amounts estimated to be necessary for their completion. The new projects which will be ready next spring show the entire estimated cost.

The list of projects includes the following: Clark Hill Reservoir, Ga. and S. C., \$35,800,000; Allatoona Reservoir, Ga., \$16,335,000; Edisto River, S. C., \$139,000.

Additional projects which can be initiated by late spring of 1946:

Winyah Bay, S. C., \$1,260,000; Shipyard River, S. C., \$246,500; Savannah Harbor, Ga., \$28,000; Apalachicola, Chattahoochee, and Flint Rivers, Ga. and Ala., \$1,410,000.

Mr. MAYBANK. Mr. President, I also ask to have printed at this point in the RECORD a proviso appearing on page 3 of Public Law 14, Seventy-ninth Congress, first session. It is necessary that this proviso be changed.

There being no objection, the proviso was ordered to be printed in the RECORD, as follows:

*Provided, That no project herein authorized shall be appropriated for or constructed until 6 months after the termination of the present wars in which the United States is engaged unless the construction of such project has been recommended by an authorized defense agency and approved by the President as being necessary or desirable in the interest of the national defense and security, and the President has notified the Congress to that effect.*

#### DISCONTINUANCE OF LAND-GRANT RAILROAD RATES—AMENDMENTS

Mr. MCFARLAND (for himself, Mr. WHEELER, Mr. CHAVEZ, Mr. HAYDEN, Mr. HATCH, Mr. JOHNSON of Colorado, Mr. MURDOCK, Mr. MITCHELL, and Mr. O'MAHONEY) submitted amendments intended to be proposed by them, jointly, to the bill (H. R. 694) to amend section 321, title III, part II, Transportation Act of 1940, with respect to the movement of Government traffic, which were ordered to lie on the table and to be printed.

#### ADVANCE PLANNING OF PUBLIC WORKS

Mr. MURRAY. Mr. President, yesterday I introduced a bill which provides

for using public works as a stabilizer in construction. I now desire to briefly explain the measure. It is proposed to aid in the stabilization of construction by the advance planning of public works and by timing of public construction so as to minimize the seasonal and long-term fluctuations in the total volume of new construction, maintenance, and repair work in the United States.

The bill will be effective in securing a steady expansion of construction activity and in maintaining a high level of employment in our most important non-agricultural industry. This industry can contribute a major share of employment in line with the recent action of this body. However, the goals sought by the legislation are vital to the economy by and of themselves.

The bill does not contemplate the use of construction to stabilize the total economy nor even to stabilize construction as a whole. Stability, moreover, does not mean fixing a level of activity and holding to it. It is expected that if this bill becomes law the violent fluctuations in the volume of construction can be reduced. It is expected also that the danger of overbuilding at the top of a boom will be greatly lessened by disseminating information on trends in the volume of construction and on the factors which govern the capacity of the market to absorb new construction. This will help provide local governments and private enterprise with the basis, now lacking, for sound judgment and intelligent planning.

It is difficult to overemphasize the importance of the role which construction plays in the national economy, and of this legislation and its objectives.

During the 20-year period, from 1920 and 1939, construction accounted for 11 percent of the national income. During the same period new construction and maintenance and repair furnished on-the-site employment amounting to 5 percent of total national employment, and directly or indirectly, approximately 12 percent of the total national employment. The great automobile industry with its maximum of less than a million employees is dwarfed by the construction industry which, with maintenance and repair, gave a top employment in 1942 to approximately 3,500,000 employees on the site, and to another 5,000,000 working in the mines, forests, mills, and factories producing the things with which buildings are constructed. Indeed, construction is an essential and indispensable ingredient of national prosperity. Inactivity in construction is synonymous with depression.

The bill creates a top policy board composed of the Secretary of Commerce as chairman, the Secretary of Labor and the Secretary of Agriculture. The Construction Policy Board is a policy-forming agency which makes recommendations to the President and to Congress. In formulating policy it is aided by two committees: First, a Public Works Stabilization Committee, which is composed of the Federal Works Administrator as Chairman; the Chief of Engineers of the United States Army; the Reclamation Commissioner; the Director of the

Bureau of the Budget; two members representing States; two members representing municipalities; and two members representing other political subdivisions.

The bill also establishes a Construction Industry Advisory Committee, which performs a liaison function between the Construction Policy Board, the Public Works Stabilization Committee, and private enterprise. This advisory committee represents a complete cross section of the construction industry and includes representatives of labor, builders and contractors, architects and engineers, manufacturers and distributors of material, and other small business, and of the public interest.

The chairmen of these two committees sit with the Construction Policy Board giving the Board the benefit of information acquired by close contact with the field of public works and with the field of private enterprise.

I wish to emphasize the fact that the Construction Policy Board is not an administrative agency. It will make no decisions affecting any particular project. It will not collect source information or conduct research or indulge in publicity. The Board will use the facilities of appropriate, established agencies. When information on construction is required it will be secured from such agencies as the Department of Commerce, the Federal Works Agency, and the Bureau of Labor Statistics. The Board's findings and recommendations will be announced through the Executive Office of the President.

The Board's primary responsibility is to advise the President and the Congress when it will be desirable to increase or decrease the volume of construction activity. The accomplishment of this will involve increasing or decreasing the rate at which contracts for public works are awarded. It does not mean that work already under contract will be interrupted, slowed down, or speeded up.

We need not be concerned with any possible repercussions from the slowing down of public construction. The strong probability is that we may be unable to expand construction activity rapidly enough to provide employment as fast as it is needed in the next few years. And, the total volume of new construction which will be required to satisfy the needs of our national economy, as we now see those needs for some years ahead, will have to reach the unprecedented total of more than \$15,000,000,000 annually.

The bill also provides for advance planning of Federal and local public works. The advance planning of local public works is to be encouraged so that there will be at all times a shelf program of useful non-Federal public works amounting to not less than \$5,000,000,000. To insure advance planning of this shelf program of non-Federal public works, the bill provides for a \$150,000,000 revolving fund which may be used to make non-interest-bearing loans or advances to State and local governments to defray the cost, or a part of the cost, of advance planning.

The bill gives the President authority to direct Federal construction agencies to accelerate the prosecution of Federal

public works already authorized or to defer starting authorized but postponable public works when such action is required to prevent unemployment or to prevent competition with private enterprise for available labor and materials.

If the Construction Policy Board recommends acceleration of construction, the President must still request the Congress to authorize the projects and to appropriate the funds needed for the work. Any program for acceleration of public-works construction recommended by the Public Works Stabilization Committee is subject to modification by the President and by the Congress. None of the powers of Congress are abridged by this proposed act. No work can be undertaken without congressional authorization and appropriation. Further, no program authorized by Congress can be arbitrarily set aside. The Federal-aid highway program, for example, or the new Federal-aid airport program, could not be halted or reduced by the President. Only Congress could take such action, and there will be, as I see it, little need for so acting. The job ahead is to increase construction activity, aiming at ever-higher levels consistent with the growth and needs of our country.

One important feature of this bill must be emphasized. Regimentation is not our goal. The Federal Government is not given authority to ride herd over State and local governments nor to compel private enterprise to conform to any bureaucratic program. We seek to establish a lasting framework for the effective and voluntary cooperation of industry, labor, and government.

This bill, for the first time, provides machinery for fostering close cooperation between the construction industry and government. Only through such cooperation can private enterprise be enabled to provide the bulk of employment in construction. The more private enterprise does, the less the Government will have to do to avert the possibility of widespread unemployment. Construction workers must not return from service with the armed forces to a WPA because we at home failed to plan adequately for tomorrow.

#### THE SERVICE CLUB—ITS HISTORY, OBLIGATION, AND RESPONSIBILITY—ADDRESS BY GEORGE E. STRINGFELLOW

[Mr. SALTONSTALL asked and obtained leave to have printed in the RECORD an address entitled "The Service Club—Its History, Its Obligation, Its Responsibility," delivered by George E. Stringfellow, vice president, Thomas A. Edison, Inc., before the Kiwanis Club of Camden, N. J., September 14, 1945, and two editorials relating to the address, which appear in the Appendix.]

#### THE LONDON CONFERENCE OF FOREIGN MINISTERS—ARTICLE BY CONSTANTINE BROWN

[Mr. LANGER asked and obtained leave to have printed in the RECORD an article by Constantine Brown dealing with the London Conference of Foreign Ministers, published in the Washington Evening Star of September 30, 1945, which appears in the Appendix.]

#### WINNING THE PEACE—EDITORIAL BY MAURICE R. FRANKS

[Mr. MORSE asked and obtained leave to have printed in the RECORD an editorial entitled "We Can Win the Peace, Too," by Mau-

rice R. Franks, published in the September 1945, issue of the Railroad Workers Journal, which appears in the Appendix.]

#### RECONVERSION PROBLEMS—ARTICLES BY W. S. WOYTINSKY

[Mr. MURRAY asked and obtained leave to have printed in the RECORD four articles by W. S. Woytinsky, on the general subject of reconversion, published in the Washington Post of August 23 and 30, and September 6 and 13, 1945, which appears in the Appendix.]

#### ST. LAWRENCE SEAWAY PROJECT—ARTICLE IN PATERSON (N. J.) CALL

[Mr. AIKEN asked and obtained leave to have printed in the RECORD an article relating to the St. Lawrence seaway project, published in the Paterson (N. J.) Call of September 4, 1945, which appears in the Appendix.]

#### MSGR. JOHN A. RYAN

Mr. MURRAY. Mr. President, on the occasion of the death of the late beloved Msgr. John A. Ryan, the President of the United States, many Members of the Congress, representatives of the daily press, and many distinguished citizens throughout the Nation expressed their deep sorrow and paid eloquent tribute to this great scholar and social thinker who had labored so long and so successfully for the improvement of the social conditions of our country.

On September 19 the Most Reverend Francis J. Haas, D. D., bishop of Grand Rapids, Mich., at the funeral mass for Monsignor Ryan held in St. Paul's Cathedral, St. Paul, Minn., delivered a funeral sermon which every Member of Congress should read. It was indeed a fitting tribute to this priest who will be recognized in history as one of the great Catholic social thinkers of all times.

Monsignor Ryan by his teachings greatly influenced my views on social problems. I have come to accept generally the ideas and proposals which he so courageously and convincingly advocated during his active and useful life. His ideas on social security, minimum wages, labor-management relations, the position of the Government in our economy, and like questions have come to be recognized as sound social philosophy by all thoughtful students in America.

Dr. Ryan, if he were alive today, would be very happy and grateful that this distinguished body saw the need and desirability of passing the full-employment bill, as it did last Friday.

Over 14 years ago, in 1931, in an article which was reprinted later in a volume of his entitled "Seven Troubled Years," Dr. Ryan discussed what we have frequently referred to as the soul of the full-employment bill, the right to work, over which so much debate and discussion took place last week and during the committee hearings on the full-employment bill. At that time he said:

One frequently hears the assertion that the laborer has a right to work, in the sense that he has a right to a job. Obviously a man does not possess such a right against employers in general, nor even against his present or former employer if it cannot be realized without monetary loss. As stated above an employee has a right in distributive justice, because of the employer's social function, to be continued in his present employment so long as this does not involve loss to the employer. When any considerable number of workmen are unable to find



employment the duty of supplying it devolves upon the state. The argument for this proposition may be summarized stated in the following terms: "Laborers have a right to obtain a livelihood from the common bounty of the earth on reasonable conditions; in the present system this right can be realized only through employment; the state is obliged to protect the rights and make adequate provision for the needs of every class; therefore, the principles of distributive justice oblige it to furnish jobs to the jobless."

I hope that Bishop Haas' eulogy of Monsignor Ryan may cause Members of Congress, who have not already done so, to study his writings on the many subjects with which we are so concerned today.

Mr. President, I ask unanimous consent that the sermon of Bishop Haas be printed in the *RECORD* at this point in connection with my remarks.

There being no objection, the sermon was ordered to be printed in the *RECORD*, as follows:

"The law of truth was in his mouth, and iniquity was not found in his lips: he walked with me in peace, and in equity, and turned many away from iniquity" (Malachi, 2: 6).

It is with deep sorrow and yet with a sense of privilege that we assist at the solemn obsequies of one of the few great men of our generation—John Augustine Ryan. You, Your Excellency, the Most Reverend Archbishop of St. Paul, and you his clergy, have lost a distinguished priest. You, his very reverend brother, you his sisters in religion, and you his other surviving brothers and sisters have lost a loving brother. To you our hearts go out in profoundest sympathy.

And yet your loss, if I may say it, does not begin to measure the loss today. The late Msgr. William J. Kerby once remarked: "The Catholic Church in the United States should fall on its knees and thank Almighty God for John Ryan." And when we recall the vast services that Monsignor Ryan rendered to the American people—to the poor in enabling them to acquire some little property, and to the rich in assuring them that the right to honestly won property is sacred and inviolable—our entire Nation should offer a prayer of thanksgiving to heaven that John Ryan lived and worked. There can be little question that future history will support this judgment.

Let me say something first of Monsignor Ryan's life, then of the secret of his life's work, and of the man himself. Although I speak as one of his former students, I shall endeavor to keep myself free from any bias that may arise out of my filial regard and affection for him.

# I

The facts of his life are well known and call for no detailed recital. They can be summarized briefly, although, in a career as full as his, it is not easy to separate what is important from what is not. He was born on May 25, 1869, on a farm some 20 miles south of St. Paul, the son of God-fearing Irish immigrant parents from Tipperary. Of the 11 children, 2 became priests, and 2 nuns.

On the Ryan farm there was the usual pioneering thrift and hard labor, the farm mortgage with interest up to 12 percent, the little shelf of some five or six books, and first among them the Book of Books, the Life of Christ, and that of His Blessed Mother. In addition, a newspaper came to the farmhouse each week. It was the Irish World and American Industrial Liberator, which the boy John eagerly devoured and which, as he said, gave him his first interest in social questions and social betterment.

Later followed his training for the sacred ministry at St. Paul Seminary, and his ordination to the holy priesthood by Archbishop

John Ireland in 1893. Then came 4 years of graduate study at the Catholic University of America, Washington, D. C., followed by 13 years as professor of moral theology at St. Paul Seminary, and, still later, by 24 years as professor at the Catholic University, during which time, from 1919, he was director of the social action department of the National Catholic Welfare Department until the time of his death.

Of his 24 years at the Catholic University, the late rector of the university, Bishop Joseph M. Corrigan, declared at the dinner attended by some 600 persons at the Willard Hotel, Washington, D. C., on the occasion of Monsignor Ryan's seventieth birthday, May 25, 1939, "It would be difficult indeed to vision the Catholic University in the past quarter of a century without the pioneering work and untiring ability of Father John Ryan." (Ryan, *Social Doctrine in Action*, Harpers, 1940, p. 279).

This statement, however generous, should have been made very much stronger than it was. In my observation, it was through Father Ryan more than through any other individual, that the Catholic University during its first 50 years came to be known and recognized, here and abroad, as an institution of courageous scholarship and of service to humanity.

But he spoke not only in the lecture room. He spoke through the printed page, and literally to the whole civilized world. Beginning with the first edition of his *Living Wage*, in 1906, down to his last work, *The Norm of Morality*, which appeared only a few months ago, he managed to publish a small library of some dozen volumes, in addition to hundreds of pamphlets, and articles in encyclopedias, and in journals, religious and secular, here and in foreign countries.

Moreover there was hardly any major moral question of contemporary life into which Monsignor Ryan did not inquire, and upon which he did not pass judgment. I mention only some of them: Wages and hours, farm prices, monopoly, price fixing, interest taking, housing, divorce, birth prevention, population problems, human sterilization, church and state, and the ethical foundations of international life.

Pioneer, he was, in the sense that he dared to have opinions on subjects which, all too frequently, the less courageous shrunk back from having. Pioneer, he was not in the sense that he strove for novelty. On the contrary, his sole aim was to call men back to the ancient truths delivered by the Master of His Church.

It would be interesting to review the extent to which Monsignor Ryan's teachings have been put into operation in our country. Time will permit me to refer to only one. In 1910, he made two addresses, one in March in Milwaukee, and the other in May in St. Louis, in which he advocated the establishment of a minimum wage by law. Prior to that year, there is no record of any public statement by any person of standing in support of a legal minimum wage.

How much his addresses in 1910, together with his previous writings on the subject, contributed to the subsequent enactment of such legislation, is difficult to determine, but it is the fact that shortly thereafter minimum-wage bills were introduced into various State legislatures, and that he himself wrote the first minimum-wage bill presented to the Minnesota Legislature, and that this bill, in revised form, became law in this State in 1913. By 1917, 11 States had similar laws, and at present the number is 26. Moreover, in 1938, our Federal Congress enacted the Fair Labor Standards Act establishing national minimum-wage levels for men and women.

In all truth, his was a full life as priest and scholar. Teacher, thinker, author, lecturer, administrator—his record does not have to be made or to be built up. It is

known to all the world. Without exaggeration, one can say that his social program is now the property of the American people, and even of some abroad, and that men are beginning to recognize its measured wisdom and even to live by it.

# II

So much for his life. What was the source of his strength? What was the secret of his life's work?

Those who knew John Ryan will answer that the source of his strength was Almighty God Himself. Upon the great truths of divine revelation he exercised his splendid mind, and from them drew all his reasoned applications to everyday life. He was too clear-eyed not to see that man's relation to his Creator is far more important than man's relation to his fellow men, and that unless the first relation is right the second cannot be. With equal vision, he saw that by helping to bring the second nearer to what God intended, he was helping to bring the first to fuller reality.

In May 1891, when John Ryan was 22 years of age, the great Leo XIII issued his epoch-making encyclical on the condition of workers. In the following month the Review of Reviews carried a 7,000-word commentary on the encyclical, praising it lavishly and hailing it as "the book of the month." The reviewer, however, sounded a note of warning: "The encyclical opens a door through which we may see a great vista of social transformation. The Pope has taken the first step. He has put his hand to the plough. \* \* \* Everything will depend upon how the lead, taken in the encyclical, is followed up" (p. 89).

That was a challenge and, almost alone in our country, the young Ryan took it up. In the encyclical he read a principle to which he clung to the last, and in it he observed a method, from which, scientist that he was, he never deviated.

The principle was this: The Catholic Church has jurisdiction over economic matters in everything touching men's lives, technical and mechanical activities only excepted. Leo had declared unequivocally: "Confidenter ad argumentum aggredimur ac plane iure nostro. (We approach the subject with confidence and surely by our right)" (par. 24).

But it was abundantly clear to the young Ryan that this principle rests on a much deeper one: that the Holy Father, as head of the Church, speaks for, and in the name of, and with the same authority as, Jesus Christ. As to this latter principle, John Ryan never entertained the slightest question. It was the basis and groundwork of all his doctrine. To him, it was the church and the church alone to which Christ, speaking to Peter, had given His own divine powers: "Thou art Peter, and upon this rock I will build my Church, and the gates of hell shall not prevail against it" (Matthew 16: 18); "As the Father has sent me, I also send you" (John 20: 21); and to which He had given His comforting assurance of protection from error, "And behold, I am with you all days, even unto the consummation of the world" (Matthew 28: 20). To him, the church was "the pillar and mainstay of the truth" (I Timothy 3: 15), and, as he once wrote, "It is the dearest thing in my life."

But young Ryan detected something else in Leo's encyclical besides its reassertion of the principle that the church has unquestioned jurisdiction over everything affecting men's lives in the social and economic field. That something else was the method that the Pontiff used. It was what we call today the scientific method. Leo, indeed, had a philosophy, as what scientist, deny it as he may, has not? Leo's procedure was: observation, experiment, induction, with proposals for change dictated by his philosophy. In a word, he first gathered before him certain verifiable data, and then only passed moral

judgment upon them and advocated remedial measures wherever, according to his philosophy, there was need of remedy. This was Leo's method. This was John Ryan's method.

Regarding the encyclical of 1891, years afterward Monsignor Ryan wrote: "At the beginning of the encyclical, he (Leo XIII) declared that the condition of the working classes had come to be little better than that of slavery. This was a statement of fact, not a repetition of a general principle. It was not arrived at by deductive reasoning. Throughout the encyclical, he deals constantly with the actual conditions of labor in all its relations. Hence, the concreteness and usefulness of his moral pronouncements." (Questions of the Day, Stratford Press, 1931, p. 223.)

This procedure of Leo XIII of combining divine truth and scientific method, and yet in giving each its fullest scope, Monsignor Ryan followed throughout his whole career. Needless to say, in doing so he was acting in the best Christian tradition.

Recall the touching incident in the synagogue at Capernaum (John 6: 60-70). The Master had just proclaimed His divinity again, and had just declared to His disciples that He was going to give them His flesh to eat and His blood to drink. Some of them were scandalized at what He had said, and murmuring among themselves began to walk away. Turning to the twelve, He asked: "Do you also wish to go away?"

It is beside the point to inquire why our Saviour put this question to the apostles, whether He wished them to understand that He was leaving them free either to remain with Him or to go away, or that as Sovereign God He could readily secure substitutes in their place if they decided to leave, or whether He wished to stifle any thought in their hearts that by remaining with Him, they were extending a favor to Him rather than receiving one. The fact is He asked the twelve: "Do you also wish to go away?"

Simon Peter, speaking for the twelve, replied at once: "Lord, to whom shall we go? Thou hast words of everlasting life, and we have come to believe and to know that thou art the Christ, the Son of God." It is as if Peter had said: Thy words, O Lord, are sweet and life-giving; Thou art our only refuge; who but one who is dull and unbalanced of mind would leave Thee?

Peter made an act of faith, and Peter used his powers of reasoning. Peter believed, and Peter knew. He believed because he accepted Christ, true God and true man. He knew because he had heard with his own ears the preaching of the Baptist, and because he had seen with his own eyes and had witnessed with all his other senses the miracles and the sanctity of the Saviour. Peter believed, and Peter knew.

Like Simon Peter, John Augustine Ryan exemplified the faithful use of the twofold talent of faith and of reason. While his reliance on the teachings of Peter's successor was truly childlike, he yielded to no one in the complete and unfettered use of his vigorous intellect. Living answer, he was, to the shallow taunt that a Catholic cannot be a scientist. To him reason was the light of God's face. To him was given the Psalmist's joy: "The light of Thy countenance, O Lord, is signed upon us: thou hast given gladness in my heart" (4-7). That gladness, we may venture to say, gave him the extraordinary calm which he maintained in the face of hostile critics, and the satisfaction that was his to see no small part of what he had worked for coming to be accepted even during his lifetime.

To his success in combining in himself the moral teacher and the scientist, let one testify whose commendation may come to some as a bit of a surprise. In 1917, Dr. Alvin Johnson reviewing Monsignor Ryan's monumental work, *Distributive Justice*, in the *New Republic*, of February 17, wrote:

"Few ethical authorities have had sufficient knowledge of economic facts to adapt ethical principles to the economic field; few economists are abreast of the best modern work in ethics. To this rule, the most notable is Dr. Ryan. His economic scholarship is unimpeachable; survey his writing, and you are forced to the conclusion that among the economists of today there are not many who can match him in command of the literature and in sanity of judgment."

A single formula then, guided him throughout his entire life: complete adherence to the teaching magisterium of the church, and painstaking use of the tools of the scientist. He did not merely accept the depositum fidei, the body of Christian faith, but worked and toiled in order to set it forth in its primeval purity.

In 1913, he became disturbed at the charge of certain Socialists that the early Fathers of the Church—Basil, Ambrose, and Jerome—denied the right of private property, and advocated a system of collectivism. He set himself to work on early Patristic literature and published the little volume, *The Alleged Socialism of the Church Fathers*, in which he revealed the true mind of the fathers of the fourth and fifth centuries on ownership and private property.

Later, as students in his seminar at Catholic University can well bear witness, he was most meticulous in analyzing the works of St. Thomas Aquinas, both in directing dissertations and in publishing his own researches in this field, in order to discover the true position of the Angel of the Schools on the two main pillars of medieval economic doctrine, the just price and the prohibition of usury. Again, it was the theologian and the scientist at work.

There is one feature of John Ryan's thinking that may not be overlooked. Theologian though he was, he had a passion for facts. He took the perfectly rational position that no one can pass valid judgment on industrial or other questions unless he is acquainted with the facts concerning them. He adopted the homely common sense of the person in the street: When a man talks he should know what he is talking about.

Deductive reasoning alone, he held, is not enough. Convictions alone, even when they are sound and right, are not enough. "The general principles," he wrote, "are true, indeed, but they are practically useless unless they are applied specifically to the actual conditions and relations of industry. Unless we know the facts, we cannot apply the principles." (Questions of the Day, Stratford Press, 1931, p. 222.) Could the true scientist's freedoms and limitations be better formulated?

One other phase of his thinking might well be referred to here. It was his constant practice to view things in their causal relation to one another, and, in the case of social wrongs, to propose remedies to eliminate the causes of these wrongs rather than to wait until the causes had worked themselves out, and then merely to deplore the evil results. I refer to the matter of communism. All the world knows that communism can take root only in the soil of injustice and oppression. It can hardly thrive in any other.

Monsignor Ryan denounced communism and its earlier counterpart, socialism, more vigorously and certainly more intelligently than any other writer in the English language. (See, for example, his *The Church and Socialism*, University Press, Washington, 1919, and his *A Better Economic Order*, Harpers, 1935.) But he did not content himself with condemnation. His was a positive crusade. He sought to remove the causes out of which socialism and communism grow. If any proof is needed for this assertion, the clear answer is the Bishop's Reconstruction Program of 1919, which he not only conceived but also wrote.

Indeed, he does not fall under the censure of Pope Pius XI, but rather merits the praise

of that great Pontiff who, after lamenting the attitude of those who look with indifference on the spread of communism, asserts: "All the more gravely to be condemned is the folly of those who neglect to remove or change the conditions that inflame the minds of peoples, and pave the way for the overthrow and destruction of society." (Quadragesimo Anno, par. 112.)

But, mark well, Monsignor Ryan did not demand justice for workers merely because injustice would drive them to communism. Fear of driving workers to communism is anything but a generous motive. It is the view of those who are concerned almost entirely about what might happen to themselves. When all is said and done it is a view that is born of selfishness. It was not John Ryan's view. His was far more Christian. He condemned oppression, and proposed measures for social justice in behalf of the oppressed because justice is their right as children of God and brothers of Jesus Christ.

### III

Now, let us look at the man himself. Persons who met Monsignor Ryan for the first time were frequently heard to remark, "How strong and yet how simple he is!" This was the judgment not merely of strangers, but of those who were privileged to be close to him. Massive strength with childlike simplicity—nothing portrays him quite so well.

If we may draw aside the curtain of his young manhood, we may say, I am sure, that he did not build his character to this formula by chance, and, least of all, by self-promoting design. Christian and Catholic that he was from birth, he saw and loved and made his own the transcendent wisdom of Him who being God "emptied himself, taking the nature of a slave and being made like unto men" (Philippians 2: 7); Who laid it down as a first condition of man's blessedness "unless you turn and become like little children, you will not enter into the kingdom of heaven" (Matthew 18: 13); Who remains with us, true God, under the frail appearance of bread upon our altars; Whose own Mother became all powerful because she was all lowly; and Whose Apostle could proclaim with triumph, "Strength is made perfect in weakness" (2 Corinthians 12: 9).

To this great mystery of Christian faith—strength is made perfect in weakness—John Ryan yielded allegiance. It captivated him and shaped his character. Here is the explanation of his childlike simplicity and of his manly strength.

Child he was to his last breath. Even at the risk of seeming to trifle, I would say that it was only a boy, who at the age of 70 could look back to the time when he was 29, and write of himself as he did in his autobiography, "Until I left home for the Catholic University, the latter part of September 1898, I had never seen as large a city as Chicago. The 2 or 3 days that I spent in that metropolis on my way to Washington were extremely interesting. I still recall the powerful impression made upon me by the elevated railroads, the tall buildings, the lake front, the crowds and the noise, hurry, and bustle." (Social Doctrine in Action, Harper, 1941, p. 62.) This same attitude of utter truthfulness runs through all his writings, as it dominated the man himself. "The law of truth was in his mouth, and iniquity was not found in his lips" (Malachi 2: 5).

But God's paradox had worked itself out. The Sea of Wisdom had declared: "He has put down the mighty from their thrones, and has exalted the lowly" (Luke 1: 52). Indeed, the artless simplicity of John Ryan had made of him a man of judgment, of courage, and of breadth of view.

Judgment, he had, to separate fact from make-believe, and when he rendered judgment, there was none that did not know its meaning. Courage, he had, but it was the courage that the God of hosts vouchsafes only to those who fight for the right.



Breadth of view he had, both of God's world and of God's church, as witness his desire for a study to discover whether the status of the church in Catholic countries is not in direct proportion to the degree to which the peoples of these countries have sought to carry out the Catholic program for social justice and to live it in their daily lives.

This morning I venture the prophecy: He will stand in our country almost alone, to offset the sentence of condemnation that future generations will justly pass upon our own, that whereas we have made revolutionary advances in scientific research in behalf of things, we have made little if any progress in the high science of social thinking in behalf of human beings.

Such is the man and such is the priest whose mortal remains we consign to the earth today. His soul can be happy, and his bereaved brothers and sisters can even rejoice, in the assurance of St. Paulinus of the fourth century: "It is one thing to pray for yourself. It is quite another for a multitude to clamor to God for you." With the faith that is ours, we can confidently hope that the uncounted thousands whose cause he espoused have already prevailed for him at the seat of divine mercy.

O angels of God, if eternal justice, before whom no man stands without fault, still holds him in the prison-house of suffering, lift up the bars and admit this valiant champion of justice and charity into the mansions of peace and of rest.

#### ADDRESS BY GENERAL EISENHOWER AT GUILDHALL, LONDON, ENGLAND

Mr. ROBERTSON. Mr. President, some weeks ago the Congress of the United States held a joint session to honor the commander in chief of the Allied armies in Europe, General of the Army Dwight D. Eisenhower. We were all deeply impressed with the speech General Eisenhower made on that occasion. Our allies also sought to show their appreciation of this great American commander in chief, and one of the first to do so was Great Britain. At a banquet at the Guildhall, London, General Eisenhower made a speech which every American should be given the opportunity to read. I have here a copy of that speech. It is a speech to be remembered, and I ask unanimous consent that it be printed in the body of the Record at this point.

There being no objection, the speech was ordered to be printed in the Record, as follows:

The high sense of distinction I feel in receiving this great honor from the city of London is inescapably mingled with feelings of profound sadness. All of us must always regret that your country and mine were ever faced with the tragic situation that compelled the appointment of an Allied commander in chief, the capacity in which I have just been so extravagantly commended.

Humility must always be the portion of any man who receives acclaim earned in the blood of his followers and the sacrifices of his friends. Conceivably a commander may have been professionally superior. He may have given everything of his heart and mind to meet the spiritual and physical needs of his comrades. He may have written a chapter that will glow forever in the pages of military history. Still, even such a man, if he existed, would sadly face the facts that his honors cannot hide in his memories the crosses marking the resting places of the dead. They cannot soothe the anguish of the widow or the orphan whose husband or father will not return.

The only attitude in which a commander may with satisfaction receive the tributes of his friends is in humble acknowledgment that, no matter how unworthy he may be,

his position is a symbol of great human forces that have labored arduously and successfully for a righteous cause. Unless he feels this symbolism and this rightness in what he has tried to do, then he is disrespectful of the courage, the fortitude, and devotion of the vast multitudes he has been honored to command. If all the Allied men and women that have served with me in this war can only know that it is they this august body is really honoring today, then, indeed, will I be content.

This feeling of humility cannot erase, of course, my great pride in being tendered the freedom of London. I am not a native of this land. I come from the very heart of America. In the superficial aspects by which we ordinarily recognize family relationships, the town where I was born and the one where I was reared are far separated from this great city. Abilene, Kans., and Denison, Tex., would together add in size to possibly one five-hundredth part of greater London. By your standards those towns are young, without your aged traditions that carry the roots of London back into the uncertainties of unrecorded history. To those people I am proud to belong, but I find myself today 5,000 miles from that countryside, the honored guest of a city whose name stands for grandeur and size throughout the world. Hardly would it seem possible for the London Council to have gone farther afield to find a man to honor with its priceless gift of token citizenship.

Yet kinship among nations is not determined in such measurements as proximity, size, and age. Rather we should turn to those inner things, call them what you will—I mean those intangibles that are the real treasures freemen possess. To preserve his freedom of worship, his equality before the law, his liberty to speak and act as he sees fit—subject only to the provision that he trespass not upon similar rights of others—the Londoner will fight. So will the citizen of Abilene. When we consider these things, then the valley of the Thames draws closer to the farms of Kansas and the plains of Texas. To my mind, it is clear that when two peoples will face the tragedies of war to defend the same spiritual values, the same treasured rights, then, in deepest sense, those two are truly related. So, even as I proclaim my undying Americanism, I am bold enough and exceedingly proud to claim basic kinship to you of London.

And what man who has followed the history of this war could fail to experience inspiration from the example of this city? When the British Empire stood—alone, but unconquered; almost naked, but unafraid—to defy the Hitler hordes, it was on this devoted city that the first terroristic blows were launched.

Five years and 8 months of war, much of it on the actual battle-line! Blitzes, big and little, fly-bombs, V-bombs; all of them you took in your stride. You worked—from your needed efforts you would not be deterred. You carried on, and from your midst arose no cry for mercy, no wall of defeat. The Battle of Britain will take its place as another of your deathless traditions. And your faith and endurance have finally been rewarded.

You had been more than 2 years in war when Americans, in numbers, began swarming into your country. Most were mentally unprepared for the realities of war—especially as waged by the Nazis. Others believed that tales of British sacrifice had been exaggerated. Still others failed to recognize the difficulties of the task ahead.

All such doubts, questions, and complacencies could not endure a single casual tour through your scarred streets and avenues. With awe our men gazed upon empty spaces where once had stood buildings erected by the toil and sweat of peaceful folk. Our eyes rounded as we saw your women serving quietly and efficiently in almost every kind of war effort, even flak batteries. We became accustomed to the warning

sirens, which seemed to compel, from the native Londoner, not a single hurried step. Gradually we drew closer together until we became true partners in the war.

In London my associates and I planned two great expeditions: that to invade the Mediterranean and later that to cross the Channel. London's hospitality to Americans, her good-humored acceptance of the added inconveniences we brought, her example of fortitude and quiet confidence in the final outcome—all these helped to make the supreme headquarters of two Allied expeditions the smooth-working organizations they became? They were composed of chosen representatives of two proud and independent peoples, each noted for its initiative and for its satisfaction with its own customs, manners, and methods. Many feared that those representatives could never combine together in efficient fashion to solve the complex problems presented by modern war.

I hope you believe we proved the doubters wrong. Moreover, I hold that we proved this point not only for war, we proved that it can always be done by our two peoples, provided only both show the same good will, the same forbearance, the same objective attitude that British and Americans so amply demonstrated in nearly 3 years of bitter campaigning.

No one man could, alone, have brought about this result. Had I possessed the military skill of a Marlborough, the wisdom of Solomon, the understanding of Lincoln, I still would have been helpless without the loyalty, the vision, the generosity of thousands upon thousands of British and Americans. Some of them were my companions in the high command, many were enlisted men and junior officers carrying the fierce brunt of the battle, and many others were back in the United States and here in Great Britain, in London. Moreover, back of us were always our great national war leaders and their civil and military staffs that supported and encouraged us through every trial, every test. The whole was one great team. I know that on this special occasion, the 3,000,000 American men and women serving in the Allied Expeditionary Force would want me to pay the tribute of admiration, respect and affection to their British comrades of this war.

My most cherished hope is that, after Japan joins the Nazi in utter defeat, neither my country nor yours need ever again summon its sons and daughters from their peaceful pursuits to face the tragedies of battle. But—a fact important for both of us to remember—neither London nor Abilene, sisters under the skin, will sell her birthright for physical safety, her liberty for mere existence.

No petty differences in the world of trade, traditions, or national pride should ever blind us to identities in priceless values. If we keep our eyes on this guidepost, then no difficulties along our path of mutual cooperation can ever be insurmountable. Moreover, when this truth has permeated to the remotest hamlet and heart of all peoples, then indeed may we beat our swords into ploughshares and all nations can enjoy the fruitfulness of the earth.

My Lord Mayor, I thank you once again for an honor to me and to the American forces that will remain one of the proudest in my memories.

