

States in the decade was due to migrations of farmless and other families from the Great Plains and other sections. The population expansion, by the way, was twice the national rate and the resultant conditions had national repercussions.

The Federal Government in the 8 years ending June 30 next will have spent nearly \$3,000,000,000 in a futile but necessary effort to cope with the problem of unemployment in the 17 States of the arid and semiarid area. I do not suggest that reclamation could have saved all of this huge outlay, but I call attention to the fact that the amount is more than 10 times the total cost of all reclamation projects now in operation over a period of 39 years.

The distressing feature of this situation is that the westward surge of migrants from the Great Plains is not ended. Jewell County, Kans., reports a loss of nearly 200 families from 1940 to 1941. Most of these groups moved westward in the vain hope of a chance to return to the soil.

To aid in stemming the exodus of farm families from the Great Plains and similar areas, Senate amendment 102, on page 94, proposes to increase by \$1,500,000 the amount of reimbursable funds for irrigation projects of the Wheeler-Case type. You will recall that these projects provide work for W. P. A. and C. C. C. labor on permanent construction.

To the westward, outside of the few spots where there are defense industries, the situation is even more complicated. Reports show there are perhaps 175,000 families with farm background eking out an existence until they can get permanent settlement opportunities.

An equally critical situation confronts many established agricultural areas confronted by shortages of irrigation water. Here it has been estimated there are 85,000 farm families facing desolation.

The Senate proposals, through amendments on pages 83 and 84, and 90, 91, 92, and 93, seek to speed the day when we can provide effective remedies for the conditions I have sketchily described.

For years we have been trying to complete 20 reclamation projects with appropriations from the so-called reclamation revolving fund. Due to our praiseworthy conservation policy, receipts in this fund from the sale of public land have dwindled, until it is wholly inadequate for the purpose for which it was created. At the present rate of appropriations it will take 15 or 20 years to complete some of these projects.

In the meantime, the Government's investment in these projects of more than \$120,000,000 is frozen and not working as it should in the local or national interests. One of these projects was started in 1906, and I insist 35 years is entirely too long for an undertaking of this kind to come into its full usefulness.

To meet these conditions, here is what the Senate proposes to do with these projects:

First. Seven projects are transferred for construction from the reclamation to the general fund. In addition to the amounts approved by this House, the Secretary of the Interior is authorized to incur contract obligations of \$7,450,000,

which will be in the interest of economy and economical construction.

Among the projects transferred are Colorado-Big Thompson, in Colorado, and Anderson Ranch, in Idaho, which I have previously mentioned in connection with power and supplemental needs. These two projects, with the Provo River project in Utah, will provide supplemental water for nearly 900,000 acres of land and provide security for 12,000 or 15,000 families. Other projects will offer settlement opportunities for migrant and other families already in the West.

Second. The remaining 13 projects will receive increased appropriations from the reclamation fund. All of them are in areas where the population pressure makes it especially desirable that families now on relief be given opportunities to get back on the land.

Since all of these funds are reimbursable, I submit it is nothing more than good business to complete these projects more rapidly. The sooner this is done, the quicker returns will start; the greater will be the permanent reductions in the drain on the Federal Treasury for relief.

All told, from 25,000 to 30,000 families will be benefited by this move. It has been demonstrated that each irrigated farm supports 2 or more families in nearby cities and towns.

The balanced employment, which will follow these speeded activities, will be geared so as not to interfere with defense priorities. More than 60,000 men on an annual basis will be given work in the program as a whole at the sites of construction, and nearly twice that number will receive work in the extraction of raw materials and in the processing and transportation of supplies and equipment.

By this recital I feel I have shown the need for moving the reclamation program forward with all the speed possible. When all of the projects provided for in this bill are completed, the results achieved can be summarized as follows:

Self-sustaining irrigated farms will be provided for 40,000 to 50,000 families on some 2,500,000 acres of land.

Eighty-five thousand farm families now facing water shortages will be made secure and many established communities will be saved.

Twenty thousand to twenty-five thousand farm families in the Great Plains or similar areas, who otherwise will be forced to migrate, will be anchored in their present localities.

In the cities and towns dependent on irrigation developments, employment opportunities for a quarter of a million families will be heightened.

Purchasing power will be created and maintained which will offset to a large extent the loss of foreign markets.

Federal relief expenditures in the benefited areas will be reduced if not entirely eliminated.

Property and taxpaying values, worth many times the amount of reimbursable funds invested, will be created or maintained.

Low-cost hydroelectric power will not only serve defense industries but will be available for development and expansion of the West under normal conditions.

With the achievement of these objectives advanced by this bill as it passed this

House and accelerated by the Senate amendments, we might well rest on our oars if times were normal. But we must look ahead.

Some weeks ago the President called attention to the need when the present emergency is over for a reservoir or shelf of public works projects, which can be quickly launched to absorb ex-workers in defense industries and returning soldiers. The Senate proposes to take time by the forelock and provide the Bureau of Reclamation with an additional million dollars for investigations of feasible reclamation projects.

From the record of this organization, we can be assured that it will present no undertaking that does not meet the high standards the Congress has set in existing legislation and which will contribute to the welfare and stability of the West and the Nation at large.

The conference report on the Interior appropriations bill will shortly be filed in this body for appropriate action. I trust the membership will give serious and thoughtful consideration to it, as your conferees have done, and that it will meet with approval. By adopting the conference report, insofar as it affects reclamation, we will place reclamation on a firm basis, where it can move forward at a rate consistent with the national welfare.

We must ever be mindful of the fact that the western half of our great Nation depends for its successful existence upon reclamation. Reclamation is an activity with definite limits fixed by the available water supply, and we will never be able to irrigate more than perhaps 15,000,000 acres of additional lands. All this new work, as well as that in progress, will reimburse the Federal Treasury for all advances, as it has done in the past, and at the same time, insure this Nation in its present and future greatness.

Clarence Streit, False Front for British-Born "Union Now," Admits There Is Danger Ahead

EXTENSION OF REMARKS

OF

HON. PAUL W. SHAFER

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Monday, June 16, 1941

ARTICLE BY LILLIAN