#### MESSAGE FROM THE HOUSE

A message from the House of Representatives, by Mr. Chaffee, one of its reading clerks, announced that the House had passed without amendment the following bills of the Senate:

S. 136. An act for the relief of the Oregon Caves Resort;

S. 451. An act for the relief of Carl Bauermann;

S. 573. An act for the relief of Lee D. Hoseley;

S. 711. An act for the relief of Ernest L. Fuhrmann;

S. 729. An act for the relief of William Andrew Evans;

S. 732. An act for the relief of Ensign Elmer H. Beckmann, United States Naval Reserve;

S. 762. An act for the relief of Everett McLendon, Sr.; Mrs. Everett McLendon, Sr.; Mr. and Mrs. Everett McLendon, Sr., for the benefit of their minor daughter, Nadine McLendon; and Everett McLendon, Jr.;

S. 787. An act for the relief of Oliver Jensen;

S. 857. An act for the relief of Raymond W. Ford;

S. 888. An act to authorize the exchange of certain lands in the vicinity of the War Department Pentagon Building in Arlington, Va.;

S. 902. An act to reimburse certain Navy personnel and former Navy personnel for personal property lost or damaged as the result of a fire in a Quonset hut at Harrowbeer Airport, Yelverton, South Devon, England, on December 26, 1944;

S. 909. An act for the relief of Hugh Egan;

S. 929. An act for the relief of Henry H. Huffman and Mrs. Marie J. Huffman;

S. 985. An act to reimburse certain Navy personnel and former Navy personnel for personal property lost or damaged as the result of fires occurring at various naval shore activities;

S. 986. An act to reimburse certain Navy personnel and former Navy personnel for personal property lost or damaged as the result of a fire in administration building at the naval air station, Bunker Hill, Ind., on December 28, 1944;

S. 996. An act for the relief of Lt. (jg) William Augustus White, United States Naval Reserve;

S. 1007. An act for the relief of Mr. and Mrs. Edward P. Standley; and

S. 1265. An act for the relief of John R. Jennings.

The message also announced that the House had passed the following bills of the Senate, severally with an amendment, in which it requested the concurrence of the Senate:

S. 90. An act for the relief of the estate of George O'Hara;

S. 620. An act for the relief of the widow of Joseph C. Akin;

S. 694. An act for the relief of Dan C. Rodgers; and

S. 1062. An act to reimburse certain Navy personnel and former Navy personnel for personal property lost or damaged as the result of a fire at the naval auxiliary air station, Pungo, Norfolk, Va., on February 13, 1945.

The message further announced that the House had passed the following bills, in which it requested the concurrence of the Senate:

H. R. 239. An act for the relief of Dr. Ernest H. Stark;

H. R. 240. An act for the relief of Dr. James M. Hooks;

H. R. 801. An act for the relief of Mrs. Catherine Driggers and her minor children;

H. R. 874. An act for the relief of L. Wilmoth Hodges;

H. R. 875. An act for the relief of Nannie Bass;

H. R. 935. An act for the relief of Andreas Andersen;

H. R. 977. An act for the relief of John August Johnson;

H. R. 1236. An act to authorize the Secretary of War to quitclaim to Chanslor-Canfield Midway Oil Co. subsurface mineral and water rights in two hundred and eleven and thirty-six one-hundredths acres of land in the county of Los Angeles, Calif.;

H. R. 1457. An act for the relief of Josephine Benham;

H. R. 1636. An act for the relief of Myrtle Ruth Osborne, Marion Walts, and Jessie A. Walts;

H. R. 1781. An act for the relief of Candler Cobb;

H. R. 1956. An act for the relief of Annie M. Lannon;

H. R. 1961. An act for the relief of Florentine H. Keeler, Harold S. Keeler, and Genevieve M. Keeler;

H. R. 1979. An act for the relief of the Ohio Brass Co.;

H. R. 2027. An act for the relief of the estate of Alexander McLean, deceased;

H. R. 2160. An act for the relief of John J. Gall;

H. R. 2166. An act for the relief of the estate of Franz Tillman, deceased;

H. R. 2172. An act for the relief of J. Clyde Marquis;

H. R. 2241. An act for the relief of Florence Zimmerman;

H. R. 2310. An act for the relief of James A. Brady;

H. R. 2332. An act for the relief of Henry P. King and G. B. Morgan, Sr.;

H. R. 2335. An act for the relief of Albert E. Severns;

H. R. 2362. An act for the relief of Edward Woolf;

H. R. 2399. An act for the relief of Arlethia Rosser;

H. R. 2452. An act for the relief of Sam Kalak;

H. R. 2479. An act for the relief of Capt. Werner Holtz;

H. R. 2481. An act for the relief of the estate of Ed Edmondson, deceased;

H. R. 2512. An act for the relief of Helen Alton and Edwin Alton;

H. R. 2579. An act for the relief of John G. Johnson;

H. R. 2595. An act for the relief of Patrick A. Kelly;

H. R. 2620. An act for the relief of Leslie O. Allen;

H. R. 2642. An act for the relief of Mrs. Evelyn Johnson;

H. R. 2677. An act to authorize the Federal Works Administrator to accept and dispose of real estate devised to the United States by the late Maggie Johnson, of Poik County, Ark., and for other purposes;

H. R. 2686. An act for the relief of Ben Greenwood and Dovie Greenwood;

H. R. 2723. An act for the relief of I. H. Beasley;

H. R. 2729. An act for the relief of Donald George;

H. R. 2810. An act for the relief of Mrs. Stuart B. Riley;

H. R. 2835. An act for the relief of James Lynch;

H. R. 2836. An act for the relief of Angelo Gianquitti and George Gianquitti;

H. R. 3008. An act for the relief of Don Hicks;

H. R. 3011. An act for the relief of John Hames;

H. R. 3087. An act to correct an error in section 342 (b) (8) of the Nationality Act of 1940, as amended;

H. R. 3137. An act for the relief of G. F. Allen, chief disbursing officer, Treasury Department, and for other purposes;

H. R. 3198. An act for the relief of the legal guardian of Sue Flippin Bratton, a minor;

H. R. 3249. An act for the relief of Stanley J. Lilly;

H. R. 3302. An act for the relief of Christian H. Kreusler;

H. R. 3424. An act to permit renewal of certain trade-mark registrations after expiry thereof, and for other purposes;

H. R. 3603. An act to provide for the sale of surplus war-built vessels, and for other purposes;

H. R. 3790. An act for the relief of Genevieve Lund;

H. R. 3870. An act to name the dam at the Upper Narrows site on the Yuba River, in the

State of California, the "Harry L. Englebright Dam";

H. R. 3871. An act authorizing the appointment of an additional judge for the district of Kansas;

H. R. 4018. An act for the relief of Robert A. Hudson;

H. R. 4048. An act to provide for an appeal to the Supreme Court of the United States from the decisions of the Court of Claims in two suits instituted by H. B. Nelson (doing business as the H. B. Nelson Construction Co.); and

H. R. 4100. An act to amend section 74 of the Judicial Code, as amended, to change the terms of the District Court for the District of Connecticut.

# HOUSE BILLS REFERRED OR PLACED ON CALENDAR

The following bills were severally read twice by their titles and referred or ordered to be placed on the calendar, as indicated:

H. R. 239. An act for the relief of Dr. Ernest H. Stark;

H. R. 240. An act for the relief of Dr. James M. Hooks; and

H. R. 1236. An act to authorize the Secretary of War to quitclaim to Chanslor-Canfield Midway Oil Co. subsurface mineral and water rights in two hundred and eleven and thirty-six one-hundredths acres of land in the county of Los Angeles, Calif.; to the Committee on Military Affairs.

H. R. 801. An act for the relief of Mrs. Catherine Driggers and her minor children;

H. R. 874. An act for the relief of L. Wilmoth Hodges;

H. R. 875. An act for the relief of Nannie Bass;

H. R. 935. An act for the relief of Andreas Andersen;

H. R. 977. An act for the relief of John August Johnson;

H. R. 1457. An act for the relief of Josephine Benham;

H. R. 1636. An act for the relief of Myrtle Ruth Osborne, Marion Walts, and Jessie A. Walts;

H. R. 1781. An act for the relief of Candler Cobb;

H. R. 1956. An act for the relief of Annie M. Lannon;

H. R. 1961. An act for the relief of Florentine H. Keeler, Harold S. Keeler, and Genevieve M. Keeler;

H. R. 1979. An act for the relief of the Ohio Brass Co.;

H. R. 2027. An act for the relief of the estate of Alexander McLean, deceased;

H. R. 2160. An act for the relief of John J. Gall;

H. R. 2166. An act for the relief of the estate of Franz Tillman, deceased;

H. R. 2172. An act for the relief of J. Clyde Marquis;

H. R. 2241. An act for the relief of Florence Zimmerman;

H. R. 2310. An act for the relief of James A. Brady;

H. R. 2332. An act for the relief of Henry P. King and G. B. Morgan, Sr.;

H. R. 2335. An act for the relief of Albert E. Severns;

H. R. 2362. An act for the relief of Edward Woolf;

H. R. 2399. An act for the relief of Arlethia Rosser;

H. R. 2452. An act for the relief of Sam Kalak;

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H. R. 2512. An act for the relief of Helen Alton and Edwin Alton;

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H. R. 2620. An act for the relief of Leslie O. Allen;

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H. R. 2686. An act for the relief of Ben Greenwood and Dovie Greenwood;

H. R. 2723. An act for the relief of I. H. Beasley;

H. R. 2729. An act for the relief of Donald George;

H. R. 2810. An act for the relief of Mrs. Stuart B. Riley;

H. R. 2635. An act for the relief of James Lynch;

H. R. 2836. An act for the relief of Angelo Gianquitti and George Gianquitti;

H. R. 3008. An act for the relief of Don Hicks;

H. R. 3011. An act for the relief of John Hames;

H. R. 3137. An act for the relief of G. F. Allen, chief disbursing officer, Treasury Department, and for other purposes;

H. R. 3198. An act for the relief of the legal guardian of Sue Flippin Bratton, a minor;

H. R. 3249. An act for the relief of Stanley J. Lilly;

H. R. 3302. An act for the relief of Christian H. Kreusler;

H. R. 3790. An act for the relief of Genevieve Lund;

H. R. 4018. An act for the relief of Robert A. Hudson; and

H. R. 4048. An act to provide for an appeal to the Supreme Court of the United States from the decisions of the Court of Claims in two suits instituted by H. B. Nelson (doing business as the H. B. Nelson Construction Co.); to the Committee on Claims.

H. R. 2677. An act to authorize the Federal Works Administrator to accept and dispose of real estate devised to the United States by the late Maggie Johnson, of Polk County, Ark., and for other purposes; to the Committee on Public Buildings and Grounds.

H. R. 3087. An act to correct an error in section 342 (b) (8) of the Nationality Act of 1940, as amended; to the Committee on Immigration.

H. R. 3424. An act to permit renewal of certain trade-mark registrations after expiry thereof, and for other purposes; to the Committee on Patents.

H. R. 3603. An act to provide for the sale of surplus war-built vessels, and for other purposes; and

H. R. 3870. An act to name the dam at the Upper Narrows site on the Yuba River, in the State of California, the "Harry L. Englebright Dam"; to the Committee on Commerce.

H. R. 3871. An act authorizing the appointment of an additional judge for the district of Kansas; ordered to be placed on the calendar.

H. R. 4100. An act to amend section 74 of the Judicial Code, as amended, to change the terms of the District Court for the District of Connecticut; to the Committee on the Judiciary.

#### DISCONTINUANCE OF LAND-GRANT RAILROAD RATES

The Senate resumed the consideration of the bill (H. R. 694) to amend section 321, title III, part II, Transportation Act of 1940, with respect to the movement of Government traffic.

The PRESIDENT pro tempore. The clerk will state the committee amendment.

The LEGISLATIVE CLERK. On page 2, in lines 21 and 22, it is proposed to strike out the following:

SEC. 2. The amendment made by this act shall take effect 90 days after the date of enactment of this act.

And to insert in lieu thereof the following:

SEC. 2. The amendment made by this act shall take effect 90 days after the date of the cessation of hostilities in the war with Japan, as proclaimed by the President or declared by concurrent resolution of the two Houses of Congress, whichever is the earlier: *Provided, however,* That any travel or transportation contracted for prior to such effective date shall be paid for at the rate, fare, or charge in effect at the time of entering into such contract.

The PRESIDENT pro tempore. The question is on agreeing to the committee amendment.

The Senator from Kansas [Mr. REED] is recognized.

Mr. JOHNSTON of South Carolina. Mr. President, will the Senator yield?

Mr. REED. I yield.

Mr. JOHNSTON of South Carolina. Mr. President, I send to the desk an amendment to House bill 694, the bill now under consideration. The amendment proposes, on page 3, line 5, before the period, to insert a colon and the following proviso:

*Provided, however,* That the provisions of this act shall not take effect until all sections of the United States are allowed the same freight rates on both class and commodity freight.

The PRESIDENT pro tempore. The amendment submitted by the Senator from South Carolina will be printed and lie on the table.

Mr. REED. Mr. President, I have seldom seen an important measure come to the floor of the Senate about which there has been so much misunderstanding as there is with respect to the so-called land-grant bill. There is no particular mystery attached to it. It is true that the railroads will profit to some extent—not an unreasonable extent—if this bill passes. But, Mr. President, the pressure upon me and upon every other Senator for the passage of the bill comes from shippers. I hold in my hand my file of correspondence, entirely from shippers. Several hundred—perhaps a thousand—letters have come to me since the agitation for the repeal of the remaining land-grant rates has begun.

I wish to read a letter which I would not call typical, but a model letter from a shipper. It tells why the shippers want the bill passed. It is as clear and concise a statement of the shippers' side of this case as can be made. This letter is from the Monsanto Chemical Co., of St. Louis. It is written by the traffic manager, a Mr. Vahle. It reads in part as follows:

Land-grant rates are discriminatory, and we, therefore, feel that the law which authorizes land-grant privileges should be repealed. The Interstate Commerce Act governing transportation requires railroads to file tariffs naming rates that shippers must pay for the transportation of freight. These are the only rates that may be charged and they cannot, without specific approval of the Interstate Commerce Commission, be deviated from in any manner or form. In this way all shippers are informed of the rates applicable to their shipment as well as those applicable to those of competitors. This, however, does not apply with respect to land-grant rates because there is no law requiring their publication.

I charge Senators to take notice of that. I telephoned the Tariff Bureau of

the Interstate Commerce Commission this morning to ascertain if they had on file in the Bureau rates charged by railroads obliged to give the land-grant deductions. They said they had no such rates on file. They do not know what the railroads charge where the land-grant deduction is involved. The man in the Tariff Bureau of the Interstate Commerce Commission with whom I talked ended by saying, "About all we know about land-grant rates is what we read in the newspapers." I submit, Mr. President, that that is a most unhealthy situation.

I continue with the letter:

This results in uncertainties not only by the shippers located on non-land-grant roads in competition with shippers on land-grant roads, but also between shippers located on different land-grant roads, and in some cases, even when competing shippers are located on the same land-grant roads.

To participate in Government business at present a shipper to whom a land-grant reduction is not available must absorb the difference between his standard commercial rate and the lower land-grant rate of his competitor, and there are times when natural advantages are eliminated because a competitor with a more unfavorable location happens to be in a position to use a route where land-grant rates apply.

The ordinary commercial shipper does not always know and cannot find out how much land-grant mileage may be applicable in the movement of his own product and has still less chance to know how land-grant deductions may be applied where his competitors are located. Not even the regulatory authorities know where they stand in prescribing a rate structure, in view of the uncertainties as to the nature of the Government property and its uses to which the lower land-grant charges apply.

Shippers on non-land-grant routes, therefore, are at a distinct disadvantage against their competitors served by land-grant roads, and we, therefore, feel that these uncertainties should be eliminated in order to remove discriminations which the present act causes.

Land-grant rates are also responsible for circuitous routing of Government traffic, this resulting in the wasteful use of equipment at a time when every possible effort is being made in the interest of conservation and the efficient use of equipment.

Freight rates should be made on a fair and nondiscriminatory basis, and we, therefore, earnestly request you to support the new bill, urging its passage at an early date.

Mr. President, I subscribe to every word in that letter. It is as straightforward, concise, and coherent a statement of the case for the repeal of the remaining land-grant rates as can be made by anyone. I have in my files, and I held up some of them this morning, approximately 1,000 letters along this same line. I chose to read this because it fairly reflects the position of shippers the country over.

Mr. President, I have been active in transportation and traffic matters all my life. I am familiar with shipper organizations the country over. So far as I know, there is not one shipper organization of any standing anywhere that is not urging the repeal of this remaining segment of the land-grant rates.

Mr. REVERCOMB. Mr. President, will the Senator yield?

The PRESIDING OFFICER (Mr. JOHNSTON of South Carolina in the

chair). Does the Senator from Kansas yield to the Senator from West Virginia?

Mr. REED. I yield.

Mr. REVERCOMB. Do I correctly understand that the shippers on land-grant railroads and shippers on non-land-grant railroads have a difference in rates when they ship only Government supplies or supplies other than Government supplies?

Mr. REED. Only Government supplies.

Mr. REVERCOMB. If we pass this bill, would it lower the rates on the non-land-grant railroads or would it merely raise the rates on the land-grant railroads?

Mr. REED. Mr. President, if the Senator will indulge me for approximately 15 minutes, I shall hope to explain all those things.

Mr. REVERCOMB. I thank the Senator.

Mr. REED. Mr. President, the question arises as to how the land-grant system began. Back in 1820 the Government granted tracts of land for the building of highways. Later, in the 40's and 50's, the Government made grants of land in order to encourage the building of canals. In both cases—both for the highways and for the canals—the grants specified that Government property should move over such roads and canals without the payment of tolls. I do not mean to say that I have quoted the precise language, but that was the substance of it.

Then came the railroads. Railroad land grants were first made about 1850. I think the Illinois Central received the first one. Approximately 131,000,000 acres of land were given to railroads to induce construction and extension of mileage, principally in the Middle West, but partly in the South. The old provision that Government property should move without payment of toll was carried into the railroad land grants. Of course, that is an impossible thing, because a railroad moves the traffic; it does not merely furnish the right-of-way. So there was a controversy as to how much of a deduction should be made. The question went to the courts. The Court of Claims, first, I think, and then the Supreme Court decided that there should be an adjustment between the Government, as a shipper, and the railroads.

Mr. JOHNSON of Colorado. Mr. President, it was the other way around; it went to the Supreme Court first, and later to the Court of Claims.

Mr. REED. Mr. President, the Senator from Colorado has suggested that it went first to the Supreme Court. At any rate, it went to both courts. The courts virtually told the railroads and the shippers to get together, and finally they agreed upon a 50-percent reduction from commercial rates.

I have struggled to find statutory authority for the 50-percent reduction. Some persons who are very well informed on this subject had suggested there was none. At any rate, this morning I located the statutory authority for the 50-percent reduction. In the appropriation bill of July 16, 1892, chapter 195, 27 Statutes at Large 174, 180, there is a provision which reads thus:

For the payment of Army transportation lawfully due such land-grant railroads as have not received aid in Government bonds (to be adjusted in accordance with the decisions of the Supreme Court in cases decided under such land-grant acts) but in no case shall more than 50 percent of the full amount of service be paid.

That was the first one—in 1892.

In a later law, again an appropriation bill, in chapter 291, 43 Statutes at Large 486, an act of June 4, 1924, a rider was written in. In those days riders were written into appropriation bills, just as is occasionally done now. That rider reads as follows:

Payments shall be made at such rates as the Secretary of War shall deem just and reasonable and shall not exceed 50 percent of the full amount of compensation, computed on the basis of the tariff or lower special rate for like transportation performed for the public at large, for the transportation of property or troops of the United States over any railroad which, under land-grant acts, was aided in its construction by a grant of land on condition that said railroad shall be and remain a public highway for the use of the United States, and for which adjustment of compensation is required.

Mr. President, that provision applied to all property of the United States. For the first 70 years of railroad land-grant-rate operations the total deduction, including the deduction for carrying the mails, which since 1924 have been carried at 80 percent of a normal rate, was \$56,000,000. The amount of business handled by the Government in those early years, outside of business of the Army, was not considerable. The mails were carried at 80 percent of normal rates. Other property was carried at 50 percent.

These figures are the result of studies made by the late Mr. Eastman, when he was Coordinator of Transportation, by the Board of Investigation and Research, and perhaps by others.

Then came the recent era when the Government went into business on a large scale, and its business no longer was confined to the movement of troops or property for the military services. The land-grant deductions became enormous, and the confusion introduced into competitive business by virtue of the uncertainty attaching to shipments on land-grant railroads as compared to non-land-grant roads produced an almost impossible condition which was well described in the letter I read a moment ago.

When Congress enacted the Transportation Act of 1940 the present President, then Senator Truman, was active in the move to limit land-grant deductions to property owned by the Government and used for military purposes. To exclude from such deductions the movement of Government property designed for civil use would have greatly reduced the amount of deductions on land-grant railroads traffic, except for the fact that the war broke out. The war brought an enormous increase of Government military traffic. Great difficulty has arisen in trying to define what is military traffic as opposed to what is civil-property traffic. The Senator from Montana discussed that matter at some length yesterday. I shall refer to it only

very briefly. What of lend-lease goods? When the Government is shipping lumber or cement or other building materials for the purpose of the construction of houses for war workers, is that a military purpose? So many questions of that kind have arisen, according to my information, that today there is an argument between the railroads and the Government over the payment of bills aggregating approximately \$175,000,000. The practice is for the railroad to submit its bill on a basis which it thinks proper. Then the Government department affected pays it. Then it goes to the General Accounting Office. The General Accounting Office says it will take probably 5 years before it can determine all related questions as to whether the land-grant rates apply. A great deal of misinformation has been given by previous persons as to the effect of the deductions. As I have said, for the first 70 years the deductions amounted to \$56,000,000. The Post Office Department, which had had the mails carried at 80 percent of what the rates otherwise would have been, benefited over a period of years to the extent of approximately between \$2,000,000 and \$2,500,000 a year. But that was repealed by the Transportation Act of 1940. At the present time the Post Office Department pays rates regardless of whether a railroad is a land-grant railroad.

When shipping conditions return to normal, it is my considered judgment, based on the best information I can obtain—and I have made an earnest effort to obtain information from every available source—that the amount of the so-called land-grant deductions on property shipped under the present law for military purposes only, will be somewhere between \$3,000,000 and \$7,000,000 a year. I doubt if anyone can come any closer to the exact amount than that.

Mr. President, there is no mystery about this matter, but it is a subject which has not been fully understood. Such absence of understanding has given an opportunity to persons who are inclined to be alarmists or careless about the truth to make claims of enormous waste, graft, tremendous expense to shippers, and great profits to the railroads. As I have said, it is my considered judgment that when shipping conditions return to normal, so far as property moving for military purposes is concerned, under the present law the deductions would amount to somewhere between \$3,000,000 and \$7,000,000 a year. That is the best figure I could obtain. I am reinforcing the statement by what happened before the depression period and before the war.

From January 1, 1928, to December 31, 1933, a period of 6 years, the total deductions were \$14,442,000. That related to what was approximately a normal movement before the period of activity which took place due to the depression, when the Government undertook all kinds of PWA, WPA, and other Government activities. The yearly deduction average was about \$2,400,000.

I am appealing today for the repeal of this act principally for the benefit of the shipper. There is not a shipper of any consequence anywhere in the United



States about whom I know anything, or a shipping organization of any importance which can speak with knowledge on this subject, that does not favor the proposed repeal. It is almost impossible for a manufacturer or producer on a non-land-grant railroad to do business if he has a competitor on a land-grant railroad. That situation is not a fair one. There is no place where the manufacturer, the wholesaler, or the distributor located on a nongrant railroad can ascertain what his competitor pays if his competitor has the advantage of rates because of being served by a land-grant railroad. That situation is discriminatory. It is a situation which some of us have tried for many years to remove from the field of transportation. We have tried to put all competitors on such a basis that there would be neither favoritism nor discrimination. We have succeeded fairly well, but we do not yet have a perfect rate structure. I have had a great deal to do with these matters over a period of many years. We never will have a perfect rate structure, but we have improved it tremendously, and the enactment of this bill would aid greatly in that direction.

Mr. President, I see the distinguished senior Senator from North Carolina in the Chamber. I ask for his attention for a moment.

Yesterday in the course of the debate between the Senator from North Carolina [Mr. BAILEY] and the Senator from Montana [Mr. WHEELER] a question was asked relative to the extent to which the railroads of the South might have received aid from land-grants. I have before me a land-grant map. I shall be very happy to let any of my colleagues examine it. I was told by the Department from which I received the map that it is the last one in existence so far as is known. I promised that I would return it.

I also have before me a list of railroads which I shall be glad to show to any Senator. I believe there is an ample supply of pamphlets which give information about the railroads, including the amount of land which has been granted to them.

For the information of the Senator from North Carolina, allow me to say that the following railroads operating in the South received land grants: The Illinois Central Railroad Co.; the Mobile & Ohio, Mississippi; Mobile & Ohio, Alabama; the Florida, Atlantic & Gulf Central Railroad; the Florida Central & Peninsula Railroad; the Florida & Alabama Railroad; the Alabama & Florida Railroad—those are apparently two separate railroads—the Tennessee & Coosa Railroad; the Alabama & Chattanooga Railroad; the Mobile & Girard Railroad; the South & North Alabama Railroad; and the Selma, Rome & Dalton Railroad.

If the Senator from North Carolina is interested, I shall be very glad to pass one of these pamphlets to him.

Mr. BAILEY. Mr. President, from the information which I have just heard, there were land-grants to railroads in the South in such States as Florida, Mississippi, and Alabama.

Mr. REED. I believe there were some in Alabama, in Tennessee, Florida, and some other States.

Mr. President, a repeal of the present law will not mean that the Government may not obtain a reduction in freight rates, or have its freight carried at a lower cost than the public can have its freight carried. Section 22 of the Interstate Commerce Act specifically provides, and has so provided for a long time, that the railroads may, without violation of law, make a contract with the Federal Government, State or municipal governments to handle traffic at less than normal rates. I read from the opening language of section 22 of the Interstate Commerce Act.

That nothing in this part shall prevent the carriage, storage, or handling of property free or at reduced rates, for the United States, State, or municipal governments, or for charitable purposes, or to or from fairs and expositions for exhibition thereat or the free carriage of destitute and homeless persons transported by charitable societies.

Mr. President, I shall be happy to answer any question which I am capable of answering. I have tried to outline the question as tersely and as clearly as I could. From long experience I have come to the very firm belief that for the benefit of honest, fair, and open competition between shippers, this land-grant provision should be repealed.

Mr. HICKENLOOPER. Mr. President, will the Senator yield?

Mr. REED. I yield.

Mr. HICKENLOOPER. In examining the map to which the Senator from Kansas has referred as showing the names of land-grant railroads, I note that west of the Missouri River line the portion of the Northern Pacific which runs through North Dakota, Montana, Idaho, and Washington, and the portion of the Southern Pacific which runs from about halfway between Los Angeles and San Francisco, and extends down to about Albuquerque, N. Mex., as well as a stretch of the Union Pacific running through Kansas and ending at the Colorado line, are the only roads shown which are presently land-grant railroads. I have been of the firm opinion that the Union Pacific clear through was a land-grant railroad; that the Great Northern was a land-grant railroad, and that great portions of the Milwaukee had land grants.

Mr. REED. There was no land grant to some of the roads named by the Senator from Iowa. The Great Northern never had a land grant. The Milwaukee extensions to the coast never had a land grant. The Union Pacific Railroad was the first transcontinental road constructed. That was back in the days of the Civil War and President Lincoln had in mind always as a national policy the necessity of building a railroad to keep the Pacific coast within the United States.

Mr. HICKENLOOPER. I beg the Senator's pardon. I believe I misstated myself a moment ago. It was not the Union Pacific; it was a portion of the Santa Fe through Kansas. The Union Pacific is not shown to be a land-grant railroad at all.

Mr. REED. The Union Pacific never was a land-grant railroad. It was aided

heavily by bonds. About 1905, after considerable investigation and controversy, there was a final settlement between the Union Pacific Railroad and the National Government in which the matter of these bonds, what was due and when it was due, was adjusted. So today the Union Pacific Railroad—

Mr. HATCH. Mr. President, will the Senator yield for a moment?

Mr. REED. Allow me to complete my reply. The Union Pacific is not a land-grant railroad in the sense that I have used that term as applying to Government shipments.

Mr. HATCH. Unless my recollection is at fault, vast areas of public land were conveyed to another corporation which was indirectly owned by the Union Pacific. Is not that true?

Mr. REED. I think that is quite possible, but that does not change the statement I made. I have never examined the old law, but the provision which was standard in the case of most land grants, that a rate reduction should be made on Government traffic, was never put into the Union Pacific grant. The Union Pacific was granted lands; yes.

Mr. HATCH. Mr. President, will the Senator yield?

Mr. REED. Certainly.

Mr. HATCH. I think the Senator will find the history of the Union Pacific and its affiliated corporations a most interesting one in the development of the railroads of the West.

Mr. REED. Of course, that may be. I am talking about a matter that is immediately before the Senate. The Union Pacific land grant is not involved in this question in any way.

Mr. HICKENLOOPER. Mr. President, will the Senator yield?

Mr. REED. I yield.

Mr. HICKENLOOPER. Perhaps the Senator has covered the point I am about to mention. If so, I did not hear him and I should be glad to have him discuss it for my information. What is meant by bond-aided roads? What is the distinction? Was it a direct loan, an underwriting? What was the method of bond-aiding the railroads in the early days?

Mr. REED. I can only speak from general knowledge.

Mr. HICKENLOOPER. I see very few; in fact, I see no bond-aided railroads indicated west of the Missouri River.

Mr. REED. The Union Pacific, I think without question, was aided by bonds as well as by grants of land, which the railroad sold; but my understanding, without an examination of the old law, always has been that there was no provision in the grant of land to the Union Pacific that required a reduction in the rate for which Government traffic was carried. There was quite a controversy between the National Government and the Union Pacific Railroad sometime along about the turn of the century—I think about 1905, as nearly as I can remember—and the Union Pacific and the Government reached a settlement. What that settlement was I do not undertake to say, but we have never considered—and I speak with knowledge on this subject—the Union Pacific as being a railroad of which

a reduction of the rate at which Government property was carried could be required.

Mr. HICKENLOOPER. I am greatly interested in this question, if the Senator will yield again—

Mr. REED. Certainly.

Mr. HICKENLOOPER. It seems from this map—and this morning is the first time I have ever seen it; I understand there is only one in existence, as the Senator said.

Mr. REED. I had to cross my heart and hope to die, when I borrowed that one. I promised to return it to the department from which I obtained it.

Mr. HICKENLOOPER. A quick examination of this map seems to indicate that the State of Iowa and the State of Minnesota have by far the bulk of the land-grant railroad mileage in the United States.

Mr. REED. I think that may be correct.

Mr. HICKENLOOPER. It seems that all five of the major roads—east and

west railroads which cross my State—are land-grant, with the exception of one or two small ones.

Mr. REED. The answer to that would be that when the Civil War ended—with due regard for my southern colleagues, I will say the War Between the States—

Mr. BAILEY. Mr. President, if the Senator from Kansas will permit a correction from North Carolina, let me say that we had a vote in North Carolina in 1915 on that subject and the State voted to call it the War of the Rebellion. I am bound by that at any rate.

Mr. REED. Mr. President, at the close of the War of the Rebellion—I accept the nomenclature of the very distinguished Senator from North Carolina—it was the desire of the National Government to open up for settlement and to induce settlement of the States west of Chicago, or, really those west of the Mississippi River. I think that is a fair statement. There had been no way to travel except by road into that area

until these railroads were built. Through the State of Missouri one could travel and did travel by the Missouri River. There was much more travel on the Missouri River in those days than there has been in recent years. So to induce railroad building to encourage it in the territory from Chicago to the Rocky Mountains, and more especially between the Mississippi River and the Rocky Mountains, aid grants of land were made to railroads.

Mr. President, at this time I ask to have incorporated in my remarks pages 5 and 6 only of a pamphlet issued by the Department of the Interior, entitled "Information Concerning Land Grants for Roads, Canals, River Improvements, and Railroads." This table shows the names of the railroads and the amount of land granted. Perhaps it may be useful.

The PRESIDING OFFICER. If there is no objection, the table will be printed in the RECORD.

The table is as follows:

Statement showing area of the grant and the amount of land certified and patented under grants made by acts of Congress to aid in the construction of railroads\*

GRANTS ADJUSTED AND CLOSED

Name of railroad	Date of grant	Area of grants in acres	Acres patented	Deficiency
Illinois Central R. R. Co.	Sept. 20, 1850 (9 Stat. 466)	2,595,133.00	2,595,133.00	
Mobile & Ohio (Mississippi)	do	737,130.29	737,130.29	
Mobile & Ohio (Alabama)	do	419,528.44	419,528.44	
Hannibal & St. Joseph R. R. Co.	June 10, 1852 (10 Stat. 8)	778,550.04	611,323.35	167,226.69
Pacific R. R. Co. now St. Louis & San Francisco Ry. Co.	do	1,159,080.33	1,161,284.51	
Little Rock & Fort Smith Ry. Co.	Feb. 9, 1853 (10 Stat. 155)	1,057,024.00	1,052,082.51	4,941.49
St. Louis, Iron Mountain & Southern R. R. Co. (Missouri)	do	574,400.00	41,652.47	532,747.53
St. Louis, Iron Mountain & Southern R. R. Co. (Arkansas)	do	1,946,112.00	1,356,298.00	589,814.00
Memphis & Little Rock R. R. Co.	do	838,400.00	188,380.49	650,019.51
Chicago, Burlington & Quincy R. R. Co.	May 15, 1856 (11 Stat. 9)	1,046,062.73	389,990.11	656,072.62
Chicago, Rock Island & Pacific Ry. Co.	do	1,228,526.96	644,747.17	583,779.79
Cedar Rapids & Missouri River R. R. Co.	do	1,024,895.66	1,023,755.08	1,140.58
Dubuque & Sioux City R. R. Co.	do	1,207,145.51	1,239,464.08	
Iowa Falls & Sioux City R. R. Co.	do	1,315,496.22	1,308,620.88	6,875.34
Florida, Atlantic & Gulf Central R. R. Co.	May 17, 1856 (11 Stat. 15)	1,049,744.69	750,958.84	298,785.85
Pensacola & Georgia R. R. Co.	do	147,942.81	166,691.08	
Florida Central & Peninsula R. R. Co.	do	439,972.58	399,022.84	40,949.74
Florida & Alabama R. R. Co.	do	88,935.81	84,545.01	4,390.80
Alabama & Florida R. R. Co.	do	662,349.00	463,253.35	199,095.65
Tennessee & Coosa R. R. Co.	June 3, 1856 (11 Stat. 17)	168,572.03	240,106.45	
Alabama & Chattanooga R. R. Co.	do	302,181.16	302,181.16	
Wills Valley R. R. Co.	do	595,874.38	522,218.75	73,655.63
Mobile & Girard R. R. Co.	do	507,313.07	419,699.19	87,613.88
South & North Alabama R. R. Co.	do	128,000.00	128,301.05	
Selma, Rome & Dalton R. R. Co.	do	304,367.64	310,023.67	
Bay de Noquet & Marquette R. R. Co.	June 3, 1856 (11 Stat. 21)	35,679.79	34,227.08	1,452.71
Marquette, Houghton & Ontonagon R. R. Co.	Mar. 3, 1855 (13 Stat. 520)	702,608.75	518,014.51	184,594.24
Ontonagon & Brule R. R. Co.	June 3, 1856 (11 Stat. 21)	746,378.35	740,299.41	6,078.94
Chicago & Northwestern Ry. Co.	Mar. 3, 1855 (13 Stat. 520)	220,924.37	1,132.30	219,792.07
Jackson, Lansing & Saginaw R. R. Co.	June 3, 1856 (11 Stat. 21)	947,699.92	846,679.45	101,020.47
Northern Central Michigan R. R. Co.	do	37,467.44	37,467.44	
Grand Rapids & Indiana R. R. Co.	do	590,811.79	513,152.37	77,659.42
Port Huron & Lake Michigan R. R. Co.	do	120,765.88	915.38	119,850.50
Flint & Pere Marquette R. R. Co.	do	240,649.03	243,288.77	
Madison & Portage R. R. Co.	June 3, 1856 (11 Stat. 20)	922,834.10	773,874.00	148,960.10
Wisconsin Railroad Farm Mortgage Co.	do			
Chicago, St. Paul, Minneapolis & Omaha R. R. Co., successor to West Wisconsin Ry. Co.	May 5, 1864 (13 Stat. 66)	1,288,208.90	1,288,208.90	
Chicago, St. Paul, Minneapolis & Omaha R. R. Co., successor to St. Croix & Lake Superior R. R. Co.	do			
Chicago & Northwestern R. R., successor to Chicago, St. Paul & Fond du Lac R. R. Co.	do			
Vicksburg, Shreveport & Pacific R. R. Co.	June 3, 1856 (11 Stat. 20)	561,937.93	555,140.15	6,797.78
Vicksburg & Meridian R. R. Co.	June 3, 1856 (11 Stat. 18)	702,137.68	373,175.95	328,961.73
Gulf & Ship Island R. R. Co.	Aug. 11, 1856 (11 Stat. 30)	409,499.81	199,101.51	210,398.30
St. Paul & Sioux City R. R. Co.	do	146,222.67	139,113.22	7,109.45
Minnesota Central R. R. Co.	Mar. 3, 1857 (11 Stat. 195); May 12, 1864 (13 Stat. 72)	1,126,578.55	1,126,618.55	
Winona & St. Peter R. R. Co.	Mar. 3, 1857 (11 Stat. 195)	599,065.72	176,289.78	422,775.94
Southern Minnesota R. R. Co.	Mar. 3, 1857 (11 Stat. 195)	1,680,143.09	1,749,209.16	
Leavenworth, Pawnee & Western R. R. Co., now Union Pacific R. R. Co.	Mar. 3, 1857 (11 Stat. 195); Mar. 3, 1865 (13 Stat. 526)	91,241.32	56,843.92	34,397.40
Union Pacific R. R. Co.	July 1, 1862 (12 Stat. 459); July 2, 1864 (13 Stat. 356)	7,069,242.87	7,091,674.37	
Union Pacific R. R. Co. (central branch)	do	11,401,296.15	11,401,175.51	120.64
St. Paul & Northern Pacific R. R. Co.	July 1, 1862 (12 Stat. 489); July 2, 1864 (13 Stat. 356)	222,639.57	223,034.53	
Leavenworth, Lawrence & Galveston R. R. Co.	July 1, 1862 (12 Stat. 489)	45,413.50	41,313.83	4,099.67
Atchison, Topeka & Santa Fe R. R. Co.	Mar. 3, 1863 (12 Stat. 772)	658,857.76	73,893.93	614,963.83
Missouri, Kansas & Texas R. R. Co.	do	2,878,020.39	2,929,348.08	
Wiseonsin Central R. R. Co.	Mar. 3, 1863 (12 Stat. 772); July 1, 1864 (13 Stat. 339); July 26, 1866 (14 Stat. 289)	889,757.94	609,057.63	280,700.31
St. Paul & Duluth R. R. Co.	May 5, 1864 (13 Stat. 66)	1,277,188.56	835,635.34	441,553.22
St. Paul & Northern Pacific R. R. Co.	May 5, 1864 (13 Stat. 64)	870,376.71	822,657.41	47,719.30
Chicago, Milwaukee & St. Paul R. R. Co., successor to McGregor & Missouri River R. R. Co.	May 12, 1864 (13 Stat. 72)	279,437.16	322,412.81	
Chicago, Burlington & Quincy R. R. Co., successor to Burlington & Missouri River R. R. Co.	do	1,284,492.15	396,392.70	888,099.45
	July 2, 1864 (13 Stat. 356)	2,361,984.00	2,374,090.77	



Statement showing area of the grant and the amount of land certified and patented under grants made by acts of Congress to aid in the construction of railroads—Continued

## GRANTS ADJUSTED AND CLOSED—continued

Name of railroad	Date of grant	Area of grants in acres	Acres patented	Deficiency
Southern Minnesota Railway Extension Co.	July 4, 1866 (14 Stat. 87)	1,002,931.34	451,626.21	1,151,305.13
Hastings & Dakota R. R. Co.	do	1,229,064.41	374,522.55	854,541.86
St. Joseph & Denver City R. R. Co.	July 23, 1866 (14 Stat. 210)	1,238,087.80	486,808.87	751,278.93
Atlantic & Pacific R. R. Co. (Missouri Division)	July 27, 1866 (14 Stat. 292)	630,793.91	508,829.97	122,963.94
New Orleans Pacific R. R. Co.	Mar. 3, 1871 (16 Stat. 573)	2,750,053.52	954,967.89	1,795,085.63
Total		68,213,231.18	55,826,276.02	12,709,697.06
Grants revoked by act of June 9, 1916 (39 Stat. 218):				
Oregon & California R. R. Co.	July 25, 1866 (14 Stat. 229)	3,821,001.80	2,777,631.96	1,044,269.84
Do	May 4, 1870 (16 Stat. 94)	397,092.16	128,618.13	268,474.03
Total		4,219,503.96	2,906,250.09	1,313,253.87
Grand total		72,432,735.14	58,732,526.11	14,022,950.93

Statement showing area of the grant and the amount of land certified and patented under grants made by acts of Congress to aid in the construction of railroads as of June 30, 1938

## GRANTS PRACTICALLY ADJUSTED, BUT NOT CLOSED

Name of railroad	Date of grant	Area of grants in acres	Acres patented	Amount due
St. Paul & Pacific R. R. Co.	Mar. 3, 1867 (11 Stat. 165); Mar. 3, 1865 (13 Stat. 526)	3,851,691.25	3,256,846.21	594,845.04
Central Pacific R. R. Co.	July 1, 1862 (12 Stat. 489); July 2, 1864 (13 Stat. 356)	8,056,581.46	7,620,255.69	136,325.77
Northern Pacific Ry. Co.	July 2, 1864 (13 Stat. 365); May 31, 1870 (16 Stat. 378)	43,150,330.39	38,591,614.78	4,558,715.61
California & Oregon R. R. Co.	July 25, 1866 (14 Stat. 239)	3,268,564.63	3,240,008.85	27,555.78
Atlantic & Pacific R. R. Co. (Western Division)	July 27, 1866 (14 Stat. 292)	13,423,237.62	11,617,306.83	1,805,927.19
Southern Pacific R. R. Co. (main line)	do	4,714,055.71	4,664,355.65	49,700.06
Southern Pacific R. R. Co. (branch line)	Mar. 3, 1871 (15 Stat. 473)	4,064,373.25	2,140,474.81	1,923,898.44
Total		80,528,833.71	71,731,465.82	8,797,367.89

Mr. REED. Mr. President, I have tried to elucidate this situation. I shall be happy to reply to any further questions, but if there are no further questions, I yield the floor.

Mr. BAILEY. Mr. President, I have heard the argument derived from the land-grant theory, and I do not think the argument is well founded. If some one will argue to me that we are not paying the railroads a sufficient sum, I will listen to that, but I do not believe the land-grant proposition is convincing. There is another side to it. Nobody knows what the lands were worth. Historians speak of the land grants as the sources and product of a great deal of corruption. I recall Mr. Beard's chapters on that point. However that may be, if the railroads are making a profit we should not pay them more than we are now paying them, and if they are not making a profit, I think the Government, having the sovereign power, should see to it that they are rewarded for their great service.

In that connection, Mr. President, I would pay a tribute to the railroads, their management, operators, and workers, for the very remarkable service they have rendered this country during the war. I denounced those who undertook to strike, and I went beyond the parliamentary limitations and said that the movement to strike was a "damned outrage." I still think so. I have no apologies for that. They should not have threatened to strike.

Mr. REED. Mr. President, if the Senator from North Carolina will yield, I do not think a strike should be permitted any group of men employed by an institution which is wholly devoted to the public service, such as the rail-

roads and telephone lines, the electric utilities, and wherever the public interest is paramount, as it is in the use of those instrumentalities.

Mr. BAILEY. I believe the Senator will go further and say that those who strike have no right whatever to prevent men willing to work from working.

Mr. REED. I agree with that. The Senator from North Carolina has raised a point, and if he will permit me, I wish to say that it was estimated, as it developed yesterday in the discussion between the Senator from North Carolina and the Senator from Montana, that there were 131,000,000 acres of land, valued by Mr. Eastman's coordinating staff at about 97 cents an acre. The railroads sold it for more than that—there can be no doubt about that—but the Government which retained ownership of half the land, also sold its land at an increased price, due to the fact that transportation was furnished by the building of the railroads. From the beginning of land-grant deductions down to June 30, 1942, there had been a total of \$340,783,000 in benefits received by the Government because of the reduced rates.

Mr. BAILEY. The Senator means benefits as compared with what the civilian was paying.

Mr. REED. The Senator is correct; that was the difference between the rates the Government paid and what the private shipper was paying. As against that, the value of the lands given the railroads was put at \$125,000,000.

Mr. BAILEY. That would all depend on when it was sold and how it was valued. I agree that in those days the land in the western portion of this country was practically worthless.

Mr. REED. Let me pursue that for a moment, with the permission of the Senator from North Carolina. For the last 2 years, during the period of heavy shipments of munitions and very heavy movement of troops, the deductions made because of Government shipping as against private shipping have run as high as \$20,000,000 a month, so that from June 30, 1942, down to June 30, 1945, we will say, a period of 3 years, I would think, without being able to state it precisely, that not less than \$500,000,000 benefits have accrued to the Government, and possibly exceeding that.

Mr. BAILEY. That may all be conceded; it is a matter of statistics; but I would not base an argument here on the ground that the war period developed a great volume of business. What I should like to know—and I have not heard anyone give the information—is what it would cost the Government in normal times, which we hope are just ahead of us. My judgment is that there is not a great deal involved. The railroads will not be hauling naval and military materials.

Mr. REED. I gave that figure at some time; perhaps the Senator was not listening. I said that in my opinion, based upon the best information I could obtain—and all we can get is an approximation—it would be somewhere between three and seven million dollars a year.

Mr. BAILEY. I apologize to the Senator. I was in the Chamber and intended to listen to him, but I became engaged with another distinguished Senator in a private conversation on the subject of things happening all around the world. I am glad to have the information. He says now it would be about how much?

Mr. REED. Somewhere between \$3,000,000 and \$7,000,000 a year, if the law we are discussing shall be repealed.

Mr. BAILEY. That is no great amount of money.

Mr. REED. It is not sufficient to permit to continue the discrimination which existed. I again say as I stated in the beginning, that the reason why I have been vigorously urging this repeal is that it would be in the interest of removing discrimination between shippers. Every shipper of this country, so far as I know, wants this discrimination removed. A manufacturer, a distributor, who happens to be located where he can use a land-grant railroad, has a definite advantage over his competitor if the competitor is located on a non-land-grant railroad. In the days when the Government came into business as heavily as it did during the depression and again throughout the war, it was made almost impossible to maintain competitive businesses, because of the uncertainty of the land-grant deductions.

Mr. BAILEY. That was only, however, on account of the shipment of military matériel and the movement of troops.

Mr. REED. In connection with building camps and bases and erecting factories and munition plants, I would think, without being able to apply more than a very general judgment, that the Government was not only the largest shipper in the country but almost as large as all the other shippers put together.

Mr. BAILEY. I am asking the Senator for information. I was informed this morning, by an authority which I shall not quote, that all the railroads had come down to the land-grant level by reason of the competitive situation. If that be the case, why should there be any confusion among the shippers?

Mr. REED. I hope the Senator from North Carolina recalls what I suggested yesterday. Let me use the western transcontinental railroads as an illustration. It is not competition alone that has forced the rates down. The non-land-grant railroads have equalized—that is the expression—against the land-grant rates. But it goes further than that. There are seven transcontinental railroads. The Great Northern is the northernmost; the Northern Pacific is the next; the Chicago, Milwaukee & St. Paul is the next; then we come to the Union Pacific; then to that route which is made up of the Missouri Pacific, the Denver & Rio Grande, and the Western Pacific; then we come to the Santa Fe and the Southern Pacific.

Mr. BAILEY. They are the land-grant roads.

Mr. REED. Three of them. The Southern Pacific, the Santa Fe, and the Northern Pacific are land-grant roads. The Great Northern, the Milwaukee, the Denver & Rio Grande, the Western Pacific, and the Union Pacific are not land-grant roads.

It would have been impossible—physically impossible, I mean—during the war period, for the three land-grant roads to handle all the traffic. It taxed the capacity and the facilities of all seven transcontinental lines. We needed our whole railroad plant. There was no possibility

of diverting the traffic to the most direct route or to the land-grant route. To move the traffic as expeditiously as it was moving—and I agree with the Senator from North Carolina that the railroads did a magnificent job—it was necessary to use the whole railroad plant. What happened was that the traffic was moved at land-grant rates, and the non-land-grant roads equalized their rates down to meet land-grant rates, even though the national necessity compelled the routing of traffic over their roads.

Mr. BAILEY. Had the railroads not done that prior to the war also?

Mr. REED. Yes.

Mr. BAILEY. It has been the rule?

Mr. REED. Yes.

Mr. BAILEY. And that rule has derived, not from obligation on account of land grants, but from the necessities arising from competition.

Mr. REED. Yes.

Mr. BAILEY. Yet we are arguing here as if the whole thing was derived from the land grants.

Mr. REED. It has its roots in the land grants.

Mr. BAILEY. The act does not refer to that. I should rather discuss the question and consider the question for myself of whether the \$3,000,000 or \$5,000,000 a year involved—I think that was the amount mentioned by the Senator from Kansas—

Mr. REED. From \$3,000,000 to \$7,000,000. I take \$7,000,000 as a maximum.

Mr. BAILEY. Whether that ought to be increased by 100 percent.

Mr. REED. Even if it were a maximum of \$7,000,000 a year, that would only be a fraction of 1 percent of the total revenues of the railroads. I have not calculated it.

Mr. BAILEY. It is a relatively small matter if we get out of the war picture.

Mr. REED. Yes.

Mr. BAILEY. If we get back into the war picture, in the view that if the Government is in distress it can get the money back by taxation, I would be willing to consider that as a reasonable thing. But what is troubling me is the argument that this thing has been derived from the land grants, when so many railroads did not have that benefit. The Senator mentioned the land-grant roads. I do not think the Senator from Kansas mentioned any railroads which operated in Alabama or Florida or Mississippi.

Mr. REED. I was speaking of the transcontinental railroads which were so important.

Mr. BAILEY. The land grants in the States I have mentioned were very small. It would be impossible to convince me that there were land grants in any of the original 13 States. The States owned their own property. The Federal Government did not own a foot of it. We were not territories.

Mr. REED. The Senator is correct. The railroads were on State grants, though, in the original 13 States.

Mr. BAILEY. How could the United States make grants in North Carolina? It did not own any property there. It owns some now, but it did not own any then. Am I not correct in that state-

ment? Will not the Senator agree with me about that?

Mr. President, while the Senator is looking through his papers I believe I will make a remark. There is an effort on foot now to claim for the Federal Government certain lands in the sea off the coast of North Carolina. I will concede that if we go far enough we get into territory to which North Carolina may not have rights, to which it would certainly not have superior rights. But North Carolina was here before the Union was, and it may be here after the Union is gone. There may be a republic in North Carolina when we have something else here in Washington. But, at any rate, North Carolina was there before the Union. And North Carolina owns all the tidewaters in the State, and North Carolina owns, and has title to, the ocean waters to a certain point or a certain line, usually called the 3-mile limit. I am not sure that that is the right way to draw the line, especially since the 3-mile limit does not mean as much as it once did. I go back to the prohibition law respecting that. We tried to enforce the prohibition law on the basis of the 3-mile limit and found that it could not be done, and we said that we could arrest a bootlegging ship any place within 1 hour's travel. We measured it by travel instead of by miles. Probably Congress passed an act dealing with that subject. I am not sure about that.

My point is that the title to the land in the original 13 States was in the States, and is in the States now, and will be in the States so long as they are States. That is a fundamental fact. We say we have our tenure in North Carolina. Under whom do I hold my land? Under whom does any farmer hold his land? He holds it under the State, and he pays taxes on that basis, and he does jury service. Our Supreme Court says that we hold in North Carolina in free and common socage. That is the old English tenure of dignity. They can require certain things of us but certain things they cannot require. So we do not hold a foot of land in North Carolina in any sort of tenure from the United States. I think that is important to be remembered.

#### THE PALESTINE PROBLEM

Mr. MEAD. Mr. President, I desire fully to associate myself with everything that has been said on the floor of the Senate with reference to the Palestine question, which, as Senators will recall, was discussed at great length on yesterday. There is in my judgment immediate need, Mr. President, for the British Government to correct a grievous wrong, and there is need for this Government to perform its duty in living up to the pledges which it has made in the past.

Mr. President, in law the Jewish case is unanswerable; in equity, it is even stronger. The Jews have suffered from our common enemy more than any other people, and we owe them a chance to live their national life in a free land of their own. But I desire to emphasize another consideration, Mr. President, namely, the direct American interest involved in this matter. When dealing with foreign



policy, we are naturally anxious to further any program which in the long run will serve the interest of our country.

America has a twofold interest in enabling the Jews to establish a Jewish state in Palestine. One interest springs from our profound anxiety that the traditional atmosphere of conflict in Europe, which has proven so dangerous to internal stability and world peace, shall be assuaged. We may not all realize how profound a part anti-Semitism has played in the development of the aggressive and nationalistic movements throughout Europe which have first fed upon the Jew as their immediate victim. These unfortunate movements carried their numerous followers into internecine hatred and finally into international aggression. This process continues, despite the fall of Hitler. Again anti-Semitism is being used through Europe to organize the dark forces of hatred which may easily upset our hope of organizing a peaceful Europe; and again, as before, the entire world, our country included, may find itself involved in the vortex of those forces.

There is a second interest involved; the interest of America in the Middle East. There is much nonsense spoken about the danger of large-scale violence or war which the Arabs could unleash against the Jews or against the United Nations. To anyone who has given careful study to the military realities of the situation such talk appears to be ridiculous.

The truth is that the Arab peoples are engaged now in the difficult task of beginning their national life in conditions of backwardness almost unrivaled in the modern world. Our best wishes go out to those peoples for the success of their endeavors; and not only do our wishes go out to them, Mr. President, but we are ready to help them to advance from their present state of abject poverty, of almost universal illiteracy, of the absence of any modern provisions for public welfare, to a degree of progress compatible with modern civilization. The Arab peoples know that no country is more anxious to give such assistance and is less interested in obtaining obvious or hidden advantages from them than are we. There have been expansionists among all peoples in the past, and there may be some expansionist tendencies among extreme nationalists. In this, I am not interested. I hope the rulers of the Arab countries will give less thought to future expansion or Pan-Arab movements and more thought to the social and economic advancement of their own peoples. If they do this, they will find the Government and the people of the United States true friends.

In our endeavors to raise the living standards of the Middle East, no single step would be so helpful as the establishment in Palestine of a Jewish state. The Jews have already done wonders in modernizing those portions of Palestine which they were grudgingly permitted to settle. Mr. President, I saw the development there. It is the outstanding example of its kind in that part of the world. They are constantly reaching out and reclaiming desert land, cultivating, and developing it in the most

modern style. Their example has already stimulated the Arabs of Palestine, who, as regards living conditions, economic standards, public health, and literacy, are already far advanced in comparison with Arabs of other countries. Both peoples have increased their population and improved their living standards in this particular corner of the Mediterranean, due primarily, if not altogether, to the development in Palestine by the Jews.

Palestine is already, socially and economically, the most modern corner of the Middle East. It is per capita the largest consumer of American goods in that quarter of the world. With the further growth of the Jewish settlement in Palestine, we may be certain that this process of economic development will continue.

Mr. President, there is a whole world of desert land over there, a great deal of which could be reclaimed and put under cultivation if the leadership and the desire to do so were present. Palestine, and, stimulated by its example, the entire Middle East, would become to a still larger extent an important cog in the complicated machinery of world trade. The consuming standards of the population of those countries would rise if that result should ensue and America would be one of the main centers from which they would be likely to look for goods in ever-increasing measure. America would be aided by this development.

Furthermore, a predominantly Jewish Palestine would assure this country of a friend in that section of the world. It is true that we have friends there now, but the Jewish people are bound to our country by the links of gratitude for the help which the Jews of Palestine have received from the Jewish community in the United States. They are linked to this country by the innumerable personal and family bonds existing between the Jewish population in Palestine and the millions of our Jewish citizens. A Jewish Palestine would provide us in that important part of the world a strategic corner of the first order, as well as a true friend on whom we could rely at all times.

Our Government has a particular obligation to act in the present case. A great deal of lend-lease material and assistance in other forms has been provided very recently by our Government to the governments of the various Middle East countries. It is not quite clear to what extent the lend-lease material was used in that case to combat our common enemy, which was, after all, the main purpose of our lend-lease operations. But certainly it would be very odd, to say the least, if we found those same governments threatening to use the lend-lease material which they obtained from us in order to make war or engage in violence against the Jews. I doubt very much whether they would do it. The amount of help which we have given to the Middle East countries, and the further help which those countries must receive from us, should very naturally contribute to peace in that region and not to lawlessness. By setting up a national homeland in Palestine for the Jews and

by giving their neighbors in the countries of the Middle East an opportunity to enjoy a higher standard of living, I believe that the peace for which we are all looking will be reinforced.

#### DISCONTINUANCE OF LAND-GRANT RAILROAD RATES

The Senate resumed the consideration of the bill (H. R. 694) to amend section 321, title III, part II, Transportation Act of 1940, with respect to the movement of Government traffic.

The PRESIDING OFFICER (Mr. CARVILLE in the chair). The question is on agreeing to the committee amendment on page 2, after line 20.

Mr. BILBO. Mr. President, unless one were a daily reader of the CONGRESSIONAL RECORD he would not have known anything about the facts in connection with the bill under consideration, because from the beginning the press and radio of the country have been almost absolutely silent in the treatment of publicity with respect to the proposed legislation. In other words, the people of the country do not know the facts and the meaning of the proposed legislation. Even Members of the Senate and Members of the House, unless they are members of the committees which dealt with the proposals know very little about it.

I asked one of the outstanding Members of the House, after the bill had passed, "What do you mean by letting a bill of this character get by the House without your opposition?" He said, "I never heard of it. I know nothing about it."

In order that the people of the country may know what is behind the bill, what is in the bill, and what it is all about, it is necessary that the history of the whole subject be reviewed on the floor of the Senate. The CONGRESSIONAL RECORD has a daily issue of about 46,000 copies; and possibly, by going into detail through the CONGRESSIONAL RECORD and persuading the Press to give widest publicity to it, we can get the facts before the public.

There has been a very large lobby in Washington in connection with this proposal. Of course, the public knew nothing about the lobby. There was no way to tell anything about it, because a lobbyist who is worth his salt does not announce his goings and comings, but quietly does his work.

I remember that last December, when the bill was reached on the call of the calendar and an effort was made to pass it, I interposed objection and announced that I was willing to filibuster for 30 days rather than see it passed. That evening after I reached my office a railroad lawyer, representing one of the largest railroad systems in the country, came to my office about 6 o'clock in the evening and said he wanted to talk with me confidentially. I said, "Very well." He said, "I understand that you have threatened to filibuster against the bill for 30 days rather than see it pass." I said "Yes; I made that statement." He said "I want to know if you meant it." I said "Yes; I meant it." He said, "You would not reconsider?" I said "No." He said "If you are going to take that position, I am going home tomorrow. I have been here for several months trying to have this legislation passed, but if you are going to



filibuster until the close of the Seventy-eighth Congress, it is not necessary for me to stay any longer."

I said, "Very well. I am afraid the people of the country and many Members of Congress have not appreciated the magnitude of this piece of legislation; they have not stopped to analyze it and see what it involves."

Of course, Mr. President, I do not expect the Senate to listen to my extended remarks, which will last many hours, but I hope the Members of the Senate will read at least my introductory remarks in the RECORD, because I propose and desire to show, first, how big this question is.

There are, in the 48 States of the Union 1,934,051,921 acres of land, including water acreage. The railroad promoters between 1850 and 1871 obtained tremendously large grants of land. Let me say that in many cases the men who then came to Congress and to the State legislatures and secured the large donations of land were not the builders of the railroads. They were the smooth, manipulating operators who secured the grants and then passed them on, for their share in the deal, to someone who would build the railroads. They were merely slick operators, if you please. They were able to persuade the Congress of the United States and some of the States of the Union to grant, donate, give, and patent for them, for the purpose of building railroads, a total amount of 179,284,978 acres of Government land—enough land to make 14 States of the American Union. The grant was just that large. As proof of that fact I shall read the names of 14 States of the Union which could have been created within the area of gifts of land made by the Government to the railroads which are involved in the pending bill. Sufficient land was donated to the railroad promoters in this country in the 20-year period between 1850 and 1870 to make up the States of Rhode Island, Delaware, Connecticut, New Jersey, Massachusetts, New Hampshire, Vermont, Maryland, West Virginia, South Carolina, Maine, Kentucky, Virginia, and New York. The transfer was just that big. Congress and the State legislatures gave to the railroad promoters, I repeat, all that Government land. Whose land was it, Mr. President? It was the people's land, the taxpayers' land. The railroads thus received land equal in extent to the area of 14 States of the American Union, as composed today. To be exact, the 14 States I have mentioned have a total acreage of 174,770,000 acres, and the railroads received 4,507,978 additional acres. In other words, the railroads received an amount of land equivalent to the area of 14 of our States and several million acres in addition. That gives some idea of how large the grant was.

What was the consideration? For what reason did the railroads plead with the Congress and the State legislatures to grant them all that public land, land which belonged to the Government and the States, land which had been or would have been used for homesteaders as the Nation grew in population? Of course, the excuse was that the land was given to the promoters to project and

construct railroads in undeveloped sections of our great Republic. Very well; I am not denying the fact that the building of the railroads did add and contribute to the development of our Republic in the palmy days of the seventies and eighties; that is true; but there was so much land involved and the lands were so valuable that, as a face-saving proposition, there had to be some other consideration. What was the other consideration? A solemn contract was entered into between the United States Government and the railroad promoters to the effect that when the railroads had been built, because of this gracious and valuable gift or grant the Government of the United States could use their rights-of-way and could use their roads and the railroads would haul the freight of the Government free of charge—in consideration for the grant of sufficient land to make 14 States of the Union.

Previous to that period there had been a policy of granting rights-of-way to build toll roads and canals, in which case the Government was given the right to use the roads or the canals free of charge. That was the consideration in that case. In those days the grants were largely for rights-of-way for the highways, the toll roads, and the canals. But in the case of the grants to the railroads, every other section of land on each side of the proposed railroad right-of-way was given to the railroads, and in some cases many additional sections of land were given to them. It soon developed that the railroads expected the Government to have its own engines and its own rolling stock—freight cars, gondolas, passenger cars—and railroad crews to operate on the railroads. Of course, that was not feasible or practical or economical. Then arose the question whether, as the railroads contended, the Government should bear a certain part of the expense if the railroads were going to haul material for it. The question was whether the Government should pay some of the expense for the crews, the coal, and the operation of the trains. Finally the matter was carried to the courts of our country, and the courts sent it to the Court of Claims. It was finally decided, and there was general agreement that thereafter the railroads should give the Government of the United States a 50-percent rebate or deduction from the standard passenger fares and standard freight traffic rates. For many years that rule obtained. But in those days the Government itself had very little hauling to do, and the returns to the Government on the basis of the 50-percent rebate of the standard rates fixed by the Interstate Commerce Commission or by the railroads themselves did not amount to very much. No one knows definitely, because that figure has not been investigated. It is generally conceded, and I believe we are all agreed, that up until 1930 it amounted to more than \$1,000,000 a year. In other words, the Government received more than \$1,000,000 a year as a part of its compensation for its grant of more than 130,000,000 acres of land. However, when the panic started, the Government went into the relief business and paid for the hauling of a great quantity of supplies

for the unfortunate people of this country. During the years 1930 to 1940 the figure increased from \$1,000,000 to \$7,000,000 a year, and the Government commenced to receive some return for the grant of the 130,000,000 acres of land to which I have referred.

Mr. President, I am not an enemy of the railroads. I am willing to give credit where credit is due. I am not an anti-railroad man. It has never been my pleasure to enjoy the political support of the railroad owners in my section of the country. However, I can say that I have always enjoyed the support of the men who worked on the railroads and composed the brotherhoods, as well as all other railroad employees. So long as I could have their support I did not care much about the upper tens who owned the railroads. My support from the laboring people was brought about by the fact that I had always been a friend of the laboring man. As Governor of my State for 8 years, I had an opportunity on repeated occasions to prove that I was the railroad man's friend. For that reason, the higher-ups and the owners of the railroads may be opposed to me, but the great rank and file of the railroad brotherhoods and other railroad employees are and have always been my friends. I do not dislike the railroads. I think they have rendered a great service to the country. However, I may say that the railroads have made a record which is known from the beginning to the end as placing them among the greatest welshers and the greatest beggars. Every time they get sick or panicky, or have a little trouble of one kind or another, they come and camp on the steps of the American Capitol and ask for relief. They cry: "Relief! Relief! Give us help. We are in trouble." They try to dodge their responsibilities just as they tried to dodge them at the beginning of their operations under the Land Grant Act. They went to the courts. I do not mean that the railroads should not go to the courts. The courts were established for the purpose of settling differences of opinion. The Court of Claims settled the controversy on the basis of 50 percent of the rebate.

So, Mr. President, from 1930 to 1940 the Government received in the form of rebates approximately \$7,000,000 a year. In 1939 the railroads came again and knocked on the doors of the American Congress and said in effect, "We are in trouble. We are having pains. Our business is shaking and we need help. We want you to pass an amendment to the Transportation Act."

Mr. President, do you know why the railroads get sick? As long as they had to pay back to the Government in the form of rebates on the land grants only \$1,000,000 a year, they got along very well. From the standpoint of the railroad owners, \$1,000,000 did not mean very much. However, when they saw the \$1,000,000 jump to \$7,000,000 they became interested. So in 1940 they came to the Congress and asked it to amend the law and relieve them from a part of their obligations with respect to the great acreage of land which had been granted to them.



Mr. President, in order that we may understand what happened in 1940, I wish to read the law which the Congress enacted. I was a party to the passage of this law. I did not object to it, because the railroads convinced me that they were in trouble, that they needed help, and I was willing to go along. But I wish to read the law to show what we actually did for the railroads 5 years ago. And here they are knocking on our door again. They are never satisfied so long as there is any money in sight. I read from the law:

**PART II—RATES ON GOVERNMENT TRAFFIC  
GOVERNMENT TO PAY FULL RATES**

SEC. 321. (a) Notwithstanding any other provision of law, but subject to the provisions of sections 1 (7) and 22 of the Interstate Commerce Act, as amended, the full applicable commercial rates, fares, or charges shall be paid for transportation by any common carrier subject to such act of any persons or property for the United States, or on its behalf, except that the foregoing provision shall not apply to the transportation of military or naval property of the United States moving for military or naval and not for civil use or to the transportation of members of the military or naval forces of the United States (or of property of such members) when such members are traveling on official duty.

The pending bill proposes to eliminate that exception from the 1940 act. In other words, the 1940 act said, "Railroads, go on. We will make you a concession. We will let you have full fare on everything you haul for civilian purposes for the Government; on all supplies you want to haul in connection with the relief program, on all the concrete, cement, sand, lumber, and so forth, you haul for Government activities we will let you charge the full fare in violation of the contract you made for this 130,000,000 acres of land. But we are going to make a little exception when it comes to hauling military or naval property of the United States moving for military or naval and not for civil use or for the transportation of members of the military or naval forces of the United States or of property of such members when such members are traveling on official duty. We are going to hold you to your contract, and when you are hauling stuff for military or naval purposes you are to pay the 50-percent rebate. That is what you will have to do from now on." That applies only to land-grant railroads, the roads which got all this land, sufficient to make 14 States of the American Union.

Mr. LANGER. Mr. President, will the Senator yield?

Mr. BILBO. I yield.

Mr. LANGER. As a matter of fact, the original agreement provided that they should get nothing for doing it.

Mr. BILBO. Yes.

Mr. LANGER. The Supreme Court came along and said they were to get 50 percent.

Mr. BILBO. I praise the railroads for the great work they have done. They have performed valuable service. They have had to do it in developing civilization. But the railroads in their operations are the greatest "welchers" I have ever known.

Mr. LANGER. Will the Senator yield further?

Mr. BILBO. I yield.

Mr. LANGER. The testimony of Mr. Eastman is that the land is worth only 97 cents an acre. Is it not true that after some of the railroads got this land they organized corporations, taking in a few of the directors and insiders, and sold the land for almost nothing to fellows on the inside, who resold it for large sums after homesteaders had come and improved the land?

I have in mind especially a railroad company in the Northwest. After they got this land from the Government they organized a company. Some of the officials of the railroad were also officers of this new company. They sold the land for large sums, and, of course, the money would not be reflected in the assets of the railroad company. So when Mr. Eastman said the land was worth 97 cents an acre, I call attention to the fact, if the Senator will permit me, that some of the very land they got originally for 97 cents was sold to farmers who came out there for many, many times the 97 cents an acre.

Mr. BILBO. Exactly; and that is not half the devilment they did. When they projected their lines they spotted the towns and cities to be located on the railroads, and they always established the depots—some people call it "daypo"—on their land, the land they had gotten from Uncle Sam. Then they organized their real-estate agents on the outside, erected restaurants and hotels and elevators, and went into the real-estate business on a large scale. In that way they made hundreds of millions out of that land.

I believe they said these lands cost Uncle Sam 6.1 cents an acre. Then it was said they cost 26 cents an acre. Now some of them say 97 cents an acre. But they have made their millions and their hundreds of millions in the disposition of these lands. They have utilized the timber on the timberlands of the West, and they are still doing that. They found coal mines on the lands which Uncle Sam gave them, and they have discovered oil fields on these lands. They have made their hundreds of millions of dollars.

Next the railroads, and their management, paid half a dozen men perhaps fifty or seventy-five or one hundred or one hundred and twenty-five thousand dollars, and if they wanted to spend their money in riotous living and get into trouble and come to Congress, very well. They came in 1940, Congress listened to their appeal, and passed the act of 1940. We made the concession which has been discussed, and it was a big concession, because the civilian hauling from 1930 to 1940 amounted to more than \$7,000,000 a year, and we made them a present of it in the bill we passed in 1940.

When the war came on, and Uncle Sam had to raise an Army of 12,000,000 men, with all our machines, our war machinery, and ammunition, tanks, air planes, and other things which had to be hauled on the railroads, the railroads saw this \$7,000,000 jump day by day until it went as high as twenty-four, twenty-five,

and perhaps thirty million dollars a month. When they saw the rebate which they had to pay to the Government rapidly increasing, they went wild. I shall take up some of the things they have been doing in an effort to recapture that twenty-five or thirty million dollars a month, a quarter of a billion dollars a year.

I stated the other day on the floor of the Senate that this piece of legislation involved as much as a billion dollars. My good friend the Senator from Montana—I am sorry he is not in the Chamber at the moment—said that statement was preposterous. In his effort to try to prove that the railroads had already paid enough for the land, he admitted that they had already paid the Government a billion dollars in money in the form of this rebate. Right now, while I am speaking on this floor, Uncle Sam, for the relief of the taxpayers, is receiving from this source probably between seven and eight hundred thousand dollars every day.

If Senators care anything about their poor tax-ridden constituents, if they want to do something for them, they can chip in on their tax bill by speaking a day on the pending bill, and relieve them to the extent of \$800,000. I am afraid that if some do not do it the railroad organizations and chambers of commerce will not be able to send them back to the Senate.

The Senator from Montana, aided and abetted by the Senator from Maine, aided and abetted by the Senator from Kansas, had much to say about the number of organizations that were for the bill. I am not surprised. Certainly they are for it. If we take the testimony before the committee of the House during two sessions and the testimony before the Senate committee, we do not find any taxpayers protesting, we do not find anyone at the hearings except railroad officials and members of chambers of commerce, and organizations under the domination of the railroad influence. Everyone who has sense enough to get in out of the rain knows that to be so. The multiplied millions of taxpayers are going to have to pay the tax bills of this war, which will amount to more than \$300,000,000,000 before it is over with. They were not invited to come before the committee, and they were not there, and no one was there to speak for them; but today Senators have an opportunity to chip in \$800,000 a day for the taxpayers of this country if they will just get on the floor and stay with me. I thought I would chip in a few millions before I quit.

I want to finish reading this law which we passed when the railroads knocked on our door in 1940. I read as follows:

*Provided further,* That section 3709, Revised Statutes (U. S. C., 1934 ed., title 41, sec. 5), shall not hereafter be construed as requiring advertising for bids in connection with the procurement of transportation services when the services required can be procured from any common carrier lawfully operating in the territory where such services are to be performed.

In other words the railroads were looking after their business. They were doing away with any competing rates on

any transportation service to be rendered.

Now I come to subsection (b), to which no one has paid any attention:

(b) If any carrier by railroad furnishing such transportation, or any predecessor in interest, shall have received a grant of lands from the United States to aid in the construction of any part of the railroad operated by it, the provisions of law with respect to compensation for such transportation shall continue to apply to such transportation as though subsection (a) of this section had not been enacted until such carrier shall file with the Secretary of the Interior, in the form and manner prescribed by him, a release of any claim it may have against the United States to lands, interests in lands, compensation, or reimbursement on account of lands or interests in lands which have been granted, claimed to have been granted, or which it is claimed should have been granted to such carrier or any such predecessor in interest under any grant to such carrier or such predecessor in interest as aforesaid.

That simply means that Mr. Ickes showed up on the scene and was trying to stop all these claims, and that the railroads were trying to get more and more of these lands. I continue to read:

Such release must be filed within 1 year from the date of the enactment of this act. Nothing in this section shall be construed as requiring any such carrier to reconvey to the United States lands which have been heretofore patented or certified to it, or to prevent the issuance of patents confirming the title to such lands as the Secretary of the Interior shall find have been heretofore sold by any such carrier to an innocent purchaser for value or as preventing the issuance of patents to lands listed or selected by such carrier, which listing or selection has heretofore been fully and finally approved by the Secretary of the Interior to the extent that the issuance of such patents may be authorized by law.

I think that is a wise provision of the law. The railroads were building cities and selling the lands at a handsome profit, and of course the innocent purchasers of the lands on which the railroads held out to them that they had the patent should be protected; they should not be sacrificed. There have been some very wonderful cities built on the land-grant railroads. I understand the Twin Cities of St. Paul and Minneapolis were built on lands granted to the railroads. I wonder if they did not get a little more than 97 cents an acre for the land when laying out and constructing these cities.

There is one other section of the Transportation Act of 1940 to which I wish to call the Senate's attention. It is section 322, which read as follows:

SEC. 322. Payment for transportation of the United States mail and of persons or property for or on behalf of the United States by any common carrier subject to the Interstate Commerce Act, as amended, or the Civil Aeronautics Act of 1938, shall be made upon presentation of bills therefor, prior to audit or settlement by the General Accounting Office, but the right is hereby reserved to the United States Government to deduct the amount of any overpayment to any such carrier from any amount subsequently found to be due such carrier.

In the old days the way these accounts were handled, as I understand and am informed, was for the Government to make payment to the railroads when

they presented their bills and they had been audited. After that the railroads received their money. But the railroads were so anxious to get the money that finally there was enacted section 322, which provided that all a railroad had to do was to make out the bill of lading and the expense account and present it to the auditing officer and to the treasurer, and the money would be paid in whatever amount the railroad charged, and the auditing would be attended to after awhile. That was a fine way of doing business. Mark you, Mr. President—and I hope everyone in this country knows this fact—that as the result of the act which Congress passed in 1940 requiring Uncle Sam to pay whatever bill the railroad made out for the hauling of any piece of freight, or the hauling of a carload of freight, before the bill was audited, there is now in the General Accounting Office accounts amounting to between \$400,000,000 and \$500,000,000, representing money which belongs to the taxpayers of this country, on which the railroads are riding easy, since they have obtained the money. I understand Mr. Lindsay Warren is having a difficult time securing adequate auditors. He is about 3 years behind in his work.

Mr. President, I am going to make a charge here and now, and Senators can run it down if they so desire. I understand an order has been issued in the General Accounting Office that in the auditing of these bills of lading upon which the railroads have gotten the money, and on which they have been paid the overcharges, the auditors are not to monkey with any account where it is evident that the overcharge is under \$50. That means about \$200,000,000 more given to the railroads because the Office does not audit their accounts. That is a pretty serious charge. It ought to be looked into. Whether it is true or not I cannot say, but in view of the source from which I obtained it I believe it to be true. The charge was not made in writing, but it was charged that such a thing was being done. The original order was not to audit any of the bills of lading involving an overcharge of \$5 or less. Now that has been raised to \$50 or less. If a railroad presents a voucher containing 20 bills, and if the voucher amounts in all to \$2,000 for payment of 20 freight bills, that is, if there are 20 bills of lading covered by one voucher and it is all to come under one payment, if there should be an overcharge of \$50 in each bill of lading Senators can see that it would amount to 20 times \$50 or \$1,000.

That, Mr. President, is a serious charge. I have received that information from two sources. But I repeat that between \$400,000,000 and \$500,000,000 of the taxpayers' money is in the auditor's office because these accounts have not been audited for the last 3 years. It is not drawing any interest. It is there because of the congestion of work in the auditor's office.

Mr. President, I have given the Senate a picture of what we did in 1940, 5 years ago, to help the railroads when they said they were in trouble, and they came asking for relief from us, we gave

them relief to the extent of \$7,000,000 a year; and then, as we began to prepare for the World War the amount began to climb from \$7,000,000 to \$12,000,000, \$15,000,000, \$18,000,000, \$20,000,000, \$24,000,000, \$25,000,000, \$30,000,000, until they simply could not stand it. They came back in 1942 and selected a distinguished gentleman of the House by the name of LYLE H. BOREN, a Representative from Oklahoma, a State which does not have a foot of land-grant railroads in it. He introduced a bill and a hearing was held on it. The bill was H. R. 6156, which was considered on April 29, 1942. A motion was made to recommit the bill and the House did recommit it, and very properly so.

The revenue continued to grow, and the mouths of the railroad owners continued to water. The railroads were anxious to get hold of that money, notwithstanding the fact that since 1940 they have been making more money than ever before in the history of this Nation. Yet they come clamoring for this \$24,000,000 a month which is helping to relieve the tax-burdened people of the Republic—a quarter of a billion dollars a year.

House bill 4184 was introduced in the Seventy-eighth Congress. A hearing was had on it, and it was reported from the House committee and went to the floor of the House. It passed the House without a roll call. I checked the Record, and the roll of the House was not called that whole day. On May 23, 1944, there was no record made of who was present in the House. The bill was passed on a viva voce vote. It came to the Senate and was referred to the Committee on Interstate Commerce, and was reported by that committee.

When I came back from an operation at the Mayo Institute I found that bill on the calendar waiting to be passed. I had made some study of the question and knew something about it. I prepared to speak for 30 days, until the close of the Seventy-eighth Congress, rather than see it become a law. As Senators may remember, I announced my intention to do so, and the bill was never called up again, so it did not pass.

Since that good day the law has not been disturbed, and since that good day we have been saving for the taxpayers an average of \$24,000,000 or \$25,000,000 a month. I know that I have been instrumental in saving between \$250,000,000 and \$300,000,000. That is why I said we could build a new Capitol with the \$250,000,000 and let the railroads pay for it.

That idea is not new with me. In Mississippi we had a dilapidated old capitol building, such as we have here in Washington. We proceeded to build a new capitol. It is a beautiful building, handsomely furnished in marble. It did not cost the taxpayers of Mississippi one red cent, because we found that the Illinois Central Railroad had been dodging taxes. We filed a suit for back taxes, and made them pay every cent of them. We now have an opportunity to make the railroads of the country pay for a new Capitol Building becoming to the dignity of the greatest, most powerful, and most influential nation in all the world.



That money has been saved. The point I make is that we can save some more. It is good money. It is honest money. It is money paid on an honest contract, solemnly entered into between the Congress of the United States and the slick manipulating railroad promoters who came here between 1850 and 1860. Why not do it?

That bill died on the calendar at the close of the Seventy-eighth Congress. During the first days of the Seventy-ninth Congress the same Representative from Oklahoma introduced an identical bill, and on May 4 it passed the House, again without a roll call. There is no way to tell how any Member of the House voted on that bill. I do not blame Members of the House. I think I would try to cover up such a record. There was a demand from three or four Members of the House to have a roll call on the passage of the bill, but the House said, "No; we do not want a roll call. We do not want any record made."

Very little has been said concerning the bill. It has hardly been discussed. The newspapers of Washington and of the Nation have said nothing about it. As I told the Senate the other day, we enacted a dog tax law in the District of Columbia, and the newspapers of Washington devoted several columns to it. That was a bill providing a \$3 dog tax to stop rabies in the District of Columbia. But we now have before us a bill involving a billion dollars, and affecting the welfare of the taxpayers of the country, and there is nary a line about it in the newspapers. The only way I could get any mention of it was to talk about building a \$250,000,000 new Capitol Building.

Mr. BAILEY. Mr. President, will the Senator yield?

Mr. BILBO. I yield.

Mr. BAILEY. Since the Senator is insisting upon a new Capitol Building, I wish to give him a further theme for his speech, which from what I have heard, I understand will be quite prolonged. If we are to build a new Capitol Building, what does the Senator say about building it in the central portion of the country?

Mr. BILBO. I do not know whether the Senator is deliberately trying to put me "on the spot" or not. I will make this proposal to him: If he will select the site, I will obtain the money to build a new Capitol Building, and we will move the Capital. There has been a great demand on the part of many persons to move the Capital of the United States. Of course, it is somewhere near the center of the Thirteen Colonies, the original Republic; but as we have grown and expanded there has been a demand that the Capital be located somewhere near the geographic center or the center of population of the Nation. As I understand, the center of population and the geographic center are both in the same general territory—somewhere in Kansas or Iowa, or on the Mississippi River.

Mr. CAPEHART. Mr. President, will the Senator yield?

Mr. BILBO. I yield.

Mr. CAPEHART. I should like to recommend Indianapolis, which happens to

be the center of population of the United States.

Mr. BILBO. Does the Senator mean that Indianapolis has been the center of population, or is now the center of population?

Mr. CAPEHART. Indianapolis is within 40 miles of the center of population of the United States.

Mr. BILBO. The present center of population?

Mr. CAPEHART. The present center of population is near the town of Linton.

Mr. BILBO. I see no objection to locating the Capital in Indianapolis. However, the same objection applies to Indianapolis that applies to Washington. Washington is too near New York, and Indianapolis is too near Chicago.

From the military standpoint, it would be a wise thing to move the Capital to the geographical center of the United States and get it away from the seacoast and the hazard of attack from the ocean. The progressive, industrious, hustling new ruler of Turkey, when he took control of affairs in Turkey, did not hesitate a minute to move the capital from Constantinople to the center of the landed area of his country, to make it safe. I understand that it is rather difficult to approach the new capital of Turkey. Perhaps that would be a good idea for us to follow.

However, this is all speculation, because in these days of the atomic bomb, instead of going backward, east, west, north, or south, we had better go down, to get away from the atomic bomb. It is now a question of underground protection, rather than interior location. But we are all praying that the atomic-bomb secret will remain the possession of the American people, and that we will use it for peace, happiness, and progress, and not for human destruction.

Mr. President, House bill 694 passed the House without a roll-call vote. No record was made of how the Members of the House stood on the proposal, although I understand that in the Committee of the Whole, 40 Members held up their hands. I do not know who they were. The bill came to the Senate, and we all anticipated a full hearing before the Senate committee. In fact, the chairman of the committee assured me before he went to Europe that his plan was to have a full hearing before the full committee; but evidently his committee got out of control, and no hearing was held. I was very anxious to have a full hearing on the bill, because there are many facts which I should like to see developed, and which I think the Congress ought to know before finally passing judgment on this measure.

Mr. President, I should like to read the bill, and state just what we are proposing to do. The title of the bill is:

An act to amend section 321, title III, part II, Transportation Act of 1940, with respect to the movement of Government traffic.

I have just read into the RECORD the sections of the law referred to in the title of the bill. The bill reads as follows:

*Be it enacted, etc.,* That subsection (a) of section 321 of title III, part II, of the Transportation Act of 1940, be, and the same is hereby, amended by striking out the following—

I called attention to the exception a while ago—

Except that the foregoing provision shall not apply to the transportation of military or naval property of the United States moving for military or naval and not for civil use or to the transportation of members of the military or naval forces of the United States (or property of such members) when such members are traveling on official duty.

That is the part we would strike out—so that said subsection, as so amended, shall read as follows—

When the bill is passed, if it is passed—

SEC. 321. (a) Notwithstanding any other provision of law, but subject to the provisions of sections 1 (7) and 22 of the Interstate Commerce Act, as amended, the full applicable commercial rates, fares, or charges shall be paid for transportation by any common carrier subject to such act of any persons or property for the United States, or on its behalf, and the rate determined by the Interstate Commerce Commission as reasonable therefor shall be paid for the transportation by railroad of the United States mail: *Provided, however,* That any carrier by railroad and the United States may enter into contracts for the transportation of the United States mail for less than such rate.

Right here I wish to make an observation about the "reasonable rates" to be "determined by the Interstate Commerce Commission." I take it that all Members of the Senate know that the Interstate Commerce Commission does not fix any rates. That is not its business. It never fixes a rate. I understand that today approximately 250,000 tariff schedules are on file with the Interstate Commerce Commission. The railroads fix the rates and file them with the Interstate Commerce Commission. Unless you or I or some other citizen objects to a rate or schedule which is set up and filed by a railroad with the Commission, that is the rate, and we pay it. The Interstate Commerce Commission does not pretend to fix rates unless it is directed by law so to do or unless complaint is made by some board, some chamber of commerce, some company, or some individual citizen. Otherwise the rate stands. Approximately 250,000 rate schedules are now filed with the Interstate Commerce Commission.

I notice that one of my friends will submit to the bill an amendment which would be a fine piece of legislation and would give the Interstate Commerce Commission something to do. It provides that there shall be uniformity of rates throughout the United States on all classes of property and commodities hauled by the railroads. That would not be bad business.

The bill reads further, as follows:

*Provided further,* That section 3709, Revised Statutes (U. S. C., 1934 ed., title 41, sec. 5), shall not hereafter be construed as requiring advertising for bids in connection with the procurement of transportation services when the services required can be procured from any common carrier lawfully operating in the territory where such services are to be performed.

I should like to have some of the sponsors of the bill tell me just what they are driving at in that proviso. What do they mean? What do they seek to accomplish by it? Do they wish to do away with competition? Do they seek

to give a monopoly to someone? I trust that someone will give me a full explanation of it before this discussion is ended.

Then the bill as passed by the House of Representatives contained the following provision:

SEC. 2. The amendment made by this act shall take effect 90 days after the date of enactment of this act.

The Senate committee struck out that provision and inserted the following:

SEC. 2. The amendment made by this act shall take effect 90 days after the date of the cessation of hostilities in the war with Japan, as proclaimed by the President or declared by concurrent resolution of the two Houses of Congress, whichever is the earlier: *Provided, however,* That any travel or transportation contracted for prior to such effective date shall be paid for at the rate, fare, or charge in effect at the time of entering into such contract.

Mr. President, from my standpoint, inasmuch as I am opposed to the proposed legislation, section 2 as passed by the House of Representatives is much better, I think, because it fixes a definite date when the bill shall go into effect. The other provision opens a way to a great deal of speculation and possibly litigation. The railroads would fight for 6 months or a year over a difference of 1 day, because it would mean \$800,000 to them. This measure involves tremendous sums of money, not chicken feed. So the date should be fixed definitely. That is why I wish to continue this discussion until Christmas, because for every day that we continue it, we shall make for our taxpayers approximately \$780,000 or \$800,000. I do not know how we could better aid the taxpayers of the country. Goodness knows they need aid from someone. They have not yet been heard on this proposition. When we return home, I hope the constituents of some of my colleagues will not ask them why they did not make them \$800,000 by speaking for 1 day. If a Member of the Senate cannot do that by speaking that long, his constituents might substitute someone else for him.

Section 3 of the bill as reported to the Senate reads as follows:

SEC. 3. The Interstate Commerce Commission, in the exercise of its power to prescribe just and reasonable rates, fares, and charges, shall give due consideration to the increased revenues which carriers will receive as a result of the enactment of this act, so that such increased revenues will be reflected in appropriate readjustments in rates, fares, and charges to shippers.

That is the biggest piece of baloney I have ever seen stuck into a bill. It is a well-known fact that when the railroads take up with the Interstate Commerce Commission matters in which they are interested, the Commission is their friend. Where is the taxpayer who thinks he is going to get anything as a result of the passage of the pending bill, if it is passed, when it provides that the Interstate Commerce Commission shall direct the additional revenues into the coffers of the railroads in the fixing of the rates, fares, and charges to the shippers.

Mr. President, I should like to relate an experience I had. Yesterday my

friend the Senator from Montana laid great emphasis on the fact that the railroad brotherhoods throughout the country are behind this measure. I admit that a few of the higher officials of the railroad unions may have been led by their contacts and associations with the railroad owners and operators to say they were in favor of this proposed legislation, but I am telling you, Mr. President, that the rank and file of the railroad laboring people are not for this bill and they will not be for it when they find out what is in it.

Now I wish to tell a story. We had here in Washington a man who represented the railroad brotherhoods. He was a good friend of mine. He said to me, "I want you to do me a personal favor."

I said, "Very well; I shall be happy to do it."

He said, "I want you to vote for this railroad land-grant bill."

I said, "Oh, no; oh, no. You do not want me to do that."

He said, "Oh, yes; I do. That will help us."

I said, "Why, you crazy galoot, you have been led to believe that if the railroads could recapture \$24,000,000 or \$25,000,000 a month and put it in their coffers, you would get an increase in your wage-scale. But the law itself provides that you shall not get it."

Here it is, Mr. President; section 3 provides that the increased revenue which the carriers shall receive as the result of the enactment of this bill "will be reflected in appropriate readjustments in rates, fares, and charges to shippers."

So I said to my friend, "This bill which you are trying to have passed and which you want me to support provides definitely, specifically, eternally, and everlastingly that you railroad boys will not get one cent of the increased revenue."

He leaned over and said to me, "Say, Senator, you do as you darned please and we will be satisfied."

Mr. President, that is going to be the echo of all the laboring men who work for the railroads, when they find out that they are not going to get any of the gravy when we pass this sop, this Christmas present, for the railroads. Of course, some of the leaders may have been misled; we all understand that. But I am talking about the rank and file.

Mr. OVERTON. Mr. President, will the Senator yield?

Mr. BILBO. I am glad to yield.

Mr. OVERTON. I should like to have the Senator comment further with reference to section 3. According to what the Senator said, \$24,000,000 a month will be poured into the coffers of the railroads.

Mr. BILBO. Yes; and that will be done at a time when the railroads do not need it.

Mr. OVERTON. Under section 3 there is a provision that the Interstate Commerce Commission will so readjust the rates that none of the money will be retained by the railroad companies. Apparently that is the construction to be placed on it, namely, that the rates will be lowered so as to cover the sum of \$24,000,000 a month, or whatever may be. Does the Senator think the railroads

believe that provision will be carried into effect as it is written.

Mr. BILBO. The railroads know it will not be carried into effect. They know that from their past experience in dealing with the Interstate Commerce Commission.

Mr. OVERTON. Apparently that is what is intended, namely, that the railroads shall never benefit by this Act, because the sums of money which will be saved to the railroads will be taken from them by means of a downward adjustment of rates.

Mr. BILBO. The railroads know that the reduction will never be made. The taxpayers of this country would never receive it.

Mr. WHEELER. Mr. President, will the Senator yield?

Mr. BILBO. I yield.

Mr. WHEELER. First, I wish to say that I appreciate that the Senator from Mississippi knows more about what the rank and file of the railroad men are thinking with regard to this matter than do the brotherhoods who represented them before the committee.

The wages of the railroad men themselves have always depended to a certain extent upon whether or not the railroads were in a prosperous financial condition.

Secondly, section 3 of the bill reads:

The Interstate Commerce Commission, in the exercise of its power to prescribe just and reasonable rates, fares, and charges, shall give due consideration to the increased revenues which carriers will receive as the result of the enactment of this act, so that such increased revenues will be reflected in appropriate adjustments in rates, fares, and charges to shippers.

Therefore, it is obvious that such factors must be taken into consideration in fixing railroad rates, and the wages of employees. All those factors depend on the financial condition of the railroads. As the Senator has said, if the railroads are to benefit to the extent of \$20,000,000 a month—which, of course, is a ridiculous figure—

Mr. BILBO. That is the record at the present time.

Mr. WHEELER. I am talking about peacetime.

Mr. BILBO. We have not yet reached peacetime.

Mr. WHEELER. However, if the railroads should receive \$20,000,000 a month, anyone who is at all familiar with railroad operations and railroad rates, knows that it would be reflected in reduced rates to the general public, and that it would likewise be reflected to some extent in the wages paid to employees.

Mr. BILBO. The Senator from Montana is wise in the ways of the world and with respect to the Interstate Commerce Commission. He knows, if he knows anything, that if the \$20,000,000, or \$15,000,000, or whatever it will be in the days to come, is passed on to the railroads it will never be reflected in the fixing of freight and passenger rates throughout the United States. The Senator knows that when the railroads are with the Interstate Commerce Commission they are in the house of their friends. That has been proven by many things which have taken place.



Mr. WHEELER. The Senator is charging, then, that the Interstate Commerce Commission is owned by the railroads, and that the railroads control it.

Mr. BILBO. Oh, no; I did not say that.

Mr. WHEELER. Oh, yes; the Senator is saying that the members of the Interstate Commerce Commission are controlled by the railroads. When he makes such a statement he reflects upon every President who has appointed members to the Interstate Commerce Commission, and upon the Senate which confirmed the appointments. While I have not always agreed with the Interstate Commerce Commission, it has been recognized from one end of the country to the other as doing one of the best jobs that have ever been done by any commission in the United States of America.

If the Senator would kindly take the time to study the rates of the railroads he would know, as a matter of fact, that when rates have been changed or established the financial conditions of the railroads have always been taken into consideration. That statement is borne out by the fact that at certain times in the past increases in railroad rates have been granted by the Interstate Commerce Commission because of the bad financial condition of the railroads. Likewise, in prosperous years the rates have been reduced. A general reduction in freight rates of railroads cannot be obtained if the railroads are in a bad financial condition. Railroads cannot be operated during a period of bankruptcy and give a high degree of service to shippers or to anyone else having occasion to avail themselves of the services of railroads.

Mr. BILBO. No; I am not going as far as the Senator from Montana went yesterday when on this floor he charged the Department of Justice with a knowledge of violations of the laws of this country and at the same time with doing nothing about it. The Senator went so far as to say that if the information were taken to it on a silver platter the Department of Justice would do nothing about it. I am not going that far. However, I assert that the finest fellowship and comradeship that ever existed in this country exists between the railroad officials and the members of the Interstate Commerce Commission. They are very close friends. The smartest men in the country are employed by the railroads. It would be very easy to persuade the Interstate Commerce Commission that a reduction in rates and fares should not be granted.

To prove to the Senator from Montana the truth of my statement, I may say that since 1941 the railroads have received the largest revenues in their experience, and have made not only hundreds of millions but billions of dollars. Has there been any reduction in rates? No.

Mr. WHEELER. Allow me to say to the Senator that before the war many of the railroads were in financial straits. Does the Senator know how many railroads were in the hands of receivers, and how many of them are in the hands of receivers today?

Mr. BILBO. Do I know? I know that they do a lot of manipulating to get control of this and that.

Mr. WHEELER. During the depression years a great many of the railroads were either in the hands of receivers, or were on the ragged edge of receiverships. That condition obtained from one end of the country to the other. There were only a few railroads which did not come within that category.

Mr. BILBO. The Congress enacted the relief act of 1940. That is what it may be called. The railroads said they were sick, puny, and in precarious financial condition. While Congress was enacting that legislation the railroad representatives were on the front steps of the Reconstruction Finance Corporation borrowing money by the millions of dollars. Since the beginning of the war they increased the rates by changing the classification of goods hauled by them, and making the Government pay more than it should have paid.

Allow me to tell the Senator about some monkey business which has been taking place. For example, if a machine was shipped on a flatcar, the railroads would weigh the machine. They would take large heavy timbers and stack them all around the machine in order to hold it on the car. They weighed that lumber and applied to it the same rate which was accorded to the machine, although the lumber took a much lower rate. In other words, they applied to the lumber the same rate they applied to the machine, and charged the Government for hauling it. If they were hauling bombs they charged the highest rates, which was all right according to the freight rate in effect. However, they would literally cover the whole platform of the car with lumber which took a lower rate, but the Government was charged the same rate for hauling the lumber that it was charged for hauling the bomb.

Mr. WHEELER. Did the Senator do anything about that situation, or attempt to do anything about it?

Mr. BILBO. Could I?

Mr. WHEELER. I ask the Senator if he did anything about it.

Mr. BILBO. I am doing something about it now. I am giving it publicity. The Senator from Montana, as chairman of the Senate Interstate Commerce Committee, should have done something about it.

Mr. WHEELER. Allow me to say to the Senator from Mississippi that similar information was brought to me, and I wrote a letter to the Bureau of the Budget and told them that I thought it should investigate the charges which had been made.

I not only received the information, but I passed it on to the Bureau of the Budget and wrote it suggesting that it should not only investigate the matter but investigate all of the charges surrounding it. I also suggested that it should have someone in the Government service appointed to examine the rates on all materials and make a complete check of them. Up to the present time the Bureau of the Budget has apparently done nothing about it, but that has nothing to do with the pending bill. If there has been anything wrong with reference to the charges to which the Senator has referred, it has been due entirely to persons in the War Department and in the Navy Department who

have been handling such matters and who should have ascertained whether the charges were correct. As I have said I wrote to the Bureau of the Budget and said that the matter should be investigated. However, Mr. President, that has nothing whatever to do with the pending bill. It is a matter which comes entirely within the jurisdiction of the War Department and the Navy Department. I understand that the charges are being investigated at the present time.

Mr. BILBO. I have the Senator's letter here, and I have the reply of Mr. Smith. But the Senator went to the wrong place to get relief.

Mr. WHEELER. Oh, no; I did not go to the wrong place to get relief. I went exactly to the right place. I went to the place where some of the Senator's informers said that it should be done. When we go to the Bureau of the Budget we go to the adviser of the Chief Executive of the United States, and we go to the agency that has direct contact with these matters, and whose duty it is to check up on them.

Mr. BILBO. I think the Congress of the United States has some responsibility in a matter of this kind, and that has been delegated to the Senator's committee, dealing with interstate commerce and the railroads, and he is very jealous of his jurisdiction.

Now, let the Senator attend to it.

Mr. WHEELER. I thought I was attending to it.

Mr. BILBO. The Senator merely wrote a letter.

Mr. WHEELER. The Senator from Mississippi should attend to it. I will delegate that to him, and let him attend to it.

Mr. BILBO. I beg the Senator's pardon; I am not on his committee.

Mr. WHEELER. He knows so much more about this proposed legislation than anyone else in this body, and more about it than the Interstate Commerce Commission, and the committee, and everyone else.

Mr. BILBO. I think I come nearer representing the taxpayers of the country than does the Senator from Montana.

Mr. CAPEHART. Mr. President—

The PRESIDING OFFICER (Mr. Magnuson in the chair). Does the Senator from Mississippi yield to the Senator from Indiana?

Mr. BILBO. I yield.

Mr. CAPEHART. I happen to be on the committee which approved the bill. The Senator has made the statement, I do not know how many times, that there would be a saving of some twenty million to twenty-four million dollars a day to the Government and the taxpayers.

Mr. BILBO. A month.

Mr. CAPEHART. A saving of twenty to twenty-four million dollars a month. That is based upon the war business, is it not?

Mr. BILBO. What is the question?

Mr. CAPEHART. That is based upon war business, is it not?

Mr. BILBO. It is based upon the statement of the Association of Railroads, who make that statement.

Mr. CAPEHART. I mean it is based on traffic during the war period, when

the railroads are hauling enormous quantities of war material and troops.

Mr. BILBO. It is mixed; yes.

Mr. CAPEHART. What would be the saving then during peacetime?

Mr. BILBO. I have just finished saying that from 1930 to 1940 it was \$7,000,000 a year.

Mr. CAPEHART. Seven million dollars a year?

Mr. BILBO. Yes; and before 1930 it averaged, from 1870 on, a million dollars a year.

Mr. CAPEHART. Why does the Senator stand here, then, and try to make the taxpayers and the people believe that they are going to save \$24,000,000 a month, which is the amount they are possibly saving today, during the war, when he knows—he can read, I am certain—that the pending bill will not take effect until 90 days after the war is over, and then the saving to the taxpayers, if there is a saving, will be \$7,000,000 a year.

Mr. BILBO. No.

Mr. CAPEHART. Why does the Senator try to fool the American people into believing that they are going to save \$24,000,000 a month when he knows that there is no truth in the statement?

Mr. BILBO. I am glad the Senator asked the question. I am not trying to fool the American people. I am trying to tell the American people what is involved in the bill.

Mr. CAPEHART. Will the Senator yield further?

Mr. BILBO. I want to answer the Senator's question.

Mr. CAPEHART. Very well.

Mr. BILBO. I have here a statement by the Association of American Railroads, in which they say:

The increase in Government traffic for military purposes has been so immense that in 1942 the deductions in railroad transportation charges were estimated by the Government Board of Investigation and Research at \$20,000,000 a month, or \$240,000,000 a year.

That was in 1942; and this is the railroads speaking. This is their story, not mine. Doubtless the amount is even greater now. Of course, it grows greater. It is still great, and it is going to be great until we get through with the war. We have just finished the shooting. We have had an army of 12,000,000 men, and every one of those men has to be hauled from some seaport and landed in one place or another, transferred from a hospital to the place of discharge. They all have to be hauled.

Besides that, there are millions of tons of freight which have to be handled and brought back from all the battle fronts of the world and put in places of storage. That freight has to be hauled by the railroads to different points in the country. This matter of the railroads doing business for the Government under the land grant proposition will go on until the middle of next summer. That is why I have offered an amendment to the bill, if the bill is to be passed, making it effective about 18 months from now, so that we can have all this war material business cleaned up.

The Government's activities in the reconversion period, with all the things

we are to do in the way of river and harbor improvements, building highways, and other projects, in order to produce 60,000,000 jobs, the hauling for the Government and in behalf of the Government, will amount to more than \$7,000,000,000 for the next 3 or 4 years.

Mr. WHEELER. Mr. President, let me call attention to the fact that those matters will be taken care of under the law as it is now; they would not come under the pending bill. So the Senator is entirely wrong. The traffic connected with the building of the projects to which the Senator has referred and with other war purposes which would be hauled by the railroads would not come under the pending bill.

Mr. BILBO. I appreciate that.

Mr. WHEELER. The Senator was just saying that when we did these things they would come under the bill. That is not true. The Senator overlooks the provision of section 22 of the law, which provides that the Government of the United States can at any time make a contract for special rates for the hauling of Government material.

Mr. BILBO. I appreciate that.

Mr. WHEELER. If the Government does not get a fair rate for hauling its traffic, then it is the fault of the executive departments of the Government in not asking the railroads for proper rates.

Mr. BILBO. Yes; but the Government has not been getting fair rates.

Mr. WHEELER. I am saying that in the future, even though this bill shall be enacted, in wartime or in peacetime under the present law, the executive branch of the Government can say to the railroads, "We feel that, because of the amount of traffic we are shipping over the railroads, we should have a reduced rate." They should negotiate with the railroads, if the bill is passed, for a proper rate, if they are not getting one. That is the responsibility of the Government departments. If they do not do what they should, it is the fault of the executive departments of the Government.

Mr. BILBO. Should they do it if this bill is enacted?

Mr. WHEELER. Of course, they should. This bill does not change in the slightest degree section 22 of the act. The Senator is entirely wrong in his theory of the proposed legislation.

Mr. BILBO. Oh, no.

Mr. WHEELER. One reason why the Interstate Commerce Commission has recommended repeal is that the provision now on the statute books creates discrimination in rates between different sections of the country. The Interstate Commerce Commission is not in a position to correct that situation. The interstate Commerce Act in the first instance was passed in order to prevent discrimination between different sections of the country and different manufacturers. But the Interstate Commerce Commission cannot correct the condition under the present law. If the Government feels it is entitled to a lower rate because of the great volume of goods it is shipping over the roads, it has a perfect right—in fact, it is its duty—to go to the railroads and say, "Because we are

shipping this tremendous amount of goods over your roads we are entitled to and should have a reduced rate."

Mr. BILBO. We already have a good rate, and we should let it remain as it is until we get through hauling all the war materials, and all the soldiers. I know the land-grant bill does not apply to the business the Government does outside of the war effort, because that was fixed in 1940. Before that, of course, the Government got a reduction on everything of a civil nature which the railroads hauled. In 1940 the Government was cut down to just two items, namely, war materials for naval and military purposes, and the property of the civilians who were engaged in war activities.

I say that it will take 12 to 18 months before that business is cleaned up, and that is why there should not be a hurry to pass the bill. The railroads are making more money than they ever made before. They are in fine condition. Yet they are not giving us any reduced rates, as the Senator says we will get if we pass the bill. Oh, no. We are chasing after the pot of gold at the end of the rainbow if we believe the railroads are going to give us anything, because they made hundreds of millions during the war, and they have not given us any consideration. Instead, they have increased the rates Uncle Sam had to pay on the materials he has had to haul.

Mr. CAPEHART. Mr. President, will the Senator yield?

Mr. BILBO. I yield.

Mr. CAPEHART. Would the Senator approve the bill if it stated it was to take effect, let us say, 18 months after the cessation of hostilities?

Mr. BILBO. I will compromise with the Senator.

Mr. CAPEHART. If that is true, then all the argument and the things the Senator is saying against the bill go for naught, do they not?

Mr. BILBO. I can tell the Senator, whenever we get to that point, why I have made my statement. At the beginning of my speech this afternoon I said I am not a railroad hater. I ask the Senator from Indiana to believe that statement. I give the railroads credit for the great work they have done in the development of this country; they have done a wonderful work; but I repeat, they are the greatest bunch of welschers I have ever known in my life. We have coddled them, we have fed them, we have taken care of them and helped them. And now, after we helped them in 1940 and gave them the extra \$7,000,000 a year, I suggest that we should finish this war before we undertake to give them more money. After the war I think they will possibly get even more than \$7,000,000. That was the point I was developing when my friend the Senator from Montana got off his base. That is what I was trying to develop a while ago, that after we settle the war and get everything in place, and every soldier is back home, the money that would be made out of this land-grant bill will amount to more than \$7,000,000 a year, because during the reconversion period we are going to engage in numerous activities.



Mr. CAPEHART. Then the Senator's thought is that 90 days after cessation of hostilities is not sufficient time.

Mr. BILBO. That amounts to nothing. It is simply monkey business.

Mr. CAPEHART. But if the time were, let us say, 12 months or 18 months, it would meet with the Senator's approval?

Mr. BILBO. We could clean up by that time; yes. If it were 12 months or 18 months we could clean up. But I think the bill should be amended again by providing that in case of another war the Land-Grant Act should automatically go into effect.

Mr. CAPEHART. We can be certain then that the record shows that the \$24,000,000 a month is the additional revenue during the war period, and is not the revenue the railroad would make additional during peacetime, and that it has been estimated that in peacetimes the additional revenue will be about \$7,000,000?

Mr. BILBO. I beg the Senator's pardon. I do not want him to get by with that statement. I do not think it has gone down below that amount yet. I think the railroads are still enjoying the return of \$24,000,000 through the Land Grant Act because they are doing just as much hauling of freight today as they did during the war.

Mr. CAPEHART. How can we state the situation, then, so the public will understand that even if the bill were passed we would not be losing, as the Senator has said so many times, \$24,000,000 a month?

Mr. BILBO. After 18 months I think it would then dwindle down to about \$7,000,000 or \$8,000,000.

Mr. CAPEHART. A year?

Mr. BILBO. Yes. I am willing to have it continue for reasons I am not going to set forth right now, because I do not want to hurt the railroads of the country by making a certain statement.

Mr. President, I wish to read into my speech the reports on this bill from the various departments of Government which will indeed be a revelation to some people. There is a rule or custom in Congress that when a bill is introduced and referred to a committee the secretary of the committee shall immediately send the bill to any department of Government which would be interested in its subject matter. The strangest thing I have seen since I have been in the Senate for 12 years is what happened in connection with this particular bill. The bill was sent to five or six departments of the Government and they condemned it. Notwithstanding that fact the bill was favorably reported by the committee. It had previously been passed by the House, and is now ready to be passed on the floor of the Senate.

I have introduced quite a number of bills and had them sent to the departments, and in some cases the departments have condemned the bills, in which case the committee would say "That is the end of that bill, because a department or departments do not agree to it." The situation became so bad that I made the statement that no longer did we have a government by Congress but a govern-

ment by bureaus and commissions who were passing on all domestic legislation and often killing it.

I wish to read to the Senate the report which Mr. Ickes made on this bill when it was submitted to him:

MY DEAR MR. LEA: Further reference is made to your letter dated February 18, requesting a report on H. R. 4184—

Senators will see we have no new reports on the bill because neither of the committees would hold hearings on the bill this year. They predicated their case upon the hearings held last year—a bill to amend section 321, title III, part II, Transportation Act of 1940, with respect to the movement of Government traffic. The bill would relieve the land-grant railroads of their present obligations to transport at one-half the regular tariff rates the military or naval property of the United States moving for military or naval use and the members of the military or naval forces of the United States, or the property of such members, when such members are traveling on official duties.

I recommend that the bill be not enacted—

That is Mr. Ickes' first statement—

It is merely a gift—

Listen to Mr. Ickes, Secretary of the Interior—

It is merely a gift of large sums of money from the Federal Treasury to the benefiting railroads for which there is no compensation or return to the United States. This Department, under date of December 2, 1942, made a statement to your committee in connection with a similar bill, H. R. 6156, Seventy-seventh Congress, first session.

If the Congress, however, should see fit to enact such legislation, I believe that the bill should be amended so that the relief provisions will not apply to any land-grant railroad unless or until such railroad or landholding subsidiary has reconveyed to the United States all patented lands except those sold to third persons for value and those directly used in the operation of the railroad—

I propose to take up that phase of the bill a little later and discuss it in its entirety—that is, the return of the 16,000,000 acres which the railroads still have—

If the United States surrenders a valuable right to the railroads, it should receive a proper consideration. It is in the public interest to return these lands to the public domain or the reservations within which they are situated, particularly for the purpose of facilitating their administration from a conservation point of view in the interest of the Nation.

My friend the Senator from Montana discussed this proposition at length. He said that when this bill came up last year he was opposed to it and he then insisted that the railroads return the 16,000,000 acres of land they still have in their possession. But he now says he is in favor of the bill and he wants the railroads to keep the land. He has had a complete conversion. His conversion was greater than that of the Apostle Paul on the way to Damascus. The Senator from Montana says that the reason why the communities in the West where the 16,000,000 acres of land are located are opposed to giving these lands back to the Government is that they would thereby lose the taxes on them. I appreciate that position because the Government has gone into my State and in some cases

has bought as much as 75 percent of the landed area of a county. The Government has almost bankrupted some counties. I think there will be some effort, indeed there have been some such attempts, to give these counties relief. I think I can assure my friend the Senator from Montana that if the railroads should be required to return the 16,000,000 acres of land to the Government upon the passage of this bill, I would be glad to join him in any movement looking to the enactment of legislation which would give relief to any county or any governmental entity that may have suffered.

Mr. WHEELER. Mr. President, will the Senator yield?

Mr. BILBO. I yield.

Mr. WHEELER. I am glad to say that neither the State of Montana nor any county of the State is begging for relief from the Federal Government. We do not want any relief either from the Senator from Mississippi or from the Government of the United States. We do not wish to have land taken off the tax roll and tied up in Federal Government ownership so that no one can ever use it. It would simply be tied up in a forest reserve, and no one would get any benefit from it. At the present time people can buy this land at a cheap price, or they can buy the timber and cut it. But if the land is turned back to the Government it will be turned into forest land, and no one will get any benefit from it, at least for a long time, until the Government changes its whole policy with regard to allowing people to prospect on the land, develop the resources of the land, or buy the land.

Mr. BILBO. The Senator is too well informed to make that contention. He knows that under the general policy of the Government, when lands are taken over and placed in reforestation projects and the timber matures—and I understand that some of the timber on the land in the Senator's State has already matured—the county government or the school district gets a pro rata share of the proceeds from the sale of the timber grown on the land which has been converted into a reforestation project.

Mr. WHEELER. I am talking about going on the land and taking up homesteads or buying it or opening up prospects for miners, and so forth. I think I know something about the policy which has been adopted in my own State—perhaps more than the Senator knows about that particular subject. I appreciate the fact that the Senator from Mississippi has a general knowledge of every subject, and knows more about the West and about the lands there than do those of us who have lived there for a long time. I do not claim to know all about Mississippi. I admit that the Senator has complete knowledge, but I do not like to have him tell me what is good for the people of Montana.

Mr. BILBO. I do not know everything.

Mr. WHEELER. Oh, yes.

Mr. BILBO. But I will say that there was a time when I knew more than did the Senator from Montana, because I knew that we were going to have a war, and he thought we would not.

Mr. WHEELER. I thought we would not, and I still think we should not have had one. I have no apologies for anything that I said before we got into the war. I did everything that I possibly could to keep the country out of war. I predicted that Europe would go Communist, and that there would be many of the things which now exist. Those predictions are coming true. There are in Europe the same selfishness and greed that there were after the last war.

Mr. BILBO. The Senator is still predicting; and his predictions will be fulfilled as the others were.

Mr. WHEELER. Of course, the Senator from Mississippi and Walter Winchell take the same view; and I am glad to see them on the same side.

Mr. BILBO. I do not believe that Walter Winchell thinks any more of me than he does of the Senator from Montana.

Mr. WHEELER. Yes, he does. He agrees entirely with the Senator in his war stand.

Mr. BILBO. There is one thing about it—Walter and I agree with respect to the Senator from Montana.

Mr. WHEELER. I am glad that the Senator and Walter agree in their views with reference to me, because I feel highly honored.

Mr. BILBO. I am sorry that "Ephraim is joined to idols." "He that hardeneth his heart shall fall into mischief." "He that being often reproved hardeneth his neck, shall suddenly be destroyed."

I read further from the letter of the Secretary of the Interior:

If the lands reconveyed to the United States are placed under the jurisdiction of the reservations in which they may be situated, they would be subject to such provisions for payments to the States as now obtain. Thus, lands added to a national forest or a grazing district would share their revenues with the States to the extent that other lands federally owned in these specialized areas do.

That shows that there is nothing in the Senator's contention that if the lands were turned back by the railroads to the Government, which should be done, they would fare the same as do any other lands which are incorporated into Government projects.

Mr. WHEELER. Mr. President, will the Senator yield?

Mr. BILBO. I yield.

Mr. WHEELER. The Senator knows perfectly well that the share which any State gets from the sale of a little land by the Government from a forest reserve is a comparatively small amount, whereas at the present time all that land is taxed, and the county and the schools obtain a direct tax from the owners of the land. The Senator knows that. I appreciate the fact that he is making these speeches for home consumption, and I am glad if he thinks they will help him at home.

Mr. BILBO. The Senator is correct when he says that I am making them for home consumption, because my people vote.

Mr. WHEELER. What percentage of the Senator's people vote?

Mr. BILBO. All those who are qualified.

Mr. WHEELER. What percentage of the Senator's people vote?

Mr. BILBO. One hundred percent of those who are qualified.

Mr. WHEELER. What does the Senator mean by "qualified"?

Mr. BILBO. All those who meet the educational qualifications.

Mr. WHEELER. What percentage of the people of the Senator's State voted in the last election?

Mr. BILBO. All those who were qualified under our Constitution; all those who met the educational qualifications.

Mr. WHEELER. What percentage of the Senator's people voted?

Mr. BILBO. I am telling the Senator.

Mr. WHEELER. No; the Senator is not.

Mr. BILBO. The Senator does not understand English.

Mr. WHEELER. The Senator is dodging the question, because of the fact that he does not wish to tell the percentage of the people who vote in his State.

Mr. BILBO. I am telling the Senator that all those who are qualified under the educational qualifications as set up by our Constitution, approved by the Supreme Court of the United States, vote in my State. That is as much as the Senator can say about his State.

Mr. WHEELER. Oh, no. Everyone in my State above the age of 21 years may vote, regardless of his race, color, or anything else. That is far more than the Senator from Mississippi can say with reference to his State.

Mr. BILBO. Anyone can vote in Montana—is that it?

Mr. WHEELER. Anyone who is 21 years of age can vote in my State, whether it be a woman, a man, or a colored person, regardless of race or religion. I am very proud of the fact that there is no religious or racial intolerance among the people of my State.

Mr. BILBO. Voters are not qualified in the Senator's State—is that true?

Mr. WHEELER. We qualify them by age.

Mr. BILBO. They are not qualified mentally, or by education. That accounts for a great deal. In my State we qualify the voters.

Mr. WHEELER. That is why the State of Mississippi has such able representatives.

Mr. BILBO. We get the cream of the crop in the Congress.

Mr. WHEELER. That is the reason why the Senator was elected.

Mr. BILBO. Certainly. The Senator has given me the reason why Montana has such a Senator.

The Senator from Montana has been beating down the value of the lands which the railroads obtained from the Government. He says that they are practically worthless. If they are such sorry lands, I think he ought to be ashamed of himself for making the railroads pay taxes on them.

I read further from the letter of the Secretary of the Interior:

In view of the fact, however, that the lands to be returned to the Government by the railroads may have been on the tax rolls of local communities and have formed a part of the tax base upon which the communities have predicated their fiscal arrange-

ments, and that in some cases the payments referred to may not be the equivalent of the taxes which have been paid, I suggest that some provision might be made for alleviating the situation.

That is exactly the proposal which I made to the Senator a while ago. I do not believe in imposing hardships on any community in this Nation.

I believe that an appropriate solution would be to authorize the head of the executive agency which will assume jurisdiction over the reconveyed lands to enter into agreements with the State or local taxing units involved providing for payments by the United States to such units to compensate them for tax losses for which they are not otherwise recompensed. I offer this, however, only as a temporary solution, since the Congress is now working on the general problem of the effect of the Federal ownership of real estate upon local revenue structures.

That has been a problem with which we have all been greatly concerned—to bring about equity in situations in which the Government has gone into counties and States and taken over large tracts of land, removing them from the local tax rolls.

The lands under consideration should, of course, be subject to any permanent comprehensive payment plan which may be evolved for Government lands generally. Accordingly, I recommend that any authority granted in this bill for making payments should be limited to a period of 5 years.

For the convenience of your committee, I enclose a draft of a proposed section to be added to H. R. 4184 in order to effectuate the reconveyance of the patented lands and the payment provisions suggested in this report.

The Bureau of the Budget has not advised me of the relationship of this report or of the proposed draft of amendment to the program of the President.

Sincerely yours,

HAROLD L. ICKES,  
Secretary of the Interior.

Let us see what the Secretary of the Treasury says about it:

MY DEAR MR. CHAIRMAN: Reference is made to your letter of February 22, 1944, enclosing copies of H. R. 4184, a bill to amend section 321, title III, part II, Transportation Act of 1940, with respect to the movement of Government traffic, and requesting a statement of this Department's views on this proposed legislation.

The proposed legislation, if enacted, would strike out those clauses of section 321 (a) of the Transportation Act of 1940 which keep in effect land-grant rates with respect to "the transportation of military or naval property of the United States moving for military or naval and not for civil use . . . [and] the transportation of members of the military or naval forces of the United States (or property of such members) when such members are traveling on official duty." Under section 321 (a) of the Transportation Act of 1940, as so amended, the Government in other words would be required to pay the full applicable commercial rates, fares, and charges for all transportation performed for it by any common carrier subject to the Interstate Commerce Act, as amended, including any land-grant carrier, except to the extent that any of such carriers might voluntarily agree to perform such transportation free or at reduced rates under sections 1 (7) and 22 of the Interstate Commerce Act, as amended (U. S. C. title 49, secs. 1 (7) and 22).

This Department can see no justification for such legislation.

This is the Treasury Department of the United States speaking—



The reason for the Department's opposition toward H. R. 4184—

Which is the same as House bill 694—are the same now as expressed in letter to you dated February 19, 1942, in connection with H. R. 6156, Seventy-seventh Congress, a House bill endeavoring to accomplish identical results. The comments contained in that letter are deemed sufficient without additions to fully cover the present bill.

For your information a copy of aforementioned letter of February 19, 1942, is attached. For these reasons the Department is opposed to the enactment of this bill.

The Department has been advised by the Bureau of the Budget that there is no objection to the submission of this report, as the enactment of the proposed legislation would not be in accord, at least at this time, with the program of the President.

Very truly yours,

JOHN L. SULLIVAN,  
Acting Secretary of the Treasury.

Mr. President, in all the 11 years since I have been in the Congress, whenever one of the departments and most certainly when two of the departments unquestionably condemn a piece of legislation, it is rejected with a vengeance. But that is not the case with the pending land-grant railroad bill.

Now I shall read the letter referred to in the one I just read. The letter I shall now read was written by Mr. D. W. Bell, Acting Secretary of the Treasury, and it contains additional reasons on the basis of which the Treasury objects to this vicious piece of legislation:

FEBRUARY 19, 1942.

HON. CLARENCE F. LEA,  
Chairman, Committee on Interstate and Foreign Commerce, House of Representatives, Washington, D. C.

MY DEAR MR. CHAIRMAN: Further reference is made to your letter of December 3, 1941, enclosing copies of H. R. 6156, a bill to amend section 321, title III, part II, Transportation Act of 1940, with respect to the movement of Government traffic, and requesting a statement of this Department's views on this proposed legislation.

The proposed legislation, if enacted, would strike out those clauses of section 321 (a) of the Transportation Act of 1940 which kept in effect land-grant rates with respect to "the transportation of military or naval property of the United States moving for military or naval and not for civil use . . . [and] the transportation of members of the military or naval forces of the United States (or property of such members) when such members are traveling on official duty." Under section 321 (a) of the Transportation Act of 1940, as so amended, the Government in other words would be required to pay the full applicable commercial rates, fares, and charges for all transportation performed for it by any common carrier subject to the Interstate Commerce Act, as amended, including any land-grant carrier, except to the extent that any of such carriers might voluntarily agree to perform such transportation free or at reduced rates under sections 1 (7) and 22 of the Interstate Commerce Act, as amended (U. S. C., title 49, secs. 1 (7) and 22).

This Department can see no justification for such legislation. The land-grant rate benefits that the Government now enjoys, already substantially reduced by the provisions of section 321 (a) of the Transportation Act of 1940, were intended to compensate for the large grants of public lands made to the land-grant carriers, and the transportation savings thus far realized by the Government fall far short of full compensation for the value of those lands.

The Senate will remember that just a moment ago I cited the 179,000,000 acres of land which were given to the railroads—sufficient land to embrace the combined area of 14 States of the Union. The Treasury Department says that although the Government received a million dollars a year up until 1928, I believe—it amounted altogether to \$340,000,000, and from then to 1940 it amounted to approximately \$85,000,000, and during the war it ran up to \$250,000,000 a year, or a total already received of approximately \$1,000,000,000—yet the railroads have not adequately paid for the value of the 179,000,000 acres of land they received under the land grants. As I have said, the railroads received more than enough land to comprise 14 of the States of this country. Of all the outrageous legislation which has ever been reported, I think the pending bill is the worst, and so did the Treasury think so. I read further from the letter:

Certainly there can be no just claim that the land-grant carriers should be relieved of their obligation to the Government on any ground of fairness to them. To release the carriers under present conditions would result only in their gratuitous enrichment by many millions of dollars within the next few years and in the addition of the same amount to the already heavy cost that the Government must pay for transportation required in connection with the prosecution of the war. Especially at this time, when the carriers generally are realizing increased revenues from greatly enlarged traffic incident to the war effort, and when the financial burden of the Government is greater than ever before, legislation of the type here proposed would be most inopportune.

For these reasons the Department is opposed to the enactment of this bill.

This Department transmitted its report to Budget for clearance, in accordance with established procedure, on January 12, 1942. The report has not yet received Budget clearance, but in view of your request for expedition, and in order that the report may be available at the hearing on Thursday, February 19, which your committee has scheduled on H. R. 6156, the Department is submitting its report without the customary Budget clearance.

Very truly yours,

D. W. BELL,  
Acting Secretary of the Treasury.

That letter was followed by the letter I read just preceding it, and that proves the position of the Treasury of the United States.

But, Mr. President, notwithstanding the position of the Department of the Interior, and notwithstanding the position of the Treasury, which in its letter condemns the bill and points out its viciousness and what an injustice it would be for the Government merely to enrich the coffers of the railroad systems which already have been enriched because of the extra business brought to them by the war—notwithstanding all that, the House committee and the Senate committee ran roughshod over those objections, and the bill was passed by the House of Representatives without a yeand-nay vote, and it is now before the Senate, awaiting action by the Senate.

Here is a very interesting report from the former Secretary of War, Mr. Stimson, who recently resigned:

WAR DEPARTMENT,

Washington, D. C., April 6, 1944.

HON. CLARENCE F. LEA,  
Chairman, Committee on Interstate and Foreign Commerce, House of Representatives, Washington, D. C.

DEAR MR. LEA: This is in reply to your letter of February 18, 1944, requesting report and comment on H. R. 4184, Seventy-eighth Congress, second session, entitled "A bill to amend section 321, title III, paragraph II, Transportation Act of 1940, with respect to the movement of Government traffic."

The purpose and effect of the bill is to abolish entirely the so-called land-grant railroad rates now applicable to military and naval shipments. Since the Transportation Act of 1940, such shipments alone have been entitled to the benefits of these reduced rates. The amendment now proposed would accomplish the complete elimination of the land-grant rate structure.

No basic military considerations appear to be involved, at least at the present time. At another time and under other conditions, the increased revenues which would accrue to the carriers under this bill might be necessary to secure improved service in the transportation of military property and personnel, but that does not appear to be the case under existing conditions. It is not believed that the financial condition of the carriers can be said to necessitate the proposed step at a time when they are realizing substantially increased revenues from traffic incident to the Nation's war effort.

The immediate impact of the bill on the War Department is, of course, financial. The Government is already bearing enormous costs for military transportation required in connection with the prosecution of the war. According to present figures, disbursements for Army transportation, passenger and freight, for the calendar year 1943 have amounted to nearly one and a half billion dollars.

I wonder if the Senate catches the significance of that sentence. I shall repeat it:

According to present figures, disbursements for Army transportation, passenger and freight, for the calendar year 1943 have amounted to nearly one and a half billion dollars.

In other words, Mr. President, the Government of the United States was paying \$1,500,000,000 of the tax money of this country just for freight and passenger transportation for the War Department for the year 1943, and the same amount was spent for that purpose in 1944, and practically the same amount was spent for that purpose in 1945.

I read further from the letter:

Approximately 90 percent of this traffic was carried by the railroads. No exact figures are available as to the savings resulting from the application of land-grant rates, and it is virtually impossible to hazard even an estimate in view of the wide variation in applicable deductions, and the necessity of including amounts saved under equalization agreements which roads and also motor carriers competing with land-grant carriers have made in order to participate in the business. It has been wholly impracticable to attempt a segregation of these items during the press of wartime. It is unquestionable, however, that such savings are substantial and important and that enactment of the present bill would add many millions of dollars to the heavy transportation costs already being borne by the War Department.

Mr. President, in that connection I hold in my hand a statement by the railroads themselves. In it they say that at

the time when the statement I just read was made the amount already had reached \$24,000,000 a month and it was on the increase.

I read further from the letter from the Secretary of War:

It is realized that the calculation of land-grant rates between myriad destinations for large numbers of commodities is a highly technical and time-consuming process and that, from this standpoint, such rates may be regarded as burdensome to traffic and finance personnel of the War Department and to the General Accounting Office. Considerations of this kind, however, are wholly outweighed by the large savings to the Government resulting from the reduced rates. It is realized also that, from the standpoint of the total national economy, substantial grounds may be urged in support of the bill, but it seems highly doubtful that such grounds can be regarded as compelling during the present period of increased revenues accruing to the carriers.

In view of the increased costs which the bill would entail, the War Department does not feel that it can recommend its passage. If, however, the Congress should feel that some legislation along the lines proposed is desirable at this time, it is suggested that consideration be given to the addition of a proviso which would preserve land-grant rates for the duration of the present state of war and which would expressly reserve to the Congress the right during any subsequent period of war to reinstate, either in whole or in part, the existing land-grant deductions.

The Bureau of the Budget advises that there is no objection to the submission of this report, as the enactment of the proposed legislation should not be considered, at least at this time, as being in accord with the program of the President.

Sincerely yours,

HENRY L. STIMSON,  
Secretary of War.

Mr. President, I have already submitted an amendment to the pending bill providing that, if enacted, the law shall not take effect until 18 months thereafter. That would afford plenty of time to complete all the hauling of freight incident to the war, and the return of all the boys to their homes.

I propose to submit another amendment providing that if we cancel the contracts with the railroads under which they received one-tenth of all the lands of the United States—179,000,000 acres, or enough to equal the total area of 14 States of the Union—and we become involved in another war, when it will be the duty of everyone to perform his part of the necessary tasks personally, individually, and corporately, the proposed legislation shall no longer be effective. I am sure the railroads will not object to it. I do not know whether we will have another war. I hope and I pray we will not. But, as a matter of precaution, we should incorporate in the bill a provision that upon the declaration of another war, automatically, the present law shall again become effective during the years of the war so that the railroads will have to help carry the tax burden and largely expedite the handling of passengers, freight, and so forth. I do not believe that any Senator would object to that. I do not believe the railroads, if they have much patriotism, would object to it.

Mr. President, this war in which we have been recently engaged, the greatest

and most costly in all history, is about to come to a close. I could not say, and I would not say, that it is at an end because the peace treaty has not yet been signed. No terms have been agreed upon. Our forces are occupying certain territories, and there is still trouble throughout the world. The present is no time for the pending bill to be enacted. When we have completed the occupation of Japan and Germany, the costs which will have mounted up by then will be so great as to burden our children and our children's children for a long time to come. The costs will be in excess of \$300,000,000,000. Yet right in the midst of such a colossal debt we are confronted with the pending bill. The bill would add another twenty or twenty-five million dollars a month, or a quarter of a billion dollars a year, to the cost which has already accumulated, by giving a windfall to the railroads of this country whose earnings now are unequaled in the history of railroads. If we reduce that amount—and we have no hope that it will be reduced by more than \$7,000,000 or \$8,000,000 or \$10,000,000 a year—we permit the railroads to violate their contract which was made in good faith, and make them a present of this great amount of money year after year for the next hundred or 200 years to come.

The pending bill proposes to give this huge amount of money in order to benefit a comparatively few number of persons at the expense of many taxpayers, and furthermore, add an additional cost to the already unthinkable cost of the war which will have to be paid for by the men who have been fighting for the liberties which we now enjoy, and hope to continue to enjoy in the future. In other words, the boys who fought the war are the only ones who will have to make good the gift of a Christmas present to the railroads as proposed by the terms of this bill.

Mr. President, the gift to which I have referred is a strange part of this bill. I have read carefully the hearings in the House as well as the hearings in the Senate. I have analyzed the testimony of all the witnesses who testified at the hearings, as well as memorandums which are sometimes filed at committee hearings. At no place have I been able to find that a taxpayer's organization, or that any group of disinterested citizens of this Republic asked that the Congress cancel the contract which is the subject of this debate, and make a Christmas present to the railroads of the country. The only argument which has been made in favor of the bill was made by the railroads, and their friends and representatives with whom they collaborate in all their activities. Those are the sources from which the pressure is coming. For months Washington hotels have been flooded with railroad lobbyists striving to bring about the passage of this bill. Why can the railroads afford to spend great sums of money to have this bill enacted into law? It is because the return would be very great. If the bill were enacted into law the railroads would receive an additional \$20,000,000 or \$25,000,000 a month until the hauling of soldiers and freight comes to an end. The assurance has also been

given that the railroads would receive at least \$8,000,000 or \$10,000,000 a year from then on.

Of course, I do not blame the railroads. They are fighting for their progress, and for the opportunity to pay dividends to their stockholders, as well as to enhance the value of their holdings. I do not blame them. The subject is not personal with me. I am merely trying to represent the taxpayers of the United States, and the men who will have to pay the bill during the years to come. They will have to pay for the Christmas present which it proposed to give to the railroads. Therefore, I dare fight on.

There could be only one reason, Mr. President, for increasing the already huge profits of the railroads which are now trying by forces hitherto unknown in magnitude to avoid carrying out the terms of a contract which they willingly and eagerly entered into with the United States early in the 1800's, at a time when they saw an opportunity to benefit immensely from the bargain which they so gladly made.

Let us look into the contract for a moment and see what was intended. The land-grant law conveyed to private corporations certain lands for the purpose of aiding in the construction of railroads. In return for the land the corporations, their assignees, and successors agreed by contract to transport over the railroads constructed on the granted lands the property and troops of the United States—little enough—free from toll or other charge, to wit:

The said railroad and branches shall be and remain a public highway for the use of the United States free from toll or other charge, for the transportation of any property or troops of the United States.

Those were the words of the original act which passed when these lands were given to the railroads. It was following up the old line of thought that was used in the days of tolls and highways, when rights of way were granted by the Government. They merely used the same expression in the contract, which meant the use of the rights of way of the railroads.

The total amount of land which passed into these corporations was 132,425,554 acres. That is not a small amount. As a matter of fact, the States, in the same campaign of the railroad building era, when these promoters were plying their trade in the Halls of Congress and in the halls of the legislatures, donated 48,000,000 acres, in round numbers, which makes the 179,000,000 acres about which I have been speaking.

Mr. JOHNSON of Colorado. Mr. President—

The PRESIDING OFFICER (Mr. KNOWLAND in the chair). Does the Senator from Mississippi yield to the Senator from Colorado?

Mr. BILEO. I yield.

Mr. JOHNSON of Colorado. Do the States get any rebate in freight rates or railroad rates because of the contribution they made?

Mr. BILEO. I am not advised.

Mr. JOHNSON of Colorado. The Senator knows they do not, does he not?



Mr. BILBO. That is a question into which the Senator's committee should have looked.

Mr. JOHNSON of Colorado. I should like to inform the Senator, so that he can answer anyone else who may inquire, that the States do not. The States were glad to have the railroads built because of the improvement and development they brought to the States. They did not consider themselves as needing any reimbursing along any other line.

Mr. BILBO. The States?

Mr. JOHNSON of Colorado. Yes.

Mr. BILBO. But the entire East, and the greater part of the South, which had an interest in the Federal Government, figured that when the railroad promoters took lands which belonged to all the people of this Republic, the promoters should at least grant some consideration to all the people of the country, because it was not a local matter, as the Senator refers to it, in the States.

Mr. JOHNSON of Colorado. Will the Senator yield further?

Mr. BILBO. I yield.

Mr. JOHNSON of Colorado. The people were paid back, because the people kept nine-tenths of the land themselves, and since they kept nine-tenths of the land themselves, when the railroads were built, their own lands, nine-tenths of the lands, were public lands, which these railroads served, which paid all the people for the investment that was made by the railroads in providing railroad service through their land. That is how all the people were repaid.

Mr. BILBO. No doubt, when the people of Texas gave 10,000,000 acres to the railroads—I think that was the amount; perhaps it was more; I shall get the figures and let the Senator have them some time within the week while I am speaking—the people of Texas realized that they were helping conditions locally by opening up the country, but at the same time it was not doing the people of Connecticut much good.

Mr. JOHNSON of Colorado. Does the Senator believe that it is possible to do anything for any State in this Union in the way of progressive construction and building without helping all the United States?

Mr. BILBO. It has been a mighty hard job, and I have been working at it day and night, to keep some things from happening which will affect my people very materially that seem to fit all right in States like New York.

The actual railroads constructed upon these lands amounted actually to 17,627 miles, which could have been built on an area of 214,000 acres. In other words, the railroads received 179,000,000 acres of land, and upon those lands have been built 17,627 miles of railroads, and they needed only 214,000 acres for rights-of-way to build the 17,627 miles of railroad. In other words, if we take 214,000 acres away from 179,000,000 acres we see how much gravy, velvet, Christmas gift, the railroad promoters got in this great scheme of the fifties, sixties, and seventies.

In other words, the acreage actually received by those corporations was 620 times as large as the acreage actually

required for the railroads which they actually built.

Why did we give them 620 times more than they actually needed? That was because of their aggressiveness and ingenuity as they manipulated the State legislatures and the Congress of those days. But they agreed to do a little hauling for the Government in return for getting 620 times more than they needed to build 17,500 miles of railroad.

Now, the Senator from Colorado does not want them to pay at all. He wants to cancel the debt. He wants to give them a clean sheet. He wants to cancel the note and tell them to go their way and steal no more.

Mr. JOHNSON of Colorado. Mr. President, will the Senator yield?

Mr. BILBO. I yield.

Mr. JOHNSON of Colorado. Of course the Senator from Mississippi is misrepresenting my attitude. However, the note has been paid, the debt has been canceled, the debt has been paid many times over.

Mr. BILBO. Does the Senator think the contract has been fulfilled?

Mr. JOHNSON of Colorado. I think it has been more than fulfilled. I think the Federal Government has been paid handsomely for the gift it made in having the railroads built in the first place. I think the Federal Government has realized a billion dollars in cash for an investment which was probably worth approximately \$130,000,000. But that is in addition to the contribution the railroads made in improving the land which is owned by the Federal Government, by all the people.

Mr. BILBO. I know the Senator is sincere in his contention. He feels that the Government has been adequately paid for these lands. Let me make him a proposition. I have just gotten through telling the Senator that the railroads got 620 times more land than they needed for rights-of-way for the railroads. In other words, there were 620 times more acres of land than they needed to build the railroads upon. That was gravy, that was velvet, that was a Christmas present by the Congress in those days.

Mr. JOHNSON of Colorado. That was an inducement.

Mr. BILBO. The Senator says he believes—and I think he is pretty nearly right—that up to this time the Government has received as its part of the rebate, in carrying out the contract, more than a billion dollars. I think it will go to about a billion dollars. It was a million dollars every year from 1870 to, let us say, 1928, then it jumped to seven million; then it jumped to twelve, to fifteen, to eighteen, and then up to twenty-five or thirty million. I think that by this time it amounts to more than a billion dollars.

The Senator says that that was enough to pay for these lands. My contention is that these railroads on the 179,000,000 acres of land have realized \$2,000,000,000 or more. The Senator's committee is a very active one, with a very charming, keen, and active chairman, the Senator from Montana [Mr. WHEELER]. Why does not the committee make an investi-

gation? It could do it very easily, because there is a record, a written record, of every acre of land the Government gave to the railroads. There has to be. A patent is issued in every case. Then there is a record of every acre of land which the railroads have sold, and the deeds will show the consideration, and show the money they have made. Take the figures and make the subtraction, and it will be found that the railroads have made in excess of a billion dollars in the deal.

Mr. JOHNSON of Colorado. What is the Senator's proposition?

Mr. ELLENDER and Mr. JOHNSON of Colorado addressed the Chair.

The PRESIDING OFFICER. Does the Senator from Mississippi yield, and if so to whom?

Mr. BILBO. I yield to both Senators.

Mr. ELLENDER. In that connection, has the Senator ever investigated to ascertain the number of acres of valuable oil lands and other mineral-bearing lands which have been sold to corporations which we may call subsidiary corporations of the railroads?

Mr. BILBO. No; I have had a hard time getting the committee to investigate merely ordinary affairs. All they have had before them in the committee were some letters, testimony, statements, and evidence of a few railroad companies and a few chambers of commerce. They have not heard from the folks. They have not gotten the facts yet.

Mr. ELLENDER. I am informed that several of the large railroads have sold to subsidiary corporations large holdings which were impregnated with oil, and with a large amount of other minerals, but they are still flourishing.

Mr. BILBO. I have heard the same reports, and I believe every word of them. I believe that evidence to be true. I understand some of the railroads are still operating the oil fields which they discovered and developed in the land grants given them by the Government. They found coal fields, and they are still operating them.

Mr. ELLENDER. Not as properties of the railroads.

Mr. BILBO. Oh, no. The railroads have plenty of money, and they hire the very best talent in the country as their lawyers. They do things according to Hoyle. They have an unlimited expense account. I have records here to show that the railroads have advertised in newspapers for competitive business in counties where there was but one railroad, where there was no competition, where a newspaper advertisement would do them no good at all. Why were they advertising in a newspaper of that kind? There was an editor whom they wanted to reach, with whom they wanted to communicate, whom they wanted to use. So they gave him a nice fat full-page advertisement to carry in his newspaper day after day.

There was one railroad newspaper in my State. I became crossed up with the railroads in 1908 and that railroad newspaper has been cussing me every day since. I have been a marked man because of my attitude at that time. It involved a case somewhat similar to this,

and I shall develop it sometime this week.

I continue to read:

What became of the remainder? A large amount of it was sold by these corporations to others at a handsome profit in dollars in addition to the oils, coal, and minerals which they extracted from some of these lands and also at a very nice profit, to say nothing of the vast amount of forest products they received and used in their construction, and later also sold at more profits.

It is said that the cities of St. Paul and Minneapolis are built on land granted to railroads. In the growth of cities of this character, on land owned by the railroads under land grants, on which they laid out the cities, the subsidiary companies in the real estate business have made multiplied profits. I know one railroad, the Illinois Central, which has some very valuable holdings as the result of the land grants made to it.

I continue to read:

All these and many more benefits did they derive from this contract solemnly entered into. This land was the people's land. It belonged to the people into whose laps they now seek to dump a burden of \$250,000,000 a year because they are now sick of their contract.

#### MESSAGE FROM THE PRESIDENT

A message in writing from the President of the United States was communicated to the Senate by Mr. Miller, one of his secretaries.

#### DEVELOPMENT AND CONTROL OF ATOMIC ENERGY—MESSAGE FROM THE PRESIDENT (H. DOC. NO. 301)

The PRESIDING OFFICER (Mr. KNOWLAND in the chair) laid before the Senate a message from the President of the United States, which was read by the legislative clerk, referred to the Committee on Military Affairs, and ordered to be printed, as follows:

#### *To the Congress of the United States:*

Almost 2 months have passed since the atomic bomb was used against Japan. That bomb did not win the war, but it certainly shortened the war. We know that it saved the lives of untold thousands of American and Allied soldiers who would otherwise have been killed in battle.

The discovery of the means of releasing atomic energy began a new era in the history of civilization. The scientific and industrial knowledge on which this discovery rests does not relate merely to another weapon. It may some day prove to be more revolutionary in the development of human society than the invention of the wheel, the use of metals, or the steam or internal combustion engine.

Never in history has society been confronted with a power so full of potential danger and at the same time so full of promise for the future of man and for the peace of the world. I think I express the faith of the American people when I say that we can use the knowledge we have won, not for the devastation of war, but for the future welfare of humanity.

To accomplish that objective we must proceed along two fronts—the domestic and the international.

The first and most urgent step is the determination of our domestic policy for

the control, use, and development of atomic energy within the United States.

We cannot postpone decisions in this field. The enormous investment which we made to produce the bomb has given us the two vast industrial plants in Washington and Tennessee, and the many associated works throughout the country. It has brought together a vast organization of scientists, executives, industrial engineers, and skilled workers—a national asset of inestimable value.

The powers which the Congress wisely gave to the Government to wage war were adequate to permit the creation and development of this enterprise as a war project. Now that our enemies have surrendered, we should take immediate action to provide for the future use of this huge investment in brains and plant. I am informed that many of the people on whom depend the continued successful operation of the plants and the further development of atomic knowledge, are getting ready to return to their normal pursuits. In many cases these people are considering leaving the project largely because of uncertainty concerning future national policy in this field. Prompt action to establish national policy will go a long way toward keeping a strong organization intact.

It is equally necessary to direct future research and to establish control of the basic raw materials essential to the development of this power whether it is to be used for purposes of peace or war. Atomic force in ignorant or evil hands could inflict untold disaster upon the Nation and the world. Society cannot hope even to protect itself—much less to realize the benefits of the discovery—unless prompt action is taken to guard against the hazards of misuse.

I therefore urge, as a first measure in a program of utilizing our knowledge for the benefit of society, that the Congress enact legislation to fix a policy with respect to our existing plants, and to control all sources of atomic energy and all activities connected with its development and use in the United States.

The legislation should give jurisdiction for these purposes to an Atomic Energy Commission with members appointed by the President with the advice and consent of the Senate.

The Congress should lay down the basic principles for all the activities of the Commission, the objectives of which should be the promotion of the national welfare, securing the national defense, safeguarding world peace and the acquisition of further knowledge concerning atomic energy.

The people of the United States know that the overwhelming power we have developed in this war is due in large measure to American science and American industry, consisting of management and labor. We believe that our science and industry owe their strength to the spirit of free inquiry and the spirit of free enterprise that characterize our country. The Commission, therefore, in carrying out its functions should interfere as little as possible with private research and private enterprise, and should use, as much as possible, existing institutions and agencies. The observance of this policy is our best

guaranty of maintaining the pre-eminence in science and industry upon which our national well-being depends.

All land and mineral deposits owned by the United States which constitute sources of atomic energy, and all stock piles of materials from which such energy may be derived, and all plants or other property of the United States connected with its development and use should be transferred to the supervision and control of the Commission.

The Commission should be authorized to acquire at a fair price, by purchase or by condemnation, any minerals or other materials from which the sources of atomic energy can be derived, and also any land containing such minerals or materials, which are not already owned by the United States.

The power to purchase should include real and personal property outside the limits of the United States.

The Commission should also be authorized to conduct all necessary research, experimentation, and operations for the further development and use of atomic energy for military, industrial, scientific, or medical purposes. In these activities it should, of course, use existing private and public institutions and agencies to the fullest practicable extent.

Under appropriate safeguards, the Commission should also be permitted to license any property available to the Commission for research, development, and exploitation in the field of atomic energy. Among other things such licensing should be conditioned of course upon a policy of widespread distribution of peacetime products on equitable terms which will prevent monopoly.

In order to establish effective control and security, it should be declared unlawful to produce or use the substances comprising the sources of atomic energy or to import or export them except under conditions prescribed by the Commission.

Finally, the Commission should be authorized to establish security regulations governing the handling of all information, material, and equipment under its jurisdiction. Suitable penalties should be prescribed for violating the security regulations of the Commission or any of the other terms of the act.

The measures which I have suggested may seem drastic and far-reaching. But the discovery with which we are dealing involves forces of nature too dangerous to fit into any of our usual concepts.

The other phase of the problem is the question of the international control and development of this newly discovered energy.

In international relations as in domestic affairs, the release of atomic energy constitutes a new force too revolutionary to consider in the framework of old ideas. We can no longer rely on the slow progress of time to develop a program of control among nations. Civilization demands that we shall reach at the earliest possible date a satisfactory arrangement for the control of this discovery in order that it may become a powerful and forceful influence toward the maintenance of world peace instead of an instrument of destruction.



Scientific opinion appears to be practically unanimous that the essential theoretical knowledge upon which the discovery is based is already widely known. There is also substantial agreement that foreign research can come abreast of our present theoretical knowledge in time.

The hope of civilization lies in international arrangements looking, if possible, to the renunciation of the use and development of the atomic bomb, and directing and encouraging the use of atomic energy and all future scientific information toward peaceful and humanitarian ends. The difficulties in working out such arrangements are great. The alternative to overcoming these difficulties, however, may be a desperate armament race which might well end in disaster. Discussion of the international problem cannot be safely delayed until the United Nations organization is functioning and in a position adequately to deal with it.

I therefore propose to initiate discussions, first with our associates in this discovery, Great Britain and Canada, and then with other nations, in an effort to effect agreement on the conditions under which cooperation might replace rivalry in the field of atomic power.

I desire to emphasize that these discussions will not be concerned with disclosures relating to the manufacturing processes leading to the production of the atomic bomb itself. They will constitute an effort to work out arrangements covering the terms under which international collaboration and exchange of scientific information might safely proceed.

The outcome of the discussions will be reported to the Congress as soon as possible, and any resulting agreements requiring congressional action will be submitted to the Congress.

But regardless of the course of discussions in the international field, I believe it is essential that legislation along the lines I have indicated be adopted as promptly as possible to insure the necessary research in, and development and control of, the production and use of atomic energy.

HARRY S. TRUMAN.

THE WHITE HOUSE, October 3, 1945.

The PRESIDING OFFICER. The message will be referred to the Committee on Military Affairs and be printed.

Mr. VANDENBERG. Mr. President, I wish to comment very briefly on the message. Of course, the President is totally right in emphasizing the utter importance of prompt action in this field, because there is nothing pending in human relations which casts a greater shadow over the future on the one hand, or perhaps offers a greater hope for the future on the other.

It is perfectly obvious that congressional action is necessary preceding any conclusive determination of the American position respecting either the development, use, or control of atomic energy. It is necessary before any such Atomic Energy Commission as the President has outlined should be appointed. It is necessary before any of the powers which the President suggests are given to the

Commission. Furthermore I respectfully suggest that it is advisable that some voice of congressional authority shall be available for Presidential consultation while the President is discussing with other nations what the international situation shall be in respect to control of the atomic bomb. I respectfully suggest that it would be infinitely more advisable if even the international conversations could proceed with some degree of congressional cooperation.

What I am saying is that it seems to me that everything the President has said points toward the importance of the action taken by the Senate last week in adopting a concurrent resolution proposing to create, at the highest level, a joint congressional committee of 12 members, composed of six Senators and six Representatives, to deal, on behalf of Congress, in respect to the entire subject of atomic energy—not only its development and use but also its control in all its phases and factors.

I call attention at this very moment to a demonstration of the reason why a special committee of this nature ought to be created to deal with this subject. It is so big that it transcends the jurisdiction of any committee in this body. For example, the Presiding Officer—no doubt on the advice of the Parliamentarian—has sent the message on this subject to the Senate Committee on Military Affairs, whereas the Senate Committee on Foreign Relations has had jurisdiction over at least two of the proposals which have heretofore been submitted in the Senate, and it is from the Senate Foreign Relations Committee that a recommendation for action has come. Yet we have here a divided responsibility between committees. In the House there is an even greater division of responsibility, because a large number of measures have been introduced in the House, and they are scattered among various committees.

I am simply again urging, on the basis of the President's message, the high importance of early action in the creation of an adequate congressional authority to cooperate in full good faith with the President in dealing with this cataclysmic subject. I very respectfully express the hope that the House of Representatives may find it possible to agree with the action of the Senate without further delay.

Mr. JOHNSON of Colorado. Mr. President, pursuant to the President's message with respect to the development and control of atomic energy, I desire to introduce a bill to carry out the recommendations which the President has made, and ask that it be referred to the Committee on Military Affairs.

Mr. VANDENBERG. Mr. President, before that bill is referred to the Committee on Military Affairs, I wish to know on what theory this subject comes within the jurisdiction of the Committee on Military Affairs. The only consideration that has been given to it, beyond cursory attention in the Military Affairs Committee to the Thomas bill, has been in the Committee on Foreign Relations. I do not believe that the record of the Committee on Military Affairs with re-

spect to the Thomas bill creates any precedent. In the first place, the net result of the committee's consideration was to report a bill which was totally impracticable, inasmuch as it proposed to make the Chief Justice of the United States chairman of a commission of this nature, and the Chief Justice promptly announced that he could not serve in such a function.

I do not know why the Committee on Military Affairs should have control of a subject of this all-embracing nature. This is not merely a military question. This is infinitely more than a military question. It is a question touching every phase of civilian life. Certainly fundamentally it is a question touching our international relations; and so far as the immediate problem is concerned, the international phase is even more important than the domestic phase. The Committee on Foreign Relations has had jurisdiction over the subject to as great an extent as has the Committee on Military Affairs. I know of no reason why this proposal should go to the Committee on Military Affairs.

Mr. WHITE. Mr. President—

The PRESIDING OFFICER. Does the Senator from Mississippi yield to the Senator from Maine?

Mr. BILBO. I am glad to yield.

Mr. WHITE. I think what the Senator has just said about the proper committee jurisdiction of this matter is fortified by the President's message itself, which devotes itself in substantial part to a recognition and consideration of what may be done in foreign fields with respect to this new instrumentality.

Mr. VANDENBERG. Mr. President, I thank the Senator from Maine for his observation; and I wish to make a comment. I think it is perfectly silly for us to be in an argument over the jurisdiction of a matter of this nature. I am simply demonstrating through this quarrel over committee jurisdiction how impossible it is to have an appropriate forum for a discussion of a subject of this nature if we rely upon any of our present standing committees. I freely concede that the Committee on Foreign Relations has too narrow a jurisdiction. However, I assert that the Committee on Military Affairs also has a very narrow jurisdiction—even narrower, so far as this particular problem is concerned.

Mr. BARKLEY. Mr. President—

Mr. BILBO. I yield to the Senator from Kentucky.

Mr. BARKLEY. I am not a member of the Committee on Military Affairs, but I am a member of the Committee on Foreign Relations. So if I were actuated by personal preferences, I should say that a bill dealing with such a subject might go to the Committee on Foreign Relations.

I do not think the fact that the President mentions the international situation which he proposes to take up and discuss with other nations would give that committee jurisdiction of the bill.

Mr. BANKHEAD. Mr. President, if the Senator will permit me to interrupt for a moment, I wish to suggest that a subject of so important a nature should be dealt with when we have at least a quorum present.

Mr. BARKLEY. Mr. President, I do not know that there is to be a vote on this matter now.

Mr. BANKHEAD. I think a quorum should be present even if there is debate on it.

Mr. BARKLEY. At any rate, I do not have the floor.

The PRESIDING OFFICER. The Senator from Mississippi has the floor.

Mr. BANKHEAD. Mr. President, will the Senator from Mississippi yield to me?

Mr. BILBO. Mr. President, let us not take time to have a quorum call at this time.

Mr. BANKHEAD. I wish to have all Senators present to hear this discussion.

Mr. VANDENBERG. Mr. President, may we not have the bill laid on the table until we can confer about the matter and see what shall be done?

Mr. BILBO. Mr. President, I myself think that would be a very happy solution.

Mr. BARKLEY. Mr. President, if the Senator from Mississippi will permit me to say a further word while I am on my feet, I should like to observe that, although I have not read the bill, from the President's message and from what I have learned elsewhere I judge that it deals purely with the handling of atomic energy. That development was made by the War Department, for use by the military branch of our Government for very good reasons which we all understand. Of course, the line of demarcation between the jurisdiction of committees in the Senate is like a rail fence which goes first one way and then another, so that one cannot say there is ever a straight line which delineates exclusively the jurisdiction of any committee. But the atomic bomb and the use of atomic energy are matters which were developed under the jurisdiction of the War Department, for military purposes, and I imagine that the bill which has been introduced would have a military phase as well as other phases. When the President negotiates or reports to Congress any agreement or any approach to the subject with other nations from an international viewpoint, of course, that would go to the Committee on Foreign Relations, where it should go; but I doubt very much whether the Committee on Foreign Relations, under the rules and practice of the Senate, has any greater claim to the measure which is to be considered than does the Committee on Military Affairs or some other committee.

Mr. VANDENBERG. Mr. President, if the Senator will permit me to say a word, I wish to state that I am insisting that none of the standing committees of the Senate has jurisdiction which is sufficiently broad, and that the Senate itself has declared by its own action that this subject in all its aspects should be concentrated in a joint congressional committee.

Mr. BARKLEY. That is true; but the resolution does not yet have the force of law, and no one can prophesy when or whether it will meet with the approval of the other branch of Congress. I think the President feels and I think most of us would naturally feel that in an atmosphere of that uncertainty we should

not be expected to wait until the other branch of Congress acts on the resolution, if it does act, before we start to do something about at least our domestic consideration and handling of this form of energy.

Mr. VANDENBERG. Mr. President, if the Senator will permit me to do so, let me say that I read in a newspaper that the House Rules Committee had cleared a resolution of precisely this same type.

Mr. BARKLEY. I do not know.

Mr. VANDENBERG. I think the measure now under consideration might well lie on the table at least until we can explore the subject.

Mr. BARKLEY. I have no objection to having it lie on the table; but in view of the question of jurisdiction which has arisen, I would not care to see arise between committees a quarrel as to which one of them—or possibly two or three committees, any one of which might well have jurisdiction—should have this measure referred to it.

Mr. VANDENBERG. Mr. President, I am not raising a quarrel. I am simply using the prospect of a quarrel to demonstrate the best way to avoid one.

Mr. WHITE. Mr. President, will the Senator yield to me?

Mr. BILBO. I yield.

Mr. WHITE. I think there is great merit in the suggestion made by the Senator from Alabama, and reinforced by the suggestion made by the Senator from Michigan. This subject matter is one in which I expect the entire Senate is profoundly interested. Whether there is to be a controversy over the subject of committee jurisdiction, I do not know; but if the matter is to be discussed and if a question of jurisdiction is to be threshed out on the floor of the Senate, it seems to me it would be unwise in the extreme at this hour to start the discussion and to undertake at this time of the day to reach an ultimate decision regarding the matter. I hope the Majority Leader will accede to the suggestions which have come from both his own side of the aisle and from the distinguished senior Senator from Michigan, and that he will let this matter rest until tomorrow morning.

Mr. BARKLEY. Of course, Mr. President, the Chair has already consigned the bill to the Committee on Military Affairs; as I understand.

Mr. VANDENBERG. Oh, no; I objected.

The PRESIDING OFFICER. The message of the President was referred to the Committee on Military Affairs. The question of the reference of the bill to a committee had not been acted upon at the time when the question was raised by the Senator from Michigan.

Mr. BARKLEY. Well, Mr. President, I do not care whether the bill lies at the desk or on the table until tomorrow, but probably the only way it can get from the Senate to a committee is by an appeal from the ruling of the Chair as to which committee should receive it. I think it would be most unfortunate if tomorrow the Chair ruled as to the committee which should receive it and if there were then a controversy over the Chair's ruling on that point.

Mr. VANDENBERG. Mr. President, I agree with the Senator on that matter. I should like to say that I fully realize that whatever action the House of Representatives takes will be taken in response to the policy which the President and the administration believe is appropriate under the circumstances, and I am quite ready to yield to that decision. I suggest to the Senator that if the bill can lie upon the table until tomorrow, the able majority leader can speedily determine between now and then whether it is the intention of the leadership of the House of Representatives to create a joint committee such as the Senate has requested. If that is not the purpose, I shall subside. If it is the purpose, I respectfully submit that all these proposals should go to that joint committee.

Mr. BARKLEY. Mr. President, I am not certain that I can ascertain that information by tomorrow.

Mr. VANDENBERG. I will bet three to one on it, and I will "put up" right now.

Mr. BARKLEY. The Senator sometimes loses, of course.

Mr. JOHNSON of Colorado. Mr. President, will the Senator yield to me? Mr. BILBO. I yield.

Mr. JOHNSON of Colorado. I thank the Senator.

I do not think anyone will deny that this measure has very important military aspects.

Mr. VANDENBERG. No; I would not deny that.

Mr. JOHNSON of Colorado. This is not the first bill coming to Congress that has concerned more than one committee. While the bill, as drawn, probably should not and would not appropriately be referred to the Committee on Foreign Relations, I think we all understand that the Foreign Relations Committee has an important interest in such legislation, as do other committees. I presume that if the bill does eventually go to the Committee on Military Affairs—and I fully anticipate that is where it will go—hearings will be held. If it is the wish of the Senate to have the bill referred to other committees as well, certainly it can be referred to other committees for hearings or for whatever purpose is desired. Certainly the fact that a bill is referred to the Committee on Military Affairs does not mean that it is forever out of the possession of the Senate, because it is always in the possession of the Senate, and if the Senate wishes to have it referred elsewhere, that can be done immediately or after hearings have been held on it or at any other time the Senate desires to have such action taken.

So the dispute we are having here as to the committee jurisdiction of the measure is not as important as one might think. This is not a final action by any means.

Mr. VANDENBERG. Mr. President, if the Senator will permit me to say so, I think the Senator from Colorado misses the point I have made.

Mr. JOHNSON of Colorado. No; I do not miss the point the Senator has made.

Mr. VANDENBERG. The point I make is that this bill is too important in its over-all aspects to be dealt with by piecemeal reference of various pieces of it to various standing committees of the



Senate. I think the subject must be dealt with on an over-all basis, because it is an over-all subject and the only way to deal with it on that basis is through a special joint committee. If we start parceling out various pieces of the problem—the piece the Senator from Colorado proposes to have sent to the Committee on Military Affairs, the piece we have in the Senate Committee on Foreign Relations, the piece the House of Representatives' Committee on the Judiciary has, the piece the Interstate Commerce Committee of the House of Representatives has—if we are going to deal with the subject, in our initial approach to it, in that scatter-splash fashion, I submit it is a most unfortunate approach to the supreme problem confronting civilization today.

Mr. JOHNSON of Colorado. Mr. President, I cannot attach such importance to the pieces the Senator has referred to, provided the pieces dovetail into some pattern which really covers the situation. Whether there is a special joint committee to consider the whole plan is, it seems to me, beside the point. Perhaps eventually that sort of disposition will be the wish of the Senate. If it is, that readily can be done.

Simply because we ask that the measure be referred to the Committee on Military Affairs does not mean that committee will have any final disposal of it or that hearings will start on it tomorrow morning. Certainly, we do not expect action that quickly. However, I am glad to have it lie on the table and let the matter of reference be determined tomorrow, or at some future time.

Mr. HATCH. Mr. President, will the Senator yield?

Mr. BILBO. I yield.

Mr. HATCH. I wish to add only a word to what has already been said. I wish to say that I wholeheartedly associate myself with the Senator from Michigan [Mr. VANDENBERG] in the thought that this matter should be referred to one committee. I do not know of anything which would be more confusing, or less helpful in reaching a result, than a reference of the subject to several different committees.

Mr. President, there is pending at the present time a matter involving the Missouri Valley Authority. Months and months have been consumed in consideration of the measure by various committees, and the end is not yet in sight.

I invite attention to the fact that I am glad this matter lies on the table and has not been sent to the Military Affairs Committee. I have no disrespect for that great committee, but the message of the President of the United States points out that this problem is not a military problem at all. We hope and pray that the use of the atomic bomb will never again be a military problem. But the President has pointed out the international and domestic aspects involved, neither of which are military in character. The only purpose in the world in sending this bill to the Military Affairs Committee is that of recognizing by the Senate of the United States that this vast force is to be used for war and for no other purpose.

I hope, Mr. President, that we may all read the bill before it is acted upon, and determine for ourselves whether or not it carries out the terms of the message of the President of the United States. I hope the House of Representatives will speedily act on the concurrent resolution to which reference has been made, and that a special committee may be appointed, and that it will start working immediately, and entertain full jurisdiction of all matters connected not with the bomb, but with atomic energy.

Mr. BARKLEY. The President could have sent his message to the Congress dealing altogether with the domestic phases of the atomic situation without any reference to the international phase of it. The bill which has been introduced does not, as I understand, deal in any way with the international situation, but only with the internal situation in the United States. The fact that in his message the President added to what he might well have said concerning the internal domestic situation and then stopped, has no relationship to the terms of the bill itself in the form in which it has been introduced. So the mere fact that the President speaks about the international situation and states that he will enter into discussions with other nations, and later report to the Congress whatever agreements have been entered into, or whatever the facts may be, does not, in my judgment, alter the terms of the bill which has been introduced, and which deals wholly with the internal situation.

I myself do not think there is necessarily any conflict between the establishment of the joint committee provided for in the concurrent resolution which was agreed to by the Senate the other day, and the commission which the President has recommended, and which is provided for in the bill which has been introduced. I can see perhaps some confusion resulting from the appointment of a congressional committee and the appointment of an executive committee by the President; but there would not necessarily be any conflict between the two. I may say, however, that the concurrent resolution which we adopted the other day does not give the joint committee entire jurisdiction. If the matter eventually comes back it will then have to go to a standing committee. We have enough standing committees, and while jurisdiction is somewhat nebulous none of us have encouraged the idea that joint committees or special investigating committees should be given legislative jurisdiction in the sense that standing committees have legislative jurisdiction.

I hope that the Senator will read the terms of the bill. I think he will find that it contains nothing which would relate to international affairs, thereby giving jurisdiction to the Committee on Foreign Relations. Even though the Military Affairs Committee may not have any greater jurisdiction than any other committee, I doubt that the measure should be referred to the Committee on Foreign Relations.

Mr. HATCH. I ask unanimous consent that the bill be printed in the RECORD so that we may all know exactly what it contains.

The PRESIDING OFFICER. Is there objection to the request of the Senator from New Mexico that the bill be printed in the RECORD?

Mr. JOHNSON of Colorado. Mr. President, reserving the right to object, I presume that, although the bill lies on the table, it will be printed in the usual manner.

The PRESIDING OFFICER. If it lies on the table, it will be printed in regular bill form.

Mr. BARKLEY. Mr. President, the advantage of having the bill printed in the RECORD would be in the opportunity afforded to Members of the Senate and Members of the House to read it earlier than they perhaps would otherwise read it. Some of the Members of both Houses of Congress read the RECORD before they arrive at their respective Chambers, and therefore it might be of some advantage to them to have the bill printed in the RECORD.

The PRESIDING OFFICER. The order concerning the printing of the bill in the RECORD will be independent from the order concerning the printing of it in regular bill form. It will be printed both ways.

Without objection, the bill will lie on the table and be printed in the RECORD.

The bill (S. 1463) for the development and control of atomic energy, introduced by Mr. JOHNSON of Colorado, was received, read twice by its title, ordered to lie on the table, and to be printed in the RECORD, as follows:

*Be it enacted, etc.—*

#### FINDINGS AND DECLARATION OF POLICY

SECTION 1. Research and experimentation in the field of nuclear fission has attained the stage at which the release of atomic energy on a large scale is practical. The proper development and utilization of such energy will advance the national welfare, secure the national defense, insure the national safety, and promote world peace, to an extent and by means which cannot now be measured. The misuse of such energy, by design or through ignorance, may inflict incalculable disaster upon the Nation, destroy the general welfare, imperil the national safety, and endanger world peace. In the highest national interest, and to protect the national existence, it is essential that all further development and exploitation of this newly tapped source of energy be centrally directed and controlled for the benefit of the entire Nation. Accordingly, it is hereby declared to be the policy of the United States that control of all sources of this energy be vested in the Commission established by this act and that all activities connected with research on the transmutation of atomic species, the production of nuclear fission, and the release of atomic energy shall be conducted in the interest of the Nation and world peace, under the supervision and direction of the Commission. The primary objectives of all action taken under or pursuant to this act shall be the promotion of the national defense, the protection of the safety of the inhabitants of the United States, the safeguarding of world peace, and the furtherance of the acquisition of knowledge concerning atomic energy.

#### THE ATOMIC ENERGY COMMISSION—ADMINISTRATOR

SEC. 2. (a) There is hereby established the Atomic Energy Commission (hereinafter called the Commission) which shall be composed of nine members, who shall be appointed by the President, by and with the

advice and consent of the Senate. The President shall initially appoint three members to serve for 3 years, three for 6 years, and three for 9 years; and thereafter each member appointed shall serve for a term of 9 years, except that a member appointed to fill a vacancy occurring prior to the expiration of the term for which his predecessor was appointed shall be appointed for the remainder of such term. The President shall designate one of the members of the Commission as Chairman. Six of the members shall constitute a quorum of the Commission. Members of the Commission may be removed by the President only for inability to act, neglect of duty, malfeasance in office, conflict of interests, or because continuance of the member in office would be inimical to the national defense. The members of the Commission, except officers of the armed forces on active duty and civilian members holding other offices or positions under the United States, shall receive a per diem allowance of \$50 for each day spent in meetings or conferences of the Commission and all members shall receive compensation for necessary traveling or other expenses incurred while engaged in the work of the Commission. The provisions of sections 109 and 113 of the Criminal Code (U. S. C., title 18, secs. 198 and 203) shall not be deemed to apply to any person because of membership on the Commission, and members may engage in other occupations or businesses, private or governmental, to an extent not inconsistent with the performance of their duties, and may hold other offices or positions under the United States and receive compensation therefor.

(b) The Commission shall meet at least four times in every calendar year.

(c) The Commission shall, without regard to the civil-service laws, appoint an Administrator and a Deputy Administrator who shall not be members of the Commission and shall serve at its pleasure. The Administrator and the Deputy Administrator shall engage in no other occupation or business, and shall receive compensation at the rate of \$15,000 and \$12,000 per year, respectively, in addition to which each shall be reimbursed for necessary traveling expenses.

(d) Notwithstanding the provisions of United States Code, title 10, section 576, or United States Code, title 5, sections 59 (a) and 62, or any other statute, any active or retired officer of the armed forces, the Coast and Geodetic Survey, and the Public Health Service, may serve as a member of the Commission, as Administrator, or as Deputy Administrator, without prejudice to his commissioned status as such officer; no retired officer shall be deemed to have been placed on active status by reason of such service; any officer serving as Administrator or as Deputy Administrator shall receive, in addition to his pay from the United States as such officer, an amount equal to the difference between such pay and the compensation prescribed in subsection (c).

(e) The Commission and the Administrator, within the limits of funds which may be made available, may each employ and fix the compensation of necessary personnel without regard to the provisions of the civil-service laws, the Classification Act of 1923, or any other statute, and may each make such expenditures for supplies, property, facilities, and services as may be necessary to carry out their respective functions.

#### GENERAL AUTHORITY OF THE COMMISSION AND THE ADMINISTRATOR

SEC. 3. (a) The Commission shall have plenary supervision and control, so far as the jurisdiction of the United States extends, over all sources of atomic energy and over all matters connected with research on the transmutation of atomic species, the production of nuclear fission, and the release of atomic energy. In the conduct of its activities,

the Commission shall adopt the policy of minimum interference with private research and of employing other Government agencies, educational and research institutions, and private enterprise to the maximum extent consistent with the accomplishment of the objectives of this act. The activities of the Commission shall be carried on in accordance with the basic principles established by the President in the promotion of international peace, the development of foreign policy, and the safeguarding of the national defense.

(b) Subject to the direction and supervision of the Commission, the Administrator shall be charged with and responsible for the administration of this act. The Deputy Administrator shall have such authority and exercise such powers as may be delegated to him by the Administrator and, in the absence of the Administrator, or in the event of his inability to act, shall act as Administrator. With this in view, the Deputy Administrator shall at all times be kept fully informed by the Administrator.

(c) All Government agencies are directed to render full cooperation, aid, and assistance to the Commission and the Administrator, to effectuate any applicable regulations, orders, and directives of the Commission and the Administrator. With the consent of such agencies, or with the approval of the President, the Commission and the Administrator may themselves utilize and direct the services of officers or employees of other Government agencies.

#### ADVISORY BOARDS

SEC. 4. (a) The President may from time to time establish such advisory boards as he deems appropriate to assist in the effectuation of the purposes of this act, and shall prescribe the composition, functions, duties, and duration of such advisory boards. One member of each board shall be designated by the President as chairman thereof.

(b) Members of the boards, except officers of the armed forces on active duty and civilian members holding other offices or positions under the United States, shall receive a per diem allowance of \$25 for each day spent in actual meetings or conferences, and all members shall receive necessary traveling and other expenses while so engaged. The provisions of sections 109 and 113 of the Criminal Code (U. S. C., title 18, secs. 198 and 203) shall not be deemed to apply to any person because of membership on said boards, and members may engage in other occupations or businesses, private or governmental, to an extent not inconsistent with the performance of their duties, and may hold other offices or positions under the United States, and receive compensation therefor. Any active or retired officer of the armed forces, the Coast and Geodetic Survey, and the Public Health Service may serve as a member of an advisory board without prejudice to his commissioned status as such officer, notwithstanding the provisions of United States Code, title 10, section 576, or United States Code, title 5, sections 59 (a) or 62, or any other statute; no retired officer shall be deemed to have been placed on active status by reason of service on an advisory board.

(c) The Commission and the Administrator shall advise and consult with such advisory boards as may have been established, on matters within their respective spheres of interest, and the boards may make such recommendations to the Commission or the Administrator relating to legislation, policies, procedures, administration, and research as they may deem desirable in the performance of their functions.

#### GENERAL POWERS OF THE COMMISSION AND OF THE ADMINISTRATOR; DELEGATION OF AUTHORITY

SEC. 5. (a) In the performance of its functions, the Commission is authorized—

(1) to make and modify agreements, arrangements, and contracts (including where deemed advisable cost-plus-fixed-fee contracts but not cost-plus-a-percentage-of-cost contracts), upon such terms and conditions and in such manner as may be deemed necessary to facilitate the purposes of this act, without regard to the provisions of law relating to the making, performance, amendment, or modification of contracts;

(2) to make advance, partial, and other payments in connection with contracts, loans, and grants of funds to any person on such terms and conditions as are deemed appropriate in the national interest;

(3) from time to time to adopt and amend such rules and regulations as may be necessary to carry out the provisions of this act, which shall be published in the Federal Register where deemed by the Commission to be of general application and where not inconsistent with considerations of security;

(4) To bring suit in its own name, or in the name of the United States, in any court, State or Federal, of competent jurisdiction.

(5) To acquire, purchase, lease, and hold real and personal property as agent of and on behalf of the United States, and to sell, lease, grant, and dispose of such real and personal property as provided herein.

(6) To exercise, in the name and on behalf of the United States, the rights of eminent domain and requisition as provided herein.

(7) To create or organize corporations, the stock of which shall be wholly owned by the United States and controlled by the Commission, to carry out the provisions of this act.

(8) To exercise the duties and authorities of the head of a department of the Government respecting the making of a certificate in the manner and for the purpose provided in section 4894 of the Revised Statutes, as amended (U. S. C., title 35, sec. 37).

(9) To take all such other action and exercise all such other powers as may be necessary or appropriate for the exercise of the powers and performance of the functions provided in this act.

(b) In the performance of his functions, and subject to the supervision and direction of the Commission, the administrator shall also have the powers and authority provided in subsections (a) (1), (2), (4), (5), (6), (8), and (9) hereof.

(c) The Administrator may delegate any power and authority conferred upon him, except that provided in subsections (a) (4), (6), and (8) hereof, to any qualified officer, or employee of the Commission, the Administrator, or any other Government agency, and may authorize successive redelegations of such power and authority to such personnel: *Provided*, That any delegation by the Administrator of power and authority to purchase, acquire, or sell real property shall be specific in terms. Nothing in this subsection (c) shall restrict the Administrator's powers of delegation to the Deputy Administrator as provided in section 3 (b).

#### TRANSFER OF GOVERNMENT PROPERTY TO THE COMMISSION; DECLARATION OF PRIVATE INTERESTS AND ACQUISITION OF PROPERTY

SEC. 6. (a) There are hereby transferred into the custody and control of the Commission the following property owned by the United States or any of its agencies, or any interest in such property held in trust for or on behalf of the United States:

(i) All stocks of the ores or other materials from which the substances known as thorium, uranium (including uranium enriched as to one of its isotopes), and elements higher than uranium in the periodic table, can be refined or produced;

(ii) All plants, facilities, equipment, and materials for the refining, or production, or for the utilization, in any form of the substances described in subsection (a) (i);



(iii) All stocks, on hand or in process, of the substances described in subsection (a) (1);

(iv) All processes and technical information of any kind, and the sources thereof (including data, drawings, specifications, patents, patent applications, and other sources), relating to the refining, production, or utilization of the substances described in subsection (a) (1);

(v) All contracts, agreements, leases, patents, applications for patents, inventions and discoveries (whether patented or unpatented), and other rights of any kind concerning any items of the types of property described in subsections (a) (1) to (a) (iv);

(vi) All property in the custody and control of the Manhattan Engineer District, Army Service Forces, Army of the United States.

(b) (1) Notwithstanding the provisions of any other statute, including the mining and leasing laws, no right, title, or interest in or to deposits from which there can be refined or produced the substances described in subsection (a) (1), owned by the United States, and no right to prospect, or explore for, mine, or remove such substances, may be acquired except in accordance with the provisions of this act. The Commission is authorized to extend the provisions of this subsection (b) to any deposits from which there can be refined or produced other metals or substances determined by the Commission to be readily capable of or directly connected with the transmutation of atomic species, the production of nuclear fission, or the release of atomic energy. Notice of such extensions shall be published in the Federal Register.

(2) The Secretary of the Interior, or the head of any other appropriate Government agency, shall transfer into the custody and control of the Commission such deposits covered by subsection (b) (1), or public or acquired lands containing such deposits, as the Commission from time to time requests. Until the Commission so requests, all public and acquired lands shall continue to be administered under the laws otherwise applicable, and disposition of such lands may be made as provided in the public land laws, or otherwise. However, all patents, conveyances, and other grants of any right, title, or interest in or to all public and acquired lands shall hereafter contain a reservation to the United States, acting through the Commission or the Administrator, of all right, title, and interest in and to all deposits covered by subsection (b) (1), and of the right of the United States, acting through the Commission or the Administrator, to prospect or explore for, mine, or remove such substances; moreover, no location based on a discovery of such deposits may be made nor may any rights to them be acquired under the mining laws. Damages shall be paid by the Commission for injury to any property, or interests therein, occasioned by action of the United States in prospecting or exploring for, or removing such substances.

(c) The President of the United States is authorized to provide, upon such terms and conditions as he may prescribe, for the transfer to the control, possession, and use of the Commission of such other property of the United States as he may from time to time deem necessary and proper for the purposes of the Commission.

(d) At such time or times subsequent to the enactment of this act as the Commission or the Administrator may determine, all persons knowing or having reason to believe that they have any right, title, interest, or claim in and to any and all items of property of the type described in subsections (a) (1) to (a) (v), inclusive, and any deposits of ores from which substances described in subsection (a) (1) can be refined or produced, which are not owned by the United States or any Government agency, shall declare the same to the Commission in such manner and form and to such extent as the Commission

or the Administrator may prescribe. The Commission or the Administrator is authorized to acquire, purchase, take, requisition, or condemn, on behalf of and as agent of the United States, any of the property so declared, or any interest in such property as the Commission or the Administrator finds to be within the scope of this act.

#### POWER TO ACQUIRE, REQUISITION, CONDEMN, AND REQUIRE DECLARATIONS OF OTHER ITEMS OF PROPERTY

SEC. 7. (a) The Commission or the Administrator is authorized to require any person to declare, at the time, in the manner, form, and to the extent prescribed by the Commission or the Administrator, and to acquire or purchase, within the United States or elsewhere, and to take, requisition, or condemn, within the United States, as the case may be, any of the following, on behalf of and as agent of the United States, whenever such action shall be deemed to be essential to the performance of their functions under this act:

(i) ores, metals, minerals, and other substances or materials;

(ii) real property, plants, mines, facilities, and equipment;

(iii) technical information of all kinds;

(iv) patents, applications for patents, inventions and discoveries (whether patented or unpatented) and rights thereunder; and

(v) contracts, agreements, leases, and rights;

which, in the judgment of the Commission, are peculiarly related to the transmutation of atomic species, the production of nuclear fission, or the release of atomic energy.

(b) The Commission or the Administrator is authorized to conduct exploratory operations or investigations to determine the locations, extent, and mode of occurrence of deposits of any ores, minerals, or substances, with or without the consent of any person holding any interest in the property so affected. Just compensation shall be made for any property or right so acquired or taken, as provided in section 8 (b), and damages shall be paid for any injury done to the property affected.

#### COMPENSATION FOR PRIVATE PROPERTY ACQUIRED

SEC. 8. (a) The United States shall make just compensation for the personal property acquired, taken, or requisitioned pursuant to section 6 (d) or section 7. The Commission shall determine such compensation. If the compensation so determined be unsatisfactory to the person entitled thereto, such person shall be paid 50 percent of the amount so determined, and shall be entitled to sue the United States to recover such further sum as added to said 50 percent will make up such amount as will be just compensation.

(b) In the exercise of the rights of eminent domain and condemnation, the Commission or the Administrator shall cause proceedings to be instituted under the Act of August 1, 1888 (U. S. C. title 40, sec. 257), or any other applicable Federal statute. Upon or after the filing of the condemnation petition, immediate possession may be taken and the property may be occupied, used, and improved for the purposes of this act, notwithstanding any other law. Real property acquired by purchase, donation, or other means of transfer may also be occupied, used, and improved for the purposes of this act, prior to approval of title by the Attorney General.

#### INVENTORIES OF PROPERTY

SEC. 9. Within 3 months after the enactment of this act, the Administrator shall compile a preliminary inventory of the property of the United States subject to the jurisdiction of the Commission, and shall prepare a complete inventory as soon thereafter as possible. Every year thereafter the Administrator shall compile supplementary inventories, indicating all changes in such prop-

erty. A copy of each inventory shall be submitted to the President of the United States and the original shall be filed with the records of the Commission. From time to time the Commission shall submit to the Congress and shall make public such portions of said inventories as may be so disseminated without prejudice to the national interest.

#### AUTHORITY OF THE ADMINISTRATOR

SEC. 10. (a) The Administrator is authorized to conduct research and experimentation in the field of nuclear fission, the transmutation of atomic species, and closely related phenomena, and to proceed with the development of any and all processes or methods for the release of atomic energy, and for the exploitation and use thereof for military, industrial, scientific, or medical purposes: *Provided, however*, That it shall be the policy of the Commission and of the Administrator, in accord with the objectives of this act, to utilize, encourage, and aid colleges, universities, scientific laboratories, hospitals, and other governmental, nonprofit, or private institutions equipped and staffed to conduct research and experimentation in this field. The Administrator may also engage in all such related activities as he deems necessary for the proper performance of these functions. In performing any of his functions, the Administrator may construct, establish, and operate all necessary plants and facilities, may modify and use any or all of the property available to the Commission, and may employ such personnel as may be necessary. Without regard to the civil-service laws or any other statute, the Administrator, with the approval of the Commission may also arrange by contract or otherwise, with other persons to engage in any of the foregoing activities on behalf of the Commission, and subject to its supervision.

(b) No other Government agency, except the armed forces for military purposes in time of war or national emergency and at the direction of the President, shall undertake or engage in such activities without the consent of the Administrator and upon such conditions as he, with the approval of the Commission, may prescribe.

(c) The Administrator is expressly authorized to acquire such property, to establish or construct such buildings and facilities, and to engage in such activities, as he deems necessary and proper for the housing, health, safety, welfare, recreation, and security of personnel employed by the Commission, the Administrator, or any agent of either of them. Any person whose property is taken pursuant to this subsection (c) shall be entitled to just compensation in accordance with the provisions of section 8.

(d) In the administration of this act, the Commission, the Administrator, and their agents and licensees shall, so far as feasible, protect and conserve all natural resources.

#### LICENSING OF THE COMMISSION'S PROPERTY

SEC. 11. (a) The Administrator is authorized to license any or all of the property available to the Commission, without regard to the provisions of the Surplus Property Act of 1944 or of any other statute, to any person or Government agency for (1) research and experimentation in nuclear fission or the transmutation of atomic species; (2) the development, exploitation, and use of processes or methods for the release of atomic energy; (3) any use of such property where it is deemed advisable for the purposes of this act to retain control or supervision in the Commission over the property, its utilization, or disposition; or (4) any other purpose incidental or related to the purposes of this act. No such license for purposes (1), (2), or (3) shall be given by the Administrator to a foreign government or any person who is not under and within the jurisdiction of the United States, without the approval of the President of the United States.

(b) It shall be a condition of all licenses given pursuant to this section that the holder

or grantee thereof shall file with the Commission such reports concerning the use of the licensed property, and related matters, as the Administrator or the Commission may require. The Administrator or the Commission may impose such other terms and conditions upon the licensee as may be deemed advisable and appropriate in the national interest.

(c) In the performance of their functions under this section and section 13, the Commission and the Administrator shall adopt the policy of (1) widespread distribution, so far as feasible, of such licenses and consents on equally equitable terms to all qualified persons, and (2) discouraging the growth of monopoly, restraint of trade, and unlawful competition in the trades and industries affected by such licenses and consents. The Commission and the Administrator shall promptly report to the Attorney General any evidence which they may have (i) of the use of property licensed under this section or (ii) of action under any consent granted under section 13, which fosters monopoly, restraint of trade, or unlawful competition.

#### DISPOSAL OF SURPLUS PROPERTY

SEC. 12. Whenever the Commission or the Administrator determines that control over any property of the United States of which the Commission has jurisdiction, or that the disposition of such property under sections 10 or 11, is no longer necessary to carry out the purposes and provisions of this act, they shall report such property to the appropriate Government agency concerned with the utilization and disposition of such property, and shall turn over or dispose of such property pursuant to the orders of such agency: *Provided*, That the Commission shall itself be authorized (without regard to the Surplus Property Act of 1944 or any other statute) to sell or return any real or personal property, on such terms and conditions as it deems proper, to the person from whom such property was acquired, and his heirs or assigns, or to the present occupants or holders of such property: *And provided further*, That the Commission and the Administrator shall return any such property to the Government agency from which it was acquired.

#### CONTROL OF ACTIVITIES

SEC. 13. (a) It shall be unlawful for any person without the consent of the Administrator and upon such conditions as he, with the approval of the Commission, may prescribe—

(1) To define, produce, or process the substances described in section 6 (a) (i) or any ores or materials known to be capable of producing such substances;

(2) to use, process, manufacture, or utilize, in any manner, the substances described in section 6 (a) (i).

(b) It shall be unlawful for any person to export from or import into the United States ores or other materials containing any appreciable quantity, as defined by regulation of the Commission, of the substances described in section 6 (a) (i), or such substances, for any purpose, until after application has been made to the Administrator and the Administrator's consent has been obtained, including in such application a sworn statement as to the quantity, designation, consignee, and intended use of the material being exported or imported, together with such other information as the Commission may require. The Commission or the Administrator may prohibit or condition the exportation or importation of the materials described above in such manner as they find to be required by the policies and purposes of the act.

(c) The Commission is authorized to extend the provisions of subsections (a) or (b) to any other metal or substance determined by the Commission to be readily capable of or directly connected with the transmutation of atomic species, the production of nuclear fission, or the release of atomic

energy. Notice of such extensions shall be published in the Federal Register.

(d) It shall be unlawful for any person to conduct research or experimentation involving the release of atomic energy in amounts deemed and to be prescribed by the Commission as constituting a national hazard or being of military or industrial value, without the consent of the Administrator and upon such conditions as the Administrator, with the approval of the Commission, may prescribe. In administering this provision, the Commission and the Administrator shall interfere to the least possible extent with small-scale experimentation in research laboratories of nonprofit institutions.

(e) The Administrator and the Commission shall have plenary authority to direct, supervise, regulate, and inspect the activities with respect to which consent has been granted, to the extent necessary to enforce compliance with the conditions which have been prescribed in connection with the granting of consent to such activities.

#### REPORTS

SEC. 14. As soon as practicable after the close of each fiscal year, the Commission shall separately submit to the President of the United States and to the Congress (a) reports concerning the matters within its jurisdiction and the exercise of its authority under this act, and (b) financial statements of the Government operations and activities subject to its jurisdiction.

#### AUDITS

SEC. 15. Notwithstanding the provisions of any other law governing the expenditure of public funds, the General Accounting Office in the settlement of the accounts of the Administrator or other accountable officer or employee of the Commission, the Administrator, or their agents, shall not disallow credit for nor withhold funds because of any expenditure which the Commission shall determine and certify to have been necessary to carry out the provisions of this act.

#### VOLUNTARY PAYMENTS TO STATES AND LOCALITIES

SEC. 16. In order to render financial assistance to those States and local governments in which the activities of the Commission are carried on and in which the Commission, or its agents, have acquired properties previously subject to State and local taxation, the Commission is authorized to make payments to States and local governments in lieu of such taxes. Such payments may be in the amounts, at the times and upon the terms the Commission deems appropriate, but the Commission shall be guided by the policy of not exceeding the taxes which would have been payable for such property in the condition in which it was acquired, except where special burdens have been cast upon the State or local government by activities of the Commission, the Administrator, the Manhattan Engineer District, or their agents, and in such cases, any benefits accruing to the States and local governments by reason of these activities shall be considered in the determination of such payments. The Commission and any corporation created by it, and the property and income of the Commission or of such corporations, are hereby expressly exempted from taxation in any manner or form by any State, county, municipality, or any subdivision thereof.

#### SECURITY REGULATIONS

SEC. 17. The Commission is authorized and directed to establish, and to provide for the administration of security regulations governing the collection, classification, dissemination, publication, transmission, handling, and communication by any person of information, data, documents, equipment, and material of any kind relating to or con-

nected with research on the transmutation of atomic species, with the production of nuclear fission, or with the release of atomic energy, in all cases where such information, data, documents, equipment, or material have at any time, before or after the passage of this act, been entrusted to, or come into the knowledge or possession of, any such person (1) by reason of his official duties, or (2) pursuant to a contract with or license from, or in the course of employment by the Commission, the Administrator, any other Government agency, their agents, contractors, or licensees, or (3) in connection with activities governed by section 13.

#### GENERAL PENALTIES

SEC. 18. (a) Any willful violation or any willful attempt to violate, or any conspiracy to violate, any of the provisions of this act, or of any rule, regulation, or consent authorized hereunder, except as provided in section 19, shall be punishable by a fine of not more than \$100,000 or by imprisonment for a term of not exceeding 10 years, or both.

(b) On application by the Commission or the Administrator, any court of competent jurisdiction is authorized to, and shall grant injunctive or other appropriate affirmative relief against any violation of any of the provisions of this act, or of any rule, regulation, license, or consent authorized hereunder.

#### PENALTIES FOR SECURITY VIOLATIONS

SEC. 19. (a) Any violation of any regulation promulgated by the Commission pursuant to section 17 shall, in addition to any other penalties, be ground for dismissal from employment by the Commission or the Administrator, or for dismissal, at the direction of the Administrator, from employment by other Government agencies, or the agents, holders of consents, or licensees of the Commission, the Administrator, or other Government agencies, without regard to criminal prosecution or conviction thereunder.

(b) Any violation of regulations promulgated by the Commission pursuant to section 17 of this act shall, regardless of intent, be punishable by a fine of not more than \$500 or by imprisonment of not more than 30 days, or both, or, if willful or through gross negligence, shall be punishable by a fine of not more than \$100,000 or by imprisonment for a term not exceeding 10 years, or both. An attempt to violate or a conspiracy to violate regulations promulgated by the Commission pursuant to section 17 of this act shall be punishable in the same manner.

(c) Whoever, lawfully or unlawfully, having possession of, access to, control over, or being entrusted with any information, data, documents, equipment, or material of any kind relating to or connected with research on the transmutation of atomic species, with the production of nuclear fission, or with the release of atomic energy, with the intent to jeopardize the interests of the United States, or with reason to believe that his act will have such consequences, communicates or transmits, or attempts or conspires to communicate or transmit the same to any person not entitled to receive it, shall be punished by a fine of not more than \$500,000 or by imprisonment for a term of not exceeding 30 years, or both.

#### DEFINITIONS

SEC. 20. As used in this act—

(a) The term "Government agency" means any executive department of the Government, or any administrative unit or subdivision thereof, any independent agency of, or any corporation owned or controlled by, the United States.

(b) The term "person" means any individual, corporation, partnership, firm, association, trust, estate, political entity, public or private institution, group, or other entity.

(c) The term "material" includes any article, commodity, substance, machinery, accessory, equipment, part, component, assem-



bly, work in process, maintenance, repair and operating supplies, and any product of any kind.

(d) The term "United States" includes all Territories and possessions of the United States.

(e) The term "license" (verb) includes license, lease, loan, sell, furnish, make available, dispose, grant, any right or interest.

(f) The term "property" includes real property (including all interests in or pertaining thereto), personal property, intangible property, plants, equipment, materials, and for the purposes of section 11 includes funds available to the Commission.

(g) The term "agent" of the Commission or of the Administrator includes corporations created by the Commission, contractors with the Commission or the Administrator, and other agents.

#### APPROPRIATIONS

SEC. 21. There are hereby authorized to be appropriated such sums as may be necessary and appropriate to carry out the provisions and purposes of this act. So much of the unexpended balances of appropriations, allocations, or other funds available for the use of the Manhattan Engineer District, Army Service Forces, and all records and all outstanding obligations thereof, shall be transferred to the Commission for use in connection with the exercise of any of the functions authorized by this act.

#### SEPARABILITY OF PROVISIONS

SEC. 22. If any provision of this act, or the application of such provision to any person or circumstances, is held invalid, the remainder of this act or the application of such provision to persons or circumstance other than those to which it is held invalid, shall not be affected thereby.

#### SHORT TITLE

SEC. 23. This act may be cited as the "Atomic Energy Act of 1945."

Mr. MAGNUSON. Mr. President, I merely rise to point out to the majority leader and to the distinguished Senator from Michigan [Mr. VANDENBERG] how complicated is the matter which we are now discussing. Several bills have been introduced in both the Senate and in the other House providing for scientific research, the development of atomic energy, and all similar matters. Many of those bills have already been referred to various committees.

The custom which has been followed in the past of indicating on a bill to what committee it should be referred has been sometimes, perhaps, a bad practice. So complicated became the problem of scientific research in connection with the atomic bomb, atomic energy, and all the integrated matters, that finally it was determined to hold joint hearings in regard to the matter. Some bills had been introduced and referred to the Commerce Committee, and others had been referred to the Military Affairs Committee. Why reference was made in any instance to the Military Affairs Committee, I do not know, unless, as the Senator from New Mexico [Mr. HATCH] has pointed out, atomic energy may be converted into a weapon of war. If that be not true, then I believe that the Military Affairs Committee would have no jurisdiction whatever over the subject. Beginning next Monday, we are holding joint hearings. Every scientist who had anything to do with manufacturing the bomb, including military men, has been invited to appear before the joint committee of the Mil-

itary Affairs Committee and the Commerce Committee. The testimony, of course, will deal greatly with the problems associated with atomic energy. I do not know why we should refer this bill in any event to the Military Affairs Committee unless we resign ourselves to the claim that atomic energy is purely a military instrument.

I suggest that inasmuch as this is a very vitally important problem, perhaps the leaders on both sides of the Chamber should arrange to have a special Senate committee handle the matter. Until that has been done every committee in the Senate may claim jurisdiction of the bill. The Committee on Interstate Commerce will want jurisdiction because some may say that atomic energy will some day provide power for operating the railroads. The Committee on Manufactures may claim jurisdiction because some may say that atomic energy will be vitally associated with manufacturing.

Mr. BANKHEAD. What about the matter of appropriations?

Mr. MAGNUSON. Yes; there is also involved the matter of appropriations.

I think we shall experience constant difficulties in having hearings held in connection with scientific research, a subject about which the President has spoken.

Mr. VANDENBERG. Does the Senator know that the Senate only a few days ago adopted a concurrent resolution calling for an over-all congressional committee of 12, dealing with the full development, control and use of atomic energy?

Mr. MAGNUSON. I am not familiar with it.

Mr. VANDENBERG. I think that is the answer to the Senator's statement.

Mr. MAGNUSON. It may be. I am discussing the problem of referring bills which provide for hearings in connection with this subject. The country is avid to hear more about the subject of atomic energy.

Mr. VANDENBERG. I agree completely with the Senator that there should be a clearing house. I am simply suggesting that we have already proposed a means of establishing a clearing house.

Mr. BARKLEY. But that clearing house, however, would have no jurisdiction over the bill which has just been introduced.

In view of the statements which have been made here with reference to referring bills to various committees, I suggest that it might be well to refer the bill which has been introduced by the Senator from Colorado to the Committee on the Library, where it will be subjected to a real research for the purpose of finding out what the matter is all about. [Laughter.]

The fact that this bill might be referred to the Military Affairs Committee in no sense makes it subject to the conclusion or suspicion that atomic energy is to be used only as a war instrument.

The development of atomic energy and the production of the bomb, as I stated awhile ago, came under the jurisdiction and through the activities of the War Department. The War Department has all the facts in regard to the develop-

ment of atomic energy and the production of the bomb. They are not interested in atomic energy purely from the standpoint that it may some day be used for war purposes, and the fact that it might go to the Committee on Military Affairs would not, in my judgment, in any sense indicate that we look upon it only as a possible instrument of war.

It is true that many committees of the Senate, under our practice, might claim jurisdiction of this matter, and I have deplored the practice which was inaugurated here a few years ago, under the obiter dictum, we might say, of one of our Vice Presidents, that any Senator could get a bill of any kind sent to any committee he desired to have it sent to if he would just write the name of the committee on the bill. That is a ridiculous absence of any orderly procedure in the Senate of the United States, and I have been trying as best I could to get away from that announcement ever since it was made.

Mr. VANDENBERG. How long ago was that? I am trying to identify the Vice President.

Mr. BARKLEY. It was not within the last 5 years, and it was not as long ago as 14 years. [Laughter.]

Mr. BANKHEAD. Mr. President, will the Senator from Mississippi yield?

Mr. BILBO. I yield.

Mr. BANKHEAD. We have had an announcement very recently that the old rule to which the Senator referred, that a Senator could indicate the committee to which he wanted a bill to go, was abandoned by the Presiding Officer, that a bill should be referred to the committee which had jurisdiction of it.

Mr. BARKLEY. I think that should be the rule, and I think that the Presiding Officer, guided by the Parliamentarian, should take the responsibility of sending a bill to the committee to which he thinks it should go.

I have no objection to allowing the bill now being discussed to lie on the table until tomorrow. In the meantime, if I can get any information from any source that would shed any light on the future possibility of atomic or legislative energy, I shall be glad to impart the information to the Senate.

Mr. HATCH. Mr. President, will the Senator from Mississippi yield to me further?

Mr. BILBO. I yield.

Mr. HATCH. I wish to say that the message of the President strikes me very forcefully, and I approve it, but there is one sentence I just happened to notice which, in a way, shows the condition in which the Senate is in dealing with this problem. The President says:

But the discovery with which we are dealing involves forces of nature too dangerous to fit into our usual concepts.

I submit, Mr. President, that the forces are too new, too strong, too transcendent to fit into the usual, ordinary concepts and rules of the Senate.

Mr. BILBO. As a matter of fact, the bill should be sent to the Committee on the District of Columbia, for the whole world wants to localize this development.

Mr. VANDENBERG. That is where most of our explosions occur. [Laughter.]

Mr. BARKLEY. Will the Senator from Mississippi guarantee that if it is sent to his committee and he reports it, he will not filibuster against it?

Mr. BILBO. I shall not unless the interests of the taxpayers are involved.

Mr. BARKLEY. The hour of 5 o'clock having arrived, and the Senator from Mississippi being completely exhausted—

Mr. BILBO. I wish to say to the Senator from Kentucky that I have just finished some preliminary remarks, and have started in on a mighty good speech. I wish to ask unanimous consent that I may retain the floor.

Mr. BARKLEY. When I said "exhausted" I meant physically, and not mentally.

Mr. BILBO. The Senator is mistaken about the physical part also.

Mr. JOHNSON of Colorado. Mr. President, will the Senator from Mississippi yield?

Mr. BILBO. I am glad to yield to the Senator from Colorado.

Mr. JOHNSON of Colorado. Since the Senator from Mississippi has such a long speech, I suggest to the able majority leader that we begin our session tomorrow at 11 o'clock, prepared to continue a little later in the evening.

Mr. BARKLEY. I think we had better not do that tomorrow on such short notice. Besides, some of us have to be at an important conference tomorrow which might not be concluded by 11 o'clock. But the idea the Senator offers is worth considering, and we might well consider whether day after tomorrow, if the Senator from Mississippi is not both physically and mentally exhausted, we may meet at 11 o'clock instead of 12.

Mr. BILBO. I may say that I shall be glad to yield at any time, without losing a right to the floor, for any matter which any Senator wishes to have taken up, because it will take me some time to conclude, and I should not care to delay any matter in which any Senator may be interested.

Mr. BARKLEY. Of course, we all understand that technically the Senator could not keep the floor by just saying he wanted it. It is always the province of the Presiding Officer to recognize a Senator. But in honor of the custom to which we have always adhered, that if a Senator has not finished his remarks, we are not thereby compelled to remain here during the night, and that we may take a well-deserved rest, I suggest that we suspend now, and I personally shall have no objection to the Senator's having the floor tomorrow. Further than that dependent sayeth not.

Mr. BILBO. I shall appreciate the courtesy.

#### EXECUTIVE SESSION

Mr. BARKLEY. I move that the Senate proceed to consider executive business.

The motion was agreed to; and the Senate proceeded to the consideration of executive business.

#### EXECUTIVE MESSAGES REFERRED

The PRESIDING OFFICER (Mr. KNOWLAND in the chair) laid before the Senate messages from the President of the United States submitting sundry

nominations, which were referred to the appropriate committees.

(For nominations this day received, see the end of Senate proceedings.)

#### EXECUTIVE REPORTS OF COMMITTEES

The following favorable reports of nominations were submitted:

By Mr. GEORGE, from the Committee on Finance:

Sundry officers for promotion in the Regular Corps of the United States Public Health Service.

By Mr. McKELLAR, from the Committee on Post Offices and Post Roads:

Sundry postmasters.

The PRESIDING OFFICER. If there be no further reports of committees, the clerk will proceed to state the nominations on the Executive Calendar.

#### UNITED STATES MARITIME COMMISSION— NOMINATION ADVERSELY REPORTED

The legislative clerk read the nomination of Raymond S. McKeough to be a member of the United States Maritime Commission.

Mr. BARKLEY. Mr. President, in view of the fact that this nomination will lead to some discussion, I ask that it go over.

The PRESIDING OFFICER. Without objection, the nomination will be passed over.

Mr. OVERTON. Does the Senator from Kentucky have in mind some day on which the nomination will be considered?

Mr. BARKLEY. I will say to the Senator from Louisiana that I do not now have a date in mind.

#### FEDERAL POWER COMMISSION

The legislative clerk read the nomination of Harrington Wimberly to be a member of the Federal Power Commission.

The PRESIDING OFFICER. Without objection, the nomination is confirmed.

The legislative clerk read the nomination of Richard Sachse to be a member of the Federal Power Commission.

The PRESIDING OFFICER. Without objection, the nomination is confirmed.

#### DEPARTMENT OF JUSTICE

The legislative clerk read the nomination of J. Howard McGrath, of Rhode Island, to be Solicitor General of the United States.

The PRESIDING OFFICER. Without objection, the nomination is confirmed.

#### UNITED STATES CIRCUIT COURT OF APPEALS

The legislative clerk read the nomination of John J. O'Connell, of Pennsylvania, to be judge for the third circuit.

The PRESIDING OFFICER. Without objection, the nomination is confirmed.

#### UNITED STATES MARSHALS

The legislative clerk read the nomination of Everett M. Evans to be marshal for the District of Idaho.

The PRESIDING OFFICER. Without objection, the nomination is confirmed.

The legislative clerk read the nomination of Robert Grant to be marshal for the southern district of Illinois.

The PRESIDING OFFICER. Without objection, the nomination is confirmed.

The legislative clerk read the nomination of Hubert J. Harrington to be marshal for the district of New Jersey.

The PRESIDING OFFICER. Without objection, the nomination is confirmed.

#### POSTMASTERS

The legislative clerk proceeded to read sundry nominations of postmasters.

Mr. BARKLEY. I ask that the nominations of postmasters be confirmed en bloc.

The PRESIDING OFFICER. Without objection, the nominations are confirmed en bloc.

#### THE ARMY

The legislative clerk proceeded to read sundry nominations in the Army.

Mr. BARKLEY. I make the same request with respect to the nominations in the Army.

The PRESIDING OFFICER. Without objection, the nominations in the Army are confirmed en bloc. That completes the Executive Calendar.

Mr. BARKLEY. I ask that the President be notified of all nominations this day confirmed.

The PRESIDING OFFICER. Without objection, the President will be notified forthwith.

#### RECESS

Mr. BARKLEY. As in legislative session, I move that the Senate take a recess until 12 o'clock noon tomorrow.

The motion was agreed to; and (at 5 o'clock and 7 minutes p. m.) the Senate took a recess until tomorrow, Thursday, October 4, 1945, at 12 o'clock meridian.

#### NOMINATIONS

Executive nominations received by the Senate October 3 (legislative day of October 2), 1945:

##### DIPLOMATIC AND FOREIGN SERVICE

Harold D. Finley, of New York, now a foreign-service officer of class 3 and a secretary in the diplomatic service, to be also a consul general of the United States of America.

Parker T. Hart, of Massachusetts, now a foreign-service officer of class 7 and a secretary in the diplomatic service, to be also a consul of the United States of America.

Robert J. Cavanaugh, of Illinois, now a foreign-service officer of class 8 and a secretary in the diplomatic service, to be also a consul of the United States of America.

William H. Christensen, of South Dakota, now a foreign-service officer, unclassified, and a secretary in the diplomatic service, to be also a consul of the United States of America.

The following-named persons now foreign-service officers of class 6 and secretaries in the diplomatic service to be also consuls of the United States of America:

Perry Ellis, of California.

Charles S. Millet, of New Hampshire.

Walter Smith, of Illinois.

Philip P. Williams, of California.

The following-named persons now foreign-service officers of class 6 and secretaries in the diplomatic service, to be also consuls of the United States of America:

Roswell C. Beverstock, of California.

Easton T. Kelsey, of Michigan.

John Ordway, of the District of Columbia.

The following-named persons for appointment as foreign-service officers, unclassified, vice consuls of career, and secretaries in the diplomatic service of the United States of America:

Herbert D. Brewster, of Minnesota.

Maurice J. Broderick, of New York.

James M. Byrne, of New York.

Francis H. Columbat, of California.

Robert F. Corrigan, of Ohio.

Russell H. Fifield, of Maine.



John F. Fitzgerald, of Pennsylvania.  
John C. Hawley, of Texas.  
Thomas E. Hoffman, of Ohio.  
Weldon Litsey, of Wyoming.  
LeRoy Makepeace, of Connecticut.  
Miss Betty Ann Middleton, of California.  
Cabot Sedgwick, of Arizona.  
Herbert D. Spivak, of New York.  
Norman C. Stines, Jr., of California.  
Edward L. Waggoner, of Ohio.

## DEPARTMENT OF JUSTICE

## ASSISTANT ATTORNEY GENERAL

John F. Sonnett, of New York, to be an Assistant Attorney General, vice Francis M. Shea, resigned.

## THE JUDICIARY

## JUDGE, UNITED STATES' CUSTOMS COURT

Irvin C. Mollison, of Illinois, to be judge of the United States Customs Court, vice Hon. Thomas J. Walker, deceased.

## FEDERAL TRADE COMMISSION

Lowell B. Mason, of Illinois, to be a Federal Trade Commissioner for the unexpired term of 7 years from September 26, 1942.

## RECONSTRUCTION FINANCE CORPORATION

Harvey Jones Gunderson, of South Dakota, to be a member of the Board of Directors of the Reconstruction Finance Corporation for the unexpired term of 2 years from January 22, 1944, vice Howard J. Klossner.

## FEDERAL SECURITY ADMINISTRATION

Watson B. Miller, of Maryland, to be Federal Security Administrator.

## PROMOTIONS IN THE REGULAR ARMY OF THE UNITED STATES

To be first lieutenants with rank from October 5, 1945

Second Lt. George Edwin Pinard, Infantry (temporary lieutenant colonel).  
Second Lt. Jack Holt Alston, Air Corps (temporary lieutenant colonel).  
Second Lt. Harold Elmer Gould, Infantry (temporary captain).  
Second Lt. Earl Wilson Worley, Air Corps (temporary lieutenant colonel).  
Second Lt. Byron Eugene Hall, Air Corps (temporary lieutenant colonel).  
Second Lt. John Scrimgeour Evans, Air Corps (temporary lieutenant colonel).  
Second Lt. William Archibald Lanford, Air Corps (temporary lieutenant colonel), subject to examination required by law.  
Second Lt. Ray Edgar Soper, Air Corps (temporary major).  
Second Lt. Frederick Thomas Anutta, Air Corps (temporary lieutenant colonel).  
Second Lt. John Lloyd Folts, Air Corps (temporary major).  
Second Lt. Rudolph King Ort, Air Corps (temporary lieutenant colonel).  
Second Lt. Louis David VanMullem, Air Corps (temporary lieutenant colonel).  
Second Lt. Roland Leo Kolb, Infantry (temporary lieutenant colonel).  
Second Lt. Cleveland Charles MacLane, Jr., Infantry (temporary major).  
Second Lt. Henry Dale Weston, Corps of Engineers (temporary major).  
Second Lt. Herbert Frederick Crecelius, Chemical Warfare Service (temporary major).  
Second Lt. Donn Royce Pepke, Infantry (temporary colonel).  
Second Lt. Dohald Calvin Foster, Infantry (temporary major).  
Second Lt. William Yates McCachern, Coast Artillery Corps (temporary major).  
Second Lt. Patrick Williams Riddleberger, Infantry (temporary captain).  
Second Lt. Edwin Allison Nichols, Infantry (temporary major).  
Second Lt. George Benedict Cullison, Infantry (temporary major).  
Second Lt. Kenneth Paul Burns, Field Artillery (temporary major).  
Second Lt. Richard Casper Wittmann, Infantry (temporary lieutenant colonel).  
Second Lt. Edward Herbes, Air Corps (temporary lieutenant colonel).

Second Lt. John Herbert Lackey, Jr., Air Corps (temporary colonel).  
Second Lt. Charles Dean Chitty, Jr., Air Corps (temporary lieutenant colonel).  
Second Lt. Clyde Asa Ray, Air Corps (temporary lieutenant colonel).  
Second Lt. Malcolm Arnot Moore, Air Corps (temporary lieutenant colonel).  
Second Lt. Winton Ralph Close, Air Corps (temporary lieutenant colonel), subject to examination required by law.  
Second Lt. Athel Bangert, Infantry (temporary major).  
Second Lt. Stanley Eldred Matthews, Air Corps (temporary major).  
Second Lt. Alexander Hume Lucas, Jr., Coast Artillery Corps (temporary major), subject to examination required by law.  
Second Lt. Hollis Clinton Lewis, Infantry (temporary captain).  
Second Lt. Lewis William Leeney, Infantry (temporary lieutenant colonel).  
Second Lt. Wheeler Martin, Jr., Air Corps (temporary lieutenant colonel), subject to examination required by law.  
Second Lt. Harry Lee Waesche, Air Corps (temporary lieutenant colonel).  
Second Lt. William Allen Williams, Air Corps (temporary lieutenant colonel).  
Second Lt. James Hobson Williford, Air Corps (temporary lieutenant colonel).  
Second Lt. Henry Samuel Tyler, Jr., Air Corps (temporary lieutenant colonel).  
Second Lt. Paul Edward Doherty, Infantry (temporary major).  
Second Lt. Donald McLarty Wright, Air Corps (temporary colonel).  
Second Lt. Gordon Ames Moon 2d, Field Artillery (temporary lieutenant colonel).  
Second Lt. Walton Orville Threadgill, Corps of Engineers (temporary major).  
Second Lt. Lloyd Joseph Ptak, Infantry (temporary lieutenant colonel).  
Second Lt. Ralph Lorimer Oliver, Air Corps (temporary lieutenant colonel).  
Second Lt. Paul Clendenen Davis, Signal Corps (temporary major).  
Second Lt. Maurice Kurt Langberg, Air Corps (temporary captain).  
Second Lt. William Condy, Quartermaster Corps (temporary major).  
Second Lt. Hubert Arthur Brandon, Air Corps (temporary major).  
Second Lt. Charles William Carr, Corps of Engineers (temporary major).  
Second Lt. David Leonard Anderson, Coast Artillery Corps (temporary captain).  
Second Lt. Charles William Johnstone, Air Corps (temporary lieutenant colonel).  
Second Lt. Lawson Clifton Horner, Jr., Air Corps (temporary lieutenant colonel).  
Second Lt. Frank Purvis Thornquest, Air Corps (temporary lieutenant colonel).  
Second Lt. Thomas Fleet Osborne, Air Corps (temporary lieutenant colonel).  
Second Lt. James Thomas McKee, Air Corps (temporary lieutenant colonel).  
Second Lt. Charles Frank Jenkins, Jr., Air Corps (temporary lieutenant colonel).  
Second Lt. Ernest Nils Ljunggren, Air Corps (temporary lieutenant colonel).  
Second Lt. Robert Edmondston Coffin, Field Artillery (temporary lieutenant colonel).  
Second Lt. Howard Stanley Ellmore, Air Corps (temporary colonel), subject to examination required by law.  
Second Lt. Fred Howard Bounds, Air Corps (temporary lieutenant colonel).  
Second Lt. Melvin Almon McKenzie, Air Corps (temporary lieutenant colonel).  
Second Lt. Earl Raymond Tash, Air Corps (temporary lieutenant colonel).  
Second Lt. William Wolfe Ottinger, Air Corps (temporary lieutenant colonel).  
Second Lt. John Daniel Lavelle, Air Corps (temporary major).  
Second Lt. Jack Franklin Marr, Air Corps (temporary lieutenant colonel).  
Second Lt. Harl Pease, Jr., Air Corps (temporary captain), subject to examination required by law.

Second Lt. Donald William Graham, Air Corps (temporary colonel).  
Second Lt. Edward Longfellow Burge, Air Corps (temporary major).  
Second Lt. Gerald Michael Dailey, Cavalry (temporary major).  
Second Lt. Charles Allen Carroll, Signal Corps (temporary captain).  
Second Lt. Vernon Cline Irby, Signal Corps (temporary major).  
Second Lt. Lowell Edgar Thompson, Chemical Warfare Service (temporary major).  
Second Lt. Robert Simeon Moore, Infantry (temporary lieutenant colonel).  
Second Lt. Boyd Lee Branson, Cavalry (temporary lieutenant colonel).  
Second Lt. Clarence Edwin Jeffress, Quartermaster Corps (temporary captain).  
Second Lt. George William McCaffrey, Infantry (temporary lieutenant colonel).  
Second Lt. Charles Goodwin Whitmire, Coast Artillery Corps (temporary captain), subject to examination required by law.  
Second Lt. Allison Cochran Brooks, Air Corps (temporary lieutenant colonel).  
Second Lt. Thrashley Moncrief Hardy, Jr., Air Corps (temporary captain), subject to examination required by law.  
Second Lt. Henry Sidney Taylor, Air Corps (temporary lieutenant colonel).  
Second Lt. Clayton Charles Craig, Infantry (temporary major).  
Second Lt. Melvin Armand Goers, Cavalry (temporary lieutenant colonel).  
Second Lt. Jack Bansley Falks, Quartermaster Corps (temporary captain).  
Second Lt. George Howell Garnhart, Coast Artillery Corps (temporary captain).  
Second Lt. George Samuel Beatty, Jr., Infantry (temporary major).  
Second Lt. Arthur Lorenzo West, Jr., Infantry (temporary lieutenant colonel).  
Second Lt. Robert Clinton Taber, Field Artillery (temporary major).  
Second Lt. George Brent Vivian, Cavalry (temporary major).  
Second Lt. James Ray Spurrier, Cavalry (temporary major).  
Second Lt. Paul Arthur Nilsson, Ordnance Department (temporary major).  
Second Lt. Richard Wyman Healy, Infantry (temporary major).  
Second Lt. Frank Leo O'Brien, Jr., Air Corps (temporary lieutenant colonel).  
Second Lt. Joseph William Albert Whitehorne 3d, Infantry (temporary major).  
Second Lt. Simon Howard Johnson, Jr., Air Corps (temporary major).  
Second Lt. Joseph Francis Mooney, Air Corps (temporary major).  
Second Lt. Clarence Arthur Powers, Air Corps (temporary first lieutenant).  
Second Lt. Samuel Adams Steere, Jr., Air Corps (temporary major).  
Second Lt. Jack William Blair, Corps of Engineers (temporary major).  
Second Lt. James Potvin Barry, Field Artillery (temporary captain).  
Second Lt. John Thomas Berry, Infantry (temporary major).  
Second Lt. Paul Collins Broun, Infantry (temporary major).  
Second Lt. Jack Edward Cunningham, Air Corps (temporary major).  
Second Lt. James Kay Briggs, Air Corps (temporary major).  
Second Lt. Benjamin Anthony Karsokas, Air Corps (temporary lieutenant colonel).  
Second Lt. John Hancock Hay, Jr., Infantry (temporary lieutenant colonel), subject to examination required by law.  
Second Lt. John Scott Pollard, Jr., Field Artillery (temporary captain).  
Second Lt. Andy Walter Pribnow, Field Artillery (temporary major).  
Second Lt. Grant William Allison, Field Artillery (temporary captain).  
Second Lt. Marshall Wolcott Stark, Infantry (temporary first lieutenant).  
Second Lt. Fred Hilton Cantrell, Infantry (temporary lieutenant colonel).

Second Lt. James Harry Cook, Jr., Infantry (temporary major).

Second Lt. Willard Webster Morris, Infantry (temporary lieutenant colonel).

Second Lt. Earl Jay Holliman, Signal Corps (temporary major).

Second Lt. John Lawrence Sullivan, Jr., Coast Artillery Corps (temporary captain).

Second Lt. Donald Wright MacFeeters, Ordnance Department (temporary major).

Second Lt. Adellon Franck Hanson, Coast Artillery Corps (temporary captain).

Second Lt. Richard Anthony Wetzell, Signal Corps (temporary major).

Second Lt. Robert H. Schulz, Infantry (temporary lieutenant colonel).

Second Lt. Otto John Glasser, Air Corps (temporary captain).

Second Lt. Allen Wightman Sanders, Jr., Corps of Engineers (temporary major).

Second Lt. William Slater Cowart, Junior, Air Corps (temporary lieutenant colonel).

Second Lt. Clarence Spottswood Towles, Jr., Air Corps (temporary lieutenant colonel).

Second Lt. William Astor Hoy, Jr., Air Corps (temporary major).

Second Lt. John Barton Lamond, Field Artillery (temporary major).

Second Lt. Peter Saville Walker, Air Corps (temporary major).

Second Lt. William Donn Hayes, Jr., Air Corps (temporary lieutenant colonel).

Second Lt. Stanley George Huey, Air Corps (temporary lieutenant colonel).

Second Lt. George Max Manning, Air Corps (temporary major).

Second Lt. James Alexander Caldwell, Cavalry (temporary captain), subject to examination required by law.

Second Lt. Frederick Perry Jenks, Air Corps (temporary lieutenant colonel).

Second Lt. Robert Stephens Puckett, Air Corps (temporary lieutenant colonel).

Second Lt. Donald Millard Gordon, Air Corps (temporary lieutenant colonel).

Second Lt. Ernest Thornton George, Jr., Corps of Engineers (temporary captain).

Second Lt. Eugene Pierce Gillespie, Field Artillery (temporary major).

Second Lt. Robert Bernard Sullivan, Air Corps (temporary lieutenant colonel).

Second Lt. Sam Jones Rich, Infantry (temporary major).

Second Lt. William FitzGerald Brand, Jr., Field Artillery (temporary major).

Second Lt. James Paul Hamill, Coast Artillery Corps (temporary major).

Second Lt. Frank Jenkins Ryder, Jr., Infantry (temporary lieutenant colonel).

Second Lt. Frank Foster Boyle, Infantry (temporary captain), subject to examination required by law.

Second Lt. Jerome Bailey York, Finance Department (temporary lieutenant colonel).

Second Lt. Russell Allen Berg, Air Corps (temporary colonel).

Second Lt. Robert William Dalrymple, Corps of Engineers (temporary major).

Second Lt. Floyd Bayless Mitman, Jr., Chemical Warfare Service (temporary major).

Second Lt. Charles Douglas Yelverton Ostrom, Jr., Ordnance Department (temporary major).

Second Lt. Martin Fannon Sullivan, Coast Artillery Corps (temporary major).

Second Lt. Stanley Michael Smolensky, Ordnance Department (temporary major).

Second Lt. Duane Seaman Cason, Cavalry (temporary major).

Second Lt. Charles Richard Petticrew, Ordnance Department (temporary lieutenant colonel).

Second Lt. Floyd Lester Johnson, Field Artillery (temporary captain).

Second Lt. Ralph Emerson Vandervort, Jr., Field Artillery (temporary major).

Second Lt. Harold Bernard Ellis, Corps of Engineers (temporary major).

Second Lt. Adrian L. Roberson, Corps of Engineers (temporary major).

Second Lt. Haakon Lindjord, Infantry (temporary major).

Second Lt. Roland George Daudelin, Coast Artillery Corps (temporary captain), subject to examination required by law.

Second Lt. A. H. Hamner, Jr., Quartermaster Corps (temporary major).

Second Lt. Edwin Freeland Harlan, Quartermaster Corps (temporary major), subject to examination required by law.

Second Lt. Harold Harley Haaland, Coast Artillery Corps (temporary captain).

Second Lt. Hale Mason, Jr., Signal Corps (temporary captain).

Second Lt. Lewellyn Clifford Daigle, Air Corps (temporary major).

Second Lt. Henry Benjamin Holmes 3d, Signal Corps (temporary captain).

Second Lt. Don Winton Ryker, Ordnance Department (temporary major).

Second Lt. Carlyle Philip Woelfer, Coast Artillery Corps (temporary captain).

Second Lt. Tom Crampton Smith, Jr., Infantry (temporary lieutenant colonel).

Second Lt. Ralph M. Johnson, Jr., Coast Artillery Corps (temporary major).

Second Lt. John Edmund Dwan 2d, Infantry (temporary captain).

Second Lt. James Joseph Gibbons, Jr., Field Artillery (temporary major).

Second Lt. Thomas Jeffries Riggs, Jr., Corps of Engineers (temporary lieutenant colonel), subject to examination required by law.

Second Lt. John Sherman Chambers, Jr., Ordnance Department (temporary major), subject to examination required by law.

Second Lt. John Lafayette King, Cavalry (temporary captain), subject to examination required by law.

Second Lt. Edward Sterling Abdo, Air Corps (temporary captain), subject to examination required by law.

Second Lt. Robert William Foster, Jr., Quartermaster Corps (temporary captain).

Second Lt. Frederick Lorimer Graham, Coast Artillery Corps (temporary major).

Second Lt. Herbert Alfred Waterman, Coast Artillery Corps (temporary captain).

Second Lt. Dawson Hope Mullen, Jr., Corps of Engineers (temporary captain).

Second Lt. Herbert Henry Heumann, Quartermaster Corps (temporary lieutenant colonel).

Second Lt. Gordon Omar Fraser, Field Artillery (temporary captain).

Second Lt. Leo J. Nielsen, Jr., Infantry (temporary major).

Second Lt. Edward Norton Hathaway, Infantry (temporary captain), subject to examination required by law.

Second Lt. John Henry Ritter, Chemical Warfare Service (temporary captain).

Second Lt. Paul Alexander Simpson, Ordnance Department (temporary captain).

Second Lt. Harold Jack St. Clair, Corps of Engineers (temporary major).

*To be first lieutenants with rank from October 7, 1945*

Second Lt. Edward Lee Waddell, Jr., Corps of Engineers (temporary major).

Second Lt. James Marshall Cake, Jr., field Artillery (temporary captain).

Second Lt. Donald Leroy Harrison, Field Artillery (temporary captain).

Second Lt. Albert Sidney Williams, Jr., Infantry (temporary captain).

Second Lt. Charles John Anderson, Infantry (temporary captain), subject to examination required by law.

Second Lt. Anthony Joseph Touart, Jr., Coast Artillery Corps (temporary first lieutenant).

Second Lt. Howard Ellsworth Sommer, Quartermaster Corps (temporary major).

Second Lt. Max Adams Morris, Field Artillery (temporary major).

Second Lt. Lionel Raymond Fuller, Infantry (temporary major).

Second Lt. Hughes Seewald, Cavalry (temporary captain), subject to examination required by law.

Second Lt. Gerald William Homann, Corps of Engineers (temporary major), subject to examination required by law.

Second Lt. Thomas Walter Anderson, Infantry (temporary captain).

Second Lt. Joseph Hamilton Grant, Jr., Infantry (temporary captain), subject to examination required by law.

Second Lt. William Bennison Fulton, Infantry (temporary captain).

Second Lt. Lloyd Lorenzo Leech, Jr., Field Artillery (temporary first lieutenant).

Second Lt. Victor Owen Wilson, Corps of Engineers (temporary captain).

Second Lt. Richard Theodore Lunger, Infantry (temporary major).

Second Lt. Kenneth Theodore Kofmehl, Infantry (temporary first lieutenant).

Second Lt. James Griffith Hays, Jr., Field Artillery (temporary major).

Second Lt. Edward Clark Rose, Jr., field Artillery (temporary major).

Second Lt. Molloy Clark Vaughn, Jr., Coast Artillery Corps (temporary first lieutenant), subject to examination required by law.

Second Lt. James Wilbur Gilman, Cavalry (temporary captain).

Second Lt. William John Regner, Infantry (temporary captain).

Second Lt. Lloyd Edmonstone Jones, Jr., Field Artillery (temporary captain).

Second Lt. Hal LeRoy Schroeder, Corps of Engineers (temporary major).

Second Lt. Alpha Alsbury Fowler, Jr., Air Corps (temporary major).

Second Lt. William Ardery Campbell, Field Artillery (temporary major).

Second Lt. John David Hill, Infantry (temporary major).

Second Lt. Lawrence Glenn Mathews, Infantry (temporary captain).

Second Lt. Edward Cooper Bruce, Corps of Engineers (temporary captain).

Second Lt. Robert John Giesen, Infantry (temporary major).

Second Lt. Harry William Hale, Field Artillery (temporary captain), subject to examination required by law.

Second Lt. John Walter MacIndoe, Infantry (temporary captain).

Second Lt. Alphonso Axel Topp, Jr., Field Artillery (temporary captain).

Second Lt. Frank Dixon McElwee, Corps of Engineers (temporary captain), subject to examination required by law.

Second Lt. William Treloar Russell, Coast Artillery Corps (temporary major).

Second Lt. Charles Benjamin Thomas, Infantry (temporary captain).

Second Lt. David Simuel Henderson, Infantry (temporary major).

Second Lt. Samuel Cochran Phillips, Air Corps (temporary major).

Second Lt. Robert James Lynch, Air Corps (temporary captain).

Second Lt. George Reece Sedberry, Jr., Infantry (temporary captain).

Second Lt. John Benjamin Hancock, Field Artillery (temporary captain).

Second Lt. James Wilson Kerr 3d, Infantry (temporary first lieutenant).

Second Lt. Turney White Leonard, Infantry (temporary first lieutenant), subject to examination required by law.

Second Lt. George Marion Seignious, Infantry (temporary captain).

Second Lt. George Arthur Austin, Jr., Corps of Engineers (temporary captain).

Second Lt. Louis Scott Torgeson, Infantry (temporary captain).

#### MEDICAL CORPS

##### *To be colonel*

Lt. Col. Walter Clifton Royals, Medical Corps (temporary colonel), with rank from October 4, 1945.

##### *To be lieutenant colonel*

Maj. Walter Steen Jensen, Medical Corps (temporary colonel), with rank from October 24, 1945.

##### *To be major*

Capt. Howard William Doan, Medical Corps (temporary colonel), with rank from October 1, 1945.



## CHAPLAINS

*To be colonel*

Chaplain (Lt. Col.) Gynther Storaasli, United States Army (temporary colonel), with rank from October 11, 1945.

*To be lieutenant colonel*

Chaplain (Maj.) Edward Robert Martin, United States Army (temporary colonel), with rank from October 5, 1945.

*To be major*

Chaplain (Capt.) John Edward Duffy, United States Army (temporary major), with rank from October 25, 1945, subject to examination required by law.

## IN THE NAVY

Commodore Frederick W. McMahon, United States Navy, to be a rear admiral in the Navy, for temporary service, to rank from the 1st day of November 1943.

Capt. Augustus J. Wellings, United States Navy, to be a rear admiral in the Navy, for temporary service, to continue while serving as deputy commander, service forces, United States Pacific Fleet, and until reporting for other permanent duty.

The following-named officers of the line of the Navy to be assistant paymasters in the Navy, with the rank of ensign.

Howard W. Burnett, Jr.

Kenneth R. Klokorn

Joseph C. Snyder

Civil Engineer Robert C. Johnson to be a civil engineer in the United States Naval Reserve, with the rank of commodore, for temporary service, to continue while serving as a senior officer in charge of naval construction regiments, and until reporting for other permanent duty.

Civil Engineer Archibald D. Hunter to be a civil engineer in the Navy, with the rank of commodore, for temporary service, to continue while serving as officer in charge of a naval construction brigade, and until reporting for other permanent duty.

## POSTMASTERS

The following-named persons to be postmasters:

## ALASKA

Alfred G. Francis, Kotzebue, Alaska. Office became Presidential July 1, 1945.

## ARKANSAS

George W. Powell, Houston, Ark. Office became Presidential July 1, 1945.

Lonnice A. Parchman, Tie Plant, Ark. Office became Presidential July 1, 1945.

## CALIFORNIA

Rosabelle A. Hill, Samoa, Calif., in place of G. E. Patterson, retired.

## COLORADO

Ruth H. Murphy, La Jara, Colo., in place of R. E. McCuniff, deceased.

Lyla Munson, Sedgwick, Colo., in place of W. C. Lowery, transferred.

Ida L. Springer, Segundo, Colo. Office became Presidential July 1, 1945.

## CONNECTICUT

Austin M. Ackerman, Durham Center, Conn. Office became Presidential July 1, 1945.

## FLORIDA

Orble L. Little, Bluffsprings, Fla. Office became Presidential July 1, 1945.

Beulah B. Wiles, Captiva, Fla. Office became Presidential July 1, 1945.

John T. Carpenter, Myrtle Grove, Fla. Office became Presidential July 1, 1945.

## GEORGIA

Frank R. Rountree, Egypt, Ga. Office became Presidential July 1, 1945.

Nina E. Story, Ellabell, Ga. Office became Presidential July 1, 1945.

J. Elton Braddy, Tarrytown, Ga. Office became Presidential July 1, 1945.

## ILLINOIS

Marion Dennis, Chambersburg, Ill. Office became Presidential July 1, 1945.

Charles A. Ray, Cottage Hills, Ill. Office became Presidential July 1, 1943.

Helene H. Sauerwein, Flatt, Ill. Office became Presidential July 1, 1945.

Fred W. Nash, Gilson, Ill. Office became Presidential July 1, 1945.

John P. Early, Penfield, Ill. Office became Presidential July 1, 1945.

J. Ross Prather, Rossville, Ill., in place of E. J. Hathaway, resigned.

## INDIANA

Foster D. Sutton, Otisco, Ind. Office became Presidential July 1, 1945.

Hilda Fern Calvert, Switz City, Ind. Office became Presidential July 1, 1943.

## IOWA

Pearl G. Hill, Badger, Iowa. Office became Presidential July 1, 1945.

Katherine W. Baxter, Burlington, Iowa, in place of R. W. Baxter, resigned.

Mark J. Torrence, Kamrar, Iowa. Office became Presidential July 1, 1945.

Dorothy E. Peterson, Pilot Mound, Iowa. Office became Presidential July 1, 1945.

Harry G. Liddle, Wever, Iowa. Office became Presidential July 1, 1945.

## KANSAS

Homer I. Sharp, Bloom, Kansas. Office became Presidential July 1, 1945.

## LOUISIANA

Anthony Aucoin, Chataignier, La. Office became Presidential July 1, 1945.

William S. Lewis, De Ridder, La., in place of V. E. Green, Incumbent's commission expired June 23, 1942.

Belva C. Dyess, Folsom, La. Office became Presidential July 1, 1945.

Grace A. Rownd, Springfield, La. Office became Presidential July 1, 1945.

Vivian B. Allgood, Summerfield, La. Office became Presidential July 1, 1945.

## MARYLAND

Walter H. Davis, Still Pond, Md. Office became Presidential July 1, 1945.

## MICHIGAN

Bessie M. Cubalo, Lincoln, Mich., in place of E. V. Adair, resigned.

Cecil Fay Neal, Smiths Creek, Mich. Office became Presidential July 1, 1944.

## MINNESOTA

Walter Freudenberg, Saginaw, Minn., in place of Mabel Johnson, resigned.

Eldora J. Pilotte, Sedan, Minn. Office became Presidential July 1, 1945.

## MISSISSIPPI

Andrew J. Hensley, Mantee, Miss. Office became Presidential July 1, 1944.

Reid K. Thomas, Michigan City, Miss. Office became Presidential July 1, 1945.

## MISSOURI

Dora Weber, Bronaugh, Mo. Office became Presidential July 1, 1945.

Juanita A. Drewel, Labadie, Mo. Office became Presidential July 1, 1945.

Estle C. Butcher, Mount Moriah, Mo. Office became Presidential July 1, 1945.

## MONTANA

Helen M. Cyr, Milltown, Mont. Office became Presidential July 1, 1945.

## NEBRASKA

Mayme L. Beard, Brock, Nebr., in place of C. E. Saal, retired.

Earl J. Hughes, Concord, Nebr. Office became Presidential July 1, 1945.

Henry L. Balser, Dixon, Nebr. Office became Presidential July 1, 1945.

Benjamin F. Schiefelbein, Ithaca, Nebr. Office became Presidential July 1, 1945.

Josephine L. Jenny, Malmo, Nebr. Office became Presidential July 1, 1945.

## NEVADA

James E. Hughes, Mesquite, Nev. Office became Presidential July 1, 1945.

Evelyn Campbell, Mountain City, Nev. Office became Presidential July 1, 1945.

Geraldine S. Sayre, Smith, Nev. Office became Presidential July 1, 1945.

## NEW YORK

James J. Cunningham, Caledonia, N. Y., in place of J. F. McGovern, removed.

Mary H. Stanton, Glen Spey, N. Y. Office became Presidential July 1, 1945.

Margaret M. Kuney, Verplanck, N. Y., in place of N. A. King, retired.

## NORTH CAROLINA

Sallie O. Tarkington, Camden, N. C. Office became Presidential July 1, 1945.

Laura Church, Purlcar, N. C. Office became Presidential July 1, 1945.

## NORTH DAKOTA

Warren W. Taylor, Dazey, N. Dak. Office became Presidential July 1, 1945.

Viola Hazle Blocker, Elbowoods, N. Dak. Office became Presidential July 1, 1945.

## OKLAHOMA

Velma B. McKinzie, Elmer, Okla. Office became Presidential July 1, 1945.

William T. Dunsworth, Thackerville, Okla. Office became Presidential July 1, 1945.

## OREGON

John W. Knott, Coburg, Oreg. Office became Presidential July 1, 1945.

Alice W. Porter, Long Creek, Oreg. Office became Presidential July 1, 1945.

Walter E. Hickok, Terrebonne, Oreg. Office became Presidential July 1, 1945.

Florence N. Pearson, Timber, Oreg. Office became Presidential July 1, 1945.

Laura Thompson, Tualatin, Oreg. Office became Presidential July 1, 1945.

## PENNSYLVANIA

Bertha A. Snyder, Beachlake, Pa. Office became Presidential July 1, 1945.

Martha S. Darlington, Darling, Pa. Office became Presidential July 1, 1945.

Lloyd E. Latshaw, Dornsife, Pa. Office became Presidential July 1, 1945.

Frank W. Nangle, Force, Pa. Office became Presidential July 1, 1945.

Iolabell McElhoes, Home, Pa. Office became Presidential July 1, 1945.

Beatrice A. Curley, Ithan, Pa. Office became Presidential July 1, 1945.

Josephine R. Gift, Lemasters, Pa. Office became Presidential July 1, 1945.

Henry L. Whitaker, Narvon, Pa. Office became Presidential July 1, 1945.

Beatrice I. Duerr, New Britain, Pa. Office became Presidential July 1, 1945.

Eva Morris, New Derry, Pa. Office became Presidential July 1, 1945.

Adam Hoover, Newry, Pa. Office became Presidential July 1, 1945.

Elmer J. Kirk, Rockton, Pa. Office became Presidential July 1, 1945.

A. Irene Close, Sproul, Pa. Office became Presidential July 1, 1945.

Zella M. Larimer, Stahlstown, Pa. Office became Presidential July 1, 1945.

Harold E. Brocius, Timblin, Pa. Office became Presidential July 1, 1945.

Harold H. Peiffer, Union Deposit, Pa. Office became Presidential July 1, 1945.

William M. Betz, Venus, Pa. Office became Presidential July 1, 1945.

Elsie R. West, Wawa, Pa. Office became Presidential July 1, 1945.

Abel S. Landes, Wycombe, Pa. Office became Presidential July 1, 1945.

## TEXAS

Hattie M. Stadden, Wilmer, Tex. Office became Presidential July 1, 1945.

## UTAH

Harold A. Wood, Holden, Utah. Office became Presidential July 1, 1945.

## VERMONT

Lou B. Maginn, East Fairfield, Vt. Office became Presidential July 1, 1945.  
Harold F. Mason, Lyndon Center, Vt. Office became Presidential July 1, 1945.

## VIRGINIA

Doris B. Reames, Ford, Va. Office became Presidential July 1, 1945.

## WASHINGTON

Harold A. Althof, Seabeck, Wash. Office became Presidential July 1, 1945.

## WISCONSIN

Agnes M. Pritzl, Cato, Wis. Office became Presidential July 1, 1945.

John J. Flanagan, Lannon, Wis. Office became Presidential July 1, 1945.

Lizzie J. Mulvaney, Wilson, Wis. Office became Presidential July 1, 1945.

## WYOMING

Mabel E. Harrison, Arvada, Wyo. Office became Presidential July 1, 1945.

## CONFIRMATIONS

Executive nominations confirmed by the Senate October 3 (legislative day of October 2), 1945:

## FEDERAL POWER COMMISSION

Harrington Wimberly to be a member of the Federal Power Commission for the remainder of the term expiring June 22, 1948.

Richard Sachse to be a member of the Federal Power Commission for the remainder of the term expiring June 22, 1947.

## DEPARTMENT OF JUSTICE

J. Howard McGrath to be Solicitor General of the United States.

## UNITED STATES CIRCUIT COURT OF APPEALS

John J. O'Connell to be judge of the United States Circuit Court of Appeals for the Third Circuit (new position).

## UNITED STATES MARSHALS

Everett M. Evans to be United States marshal for the district of Idaho.

Robert Grant to be United States marshal for the southern district of Illinois.

Hubert J. Harrington to be United States marshal for the district of New Jersey.

## APPOINTMENTS IN THE REGULAR ARMY

Lt. Gen. Raymond Albert Wheeler to be Chief of Engineers, with the rank of major general, for a period of 4 years from date of acceptance.

Col. Boyd Wheeler Bartlett to be professor of chemistry and electricity at the United States Military Academy, with rank from August 3, 1945.

## PROMOTIONS IN THE REGULAR ARMY

*To be colonels*

Howard J. Houghland, Air Corps.  
John Lawrence Dunn, Infantry.  
James Gregory Monahan, Cavalry, subject to examination required by law.

*To be captains*

Opal Ellis Henderson, Air Corps.  
Daniel Ira Moler, Air Corps.  
Lawrence Owen Brown, Air Corps.  
Henry Bishop Fisher, Air Corps.  
Clayton Baxter Claassen, Air Corps.  
William Thomas Hudnell, Jr., Air Corps.  
Harold Lawrence Kreider, Air Corps.  
John Oman Neal, Air Corps.  
Henry Agnew Sebastian, Air Corps.  
Harrison Schermerhorn Markham, Chemical Warfare Service.

## MEDICAL CORPS

*To be majors*

Heinz Kuraner  
Emmett Leroy Kehoe  
Knox Dunlap  
Stephen Dominic Berardinelli  
William Joseph Power

Jacob Reil Till, Jr.  
Lawrence Carter Ball  
Richard Leland Bohannon  
John Knox Cullen

*To be captains*

John Hawes Amessee  
Harold Victor Ellingson  
Joseph Negley Schaeffer  
Alfred Sjouke Blauw

## DENTAL CORPS

*To be colonel*

Albert Fields

*To be lieutenant colonel*

Harold George Ott

## VETERINARY CORPS

*To be lieutenant colonels*

Verne Clifford Hill  
Elmer William Young

## CHAPLAINS

*To be colonels*

William Roy Bradley  
James Lloyd McBride  
Mylon Dickinson Merchant  
Maurice William Reynolds

*To be major*

Stanley Joseph Reilly, subject to examination required by law.

*To be colonels*

Rexford Edwin Willoughby  
William Glenn Livesay  
James Washington Barnett  
John Charles Mullenix  
John Andrew Weeks  
Robert Lincoln Christian  
William Hampton Crom  
Delphin Etienne Thebaud  
George Sheppard Clarke  
Charles Andrew Willoughby  
Walter Eyster Buchly  
Harold Chittenden Mandell

## APPOINTMENTS, BY TRANSFER, IN THE REGULAR ARMY

Lt. Col. Joseph Magoffin Glasgow, to Adjutant General's Department.

Maj. Paul Leroy Carroll, to Quartermaster Corps.

First Lt. Amos George Johnson, to Quartermaster Corps.

Capt. James Francis Stroker, to Finance Department.

Lt. Col. Shirley Wiggins McIlwain, to Ordnance Department.

Capt. Bernard Sanders Waterman, to Field Artillery.

Second Lt. Alan Lyon Partridge, to Field Artillery.

2d Lt. Paul James Reinhalter, to Field Artillery.

1st Lt. James Moore Boyd, to Infantry.

1st Lt. Robert Jerome Delaney, to Infantry.

1st Lt. Philip Martin Royce, to Infantry.

1st Lt. Joel Terry Walker, to Infantry.

Lt. Col. Tom Christopher Rives, to Air Corps.

Capt. William Fulton McKee, to Air Corps.

## POSTMASTERS

## ALABAMA

Lois G. McClain, Acmar.  
Laura Herring, Alberta.  
Allen C. Coleman, Allen.  
Lillian Mary Thomas, Battles Wharf.  
John D. Reid, Blount Springs.  
Madie Ellis, Brownville.  
Rosa L. Spence, Buffalo.  
Edwyn E. Cook, Calhoun.  
Maury A. Hudson, Choccolocco.  
Vera B. Rabby, Coden.  
Horace E. Davidson, Coker.  
Gaddis W. Killian, Collbran.  
Guy D. Ward, Cottonwood.  
Amby Campbell, Crossville.  
Sarah E. Waites, Cusseta.  
Louise T. Willingham, Emelle.  
Helen P. Welch, Epes.  
Burnie J. Wall, Equality.

John R. Griffin, Excel.  
Reuel M. Lankford, Fackler.  
Walter D. Browder, Gaylesville.  
Russell P. Gilbert, Geiger.  
Nonie Virginia Singleton, Gorgas.  
Clara M. Adair, Graysville.  
Chester M. Ross, Groveoak.  
Clarice Davis, Hacoda.  
Bob Lee Dixon, Hatchechubbee.  
John T. Cope, Inverness.  
Roxie Lois Clark, Jack.  
Hassie H. Nickerson, Jacksons Gap.  
James V. Herron, Keener.  
Georgia Lyon Dunn, Laceys Spring.  
Jacob B. Patterson, Lacon.  
Jim W. Cleveland, Lawley.  
Robert Brooks, Meridianville.  
Ola Hale, Murrucross.  
Carl Brown, Muscadine.  
James T. Finley, Jr., Owassa.  
Mary R. Huguley, Pigeon Creek.  
Thaddeus E. Bolling, Pike Road.  
Marie G. Lucy, Portersville.  
Ollie W. Phillips, Ralph.  
Pearl R. Pierce, Saraland.  
Frances Graham Henderson, Satsuma.  
J. Bryan May, Sawyerville.  
Martii B. Roberts, Semmes.  
Paul H. Savage, Jr., Spring Garden.  
Mildred S. Burnett, Stanton.  
Jesse M. Fleming, Tennille.  
Emma P. Mitchell, Ward.  
Robert C. Newton, Webb.  
Robert T. Yarbrough, Woodland.

## ALASKA

Velovous Allen Poor, Douglas.  
Arleen Kranich, Homer.  
Orrin S. Felmley, McGrath (to correct name).

## GEORGIA

James H. Smith, Ashland.  
Alma Gillis, Axson.  
Royce G. Braselton, Braselton.  
Wilson T. Tuten, Bristol.  
Blanche A. Tarvin, Cataula.  
Robert L. Vining, Chatsworth.  
Mary M. Lassetter, Clem.  
Curtis Rice, Du Pont.  
Winnie S. Giles, Elko.  
Minnie O. Rozar, Empire.  
Dymple Warmack, Fair Mount.  
Clarence Finleyson, Finleyson.  
Luther G. Fortson, Fortson.  
Louis A. Mauldin, Habersham.  
Garland B. Turner, Hillsboro.  
Howard R. Park, Ideal.  
Isabel R. Bulloch, Juniper.  
Silas White, Kirkland.  
Thomas L. Harbin, Lithia Springs.  
Margaret Mable, Mableton.  
Mary B. Herrin, Manor.  
Riley O. Crosby, Mershon.  
Olin S. Horne, Metcalf.  
Kathleen Hammond Langston, Middleton.  
Julia W. Miller, Midland.  
Robert Homer Smith, Midville.  
Stella A. Teel, Morris Station.  
Adahbelle Elrod, Murrayville.  
Matthew D. Freeman, Nicholson.  
Claude A. Bennett, Plainville.  
Pauline S. Middleton, Ramhurst.  
Joseph B. Mahan, Rydal.  
Fannie M. W. Brim, Sasser.  
Joe M. Athon, Shady Dale.  
Nan L. Johnson, Stockton.  
Marie Warren Harris, The Rock.  
Nettie R. Miles, Varnell.  
Paul A. Cline, Waleska.  
Myra L. Lang, Waverly.  
Luther F. Richards, White.  
Joseph M. Drury, White Oak.  
Edgar S. Hicks, Yatesville.

## IOWA

John S. Benbow, Archer.  
Robert R. Kriete, Baldwin.  
Edward J. Hoffbauer, Blue Grass.  
Hilda A. McGovern, Brayton.  
Nelle B. Davis, Conway.  
Lucille Sexton, Cromwell.  
Nellie M. Easton, Curlew.



Walter W. Delahoyde, Dawson.  
Elizabeth Grimme, Durango.  
Ervin F. Spratt, Elkhart.  
Frank W. Ellas, Ely.  
Martha E. McClaskey, Exline.  
Andrew L. Dickinson, Gilbert.  
Henry J. Eischeid, Halbur.  
Esther E. Olson, Jolley.  
Tjebbe D. Beintema, Leighton.  
Elizabeth K. Buren, Leland.  
Selmer E. Skare, Lincoln.  
Leonard S. Lawless, Macksburg.  
Leonard C. Gordon, Martelle.  
Guy E. Waldron, Meriden.  
Jacob Ruedy, Middle.  
Rose Mae Hatter, Millersburg.  
Edith Page, Nemaha.  
Albert N. Kloser, North Buena Vista.  
Leo J. Mehaffey, North Liberty.  
James M. Van Vliet, Otley.  
Mollie Daley, Parnell.  
Timothy P. Sheehy, Searsboro.  
Essie B. Whisler, Unionville.  
Francis M. Bucher, Wapello.  
Esther N. Booth, West Chester.

## KENTUCKY

Amy Levan, Burna.  
Robert Chesnut, Burning Springs.  
Golda West, Cromwell.  
Winnie K. Veatch, Crutchfield.  
Daniel M. Mann, De Mossville.  
Thelma L. Vest, Elliston.  
Emma Luckett, Fairfield.  
Luther S. Safriet, Gatliff.  
William Cantrill, Garrison.  
John R. Murray, Guston.  
Golden R. Back, Harveyton.  
Charles W. Keatts, Herndon.  
Grace Hamilton, Melvin.  
Thomas J. Turner, Minnie.  
Elmer Schadler, Morning View.  
William F. Marrs, Mount Hermon.  
Irwin G. Cochran, Oak Grove.  
Loma B. Gaines, Oakland.  
Claude Hurt, Olaton.  
Bessie M. Watkins, Pine Mountain.  
Fannie Elder, Pryorsburg.  
Homer Boyd, Rockport.  
Estelle Little, Sandgap.  
Lettie Smith, Sassafraz.  
Kelly H. Allen, Shalbiana.  
Robert A. McDowell, Simpsonville.  
Gladys Morgan, Smithfield.  
Ella B. Burdick, Tollesboro.  
Wilford D. Cunningham, Webbs Cross Roads.

## LOUISIANA

Alma A. Maloof, Braithwaite.  
Vivian Ballay, Empire.  
Grace S. Ellzey, Venice.  
Thelma J. Leon, Violet.

## MISSISSIPPI

Mabel H. Domengeaux, Belzoni.  
Ethie McNair, Neshoba.

## NEBRASKA

Pauline Rosenow, Alvo.  
Viola Calhoun, Benedict.  
Edward L. Spatz, Bruno.  
George R. Hanson, Champion.  
Evelyn A. Endres, Crab Orchard.  
Daisy G. Hendricks, Douglas.  
Angus K. Halcomb, Filley.  
Albert O. Kruger, Gurley.  
Vratislav J. Kovarik, Hallam.  
Laura F. Besley, Halsey.  
Vera Fisher, Hubbell.  
Maude M. Dunn, Inavale.  
Ruth C. Olson, Johnstown.  
Irene Jansen, Kennard.  
Otis T. Carlson, Marquette.  
Bernice L. Irland, Otoe.  
Vera J. King, Primrose.  
Robert G. Lynch, Roseland.  
Francis H. Holtorf, Saint Libory.  
William J. Johannes, Seward.  
Joseph Kounovsky, Snyder.  
Fannie H. Manning, Steele City.  
Harry V. Smith, Waco.  
Amy E. Conant, Wellfleet.  
Floyd A. Garrett, Whisman.

## NEW MEXICO

James E. Matchin, Crownpoint.  
Vincent C. Steele, Greenville.  
Louise Miller, Loco Hills.  
Bertha R. Yessler, Nara Visa.  
Anastacia V. Lopez, Penasco.

## OKLAHOMA

Eván E. Wiley, Arapaho.  
Samuel A. Irwin, Atwood.  
Charles A. Warren, Brinkman.  
Thomas H. Atkins, Bromide.  
James O. Deer, Carney.  
Nellie I. Malone, Cashion.  
Maureta G. Pappan, Chilocco.  
Henry C. Black, Cloud Chief.  
Gussie C. Morton, Cromwell.  
Cornelia M. Jenkins, Drummond.  
Obara Goodwin, Durham.  
Dora L. Parks, Fay.  
Harold Chaffin, Francis.  
Helena M. Hood, Hoffman.  
Lula T. Stiles, Hollister.  
Joseph E. Carnes, Kansas.  
Fern D. Arnold, Kiowa.  
Lillie E. Williams, Leflore.  
Haskell C. Donnelly, Lehigh.  
Mamie I. Pope, Loyal.  
Jerome H. Hodgins, Moffett.  
Rephord H. Stevens, Mustang.  
John W. Clarke, Nardin.  
Sally Clayton, Oakhurst.  
Ruby E. Harper, Quinlan.  
Roberta J. Price, Rosston.  
Beuna M. Gass, Selman.  
Mary A. Ferren, Shamrock.  
Carrie Zahn, Sharon.  
Clarence O. Lester, Smithville.  
Mary Marie Yaeger, Springer.  
Ethel Watkins, Talala.  
Artie B. Clement, Texola.  
John R. Chitwood, Vinson.

## RHODE ISLAND

Harriet A. H. Nichols, Foster Center.  
Thomas J. Conroy, Hamilton.

## VIRGINIA

Joseph H. Hurst, Allisonia.  
Sallie B. Willson, Ballsville.  
Bettie F. Gayle, Baskerville.  
John C. Kehoe, Bealeton.  
Harry R. Bell, Birdsnest.  
Harry B. Marshall, Blue Grass.  
Mary Webb, Branchville.  
Bertha B. Alvis, Brook Hill.  
Lawrence C. Costen, Buell.  
Edna O. Watkins, Buffalo Junction.  
John Duke, Jr., Carrsville.  
Annie L. Davis, Cascade.  
Jerry Morgan, Catawba.  
Virginia M. Cline, Clear Brook.  
Edwina Boisseau, Dewitt.  
Idamae Turner, Dorchester.  
French S. Brawner, Dumfries.  
Rosalee R. Baker, Dunbar.  
Fieda H. Goodwyn, Dundas.  
Edna Kilgore, East Stone Gap.  
Mary E. McChesney, Fishersville.  
Etta C. Turner, Fort Blackmore.  
John R. Sweeney, Jr., Gainesville.  
Nathan H. Tillage, Gloucester Point.  
James M. Jones, Goodview.  
Cynthia L. Kerr, Goodwins Ferry.  
Regina E. Selby, Greenbackville.  
Maude Gilmer, Hansonville.  
Gorman A. Hilton, Hiltons.  
Edna Y. Harper, Holdcroft.  
Gordon P. Murray, Hollins.  
Fred L. Marshall, Keeling.  
Rosa L. Thrift, Kinsale.  
Genevieve P. Gresham, Lancaster.  
Ella S. Hockaday, Lanexa.  
Claude L. Bradshaw, Laurel.  
Eva G. Davenport, Leona Mines.  
Marie H. Clark, Lively.  
Gladys M. McLaughlin, Lowmoor.  
Theron P. Bell, Jr., Machipongo.  
Adelbert D. Sydnor, Mannboro.  
Nannie B. Chase, Mappsville.  
John E. Dodson, Mattoax.  
Norman O. Armstrong, Midland.  
Stephen M. Nelson, Nelson.

Ellie I. Amburgey, Nora.  
Julia Maloney, North Garden.  
Lucille H. Gilbert, North Holston.  
Edward L. Deane, Nottoway.  
Nancy C. Leontal, Oakton.  
Lauza Richie, Oakwood.  
Walter H. Burgess, Paces.  
Charlie A. Pannell, Parrott.  
C. Meredith Richardson, Pendletons.  
Anne G. Pearl, Port Republic.  
Joseph Thomas Tokarz, Port Richmond.  
William R. Bailey, Quinton.  
Ollie May Brooks, Red Ash.  
Anne H. Giles, Rock Castle.  
Lottie Herndon, Ruckersville.  
Margaret M. Powell, Seaford.  
Linda T. Meissner, Skipwith.  
Thomas H. Elmore, Snowville.  
Wiley H. Robertson, Spout Spring.  
James H. L. Parker, State Farm.  
John E. Winstead, Village.  
Lola G. Fowler, White Post.  
Adam R. Springston, Wilsons.  
Euren Skinnell, Wirtz.

## HOUSE OF REPRESENTATIVES

WEDNESDAY, OCTOBER 3, 1945

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

Rev. Frank B. Burress, pastor of the Fountain Memorial Baptist Church, Washington, D. C., offered the following prayer:

Holy Father, who art in Heaven, hallowed be Thy name. We thank Thee for the opportunities of another day. May we have strength and wisdom to take advantage of the possibilities ahead of us in living this day that are within the realm of Thy will.

We pray Thy divine blessing upon each of these men and women that are here assembled to deliberate on weighty matters that involve our Nation's welfare. May they be led aright as they serve their countrymen and Thee. May the laws that are here made be of Thine approval.

Bless, we pray, the President and those who serve with him. May we be ever conscious that lasting enduring peace only comes through the Prince of Peace as He is related individually in the hearts of men. For we ask it all in His name with the forgiveness of our sins. Amen.

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

## MESSAGE FROM THE SENATE

A message from the Senate, by Mr. Frazier, its legislative clerk, announced that the Senate had passed without amendment a concurrent resolution of the House of the following title:

H. Con. Res. 81. Concurrent resolution providing that the war emergency has been relieved to an extent which will justify proceeding with the highway-construction program under the Federal-Aid Highway Act of 1944.

The message also announced that the Senate had passed a bill of the following title, in which the concurrence of the House is requested:

S. 1231. An act to provide for covering into the treasury of the Philippines certain Philippine funds in the Treasury of the United States.

The message also announced that the Senate insists upon its amendments to the bill (H. R. 3951) entitled "An act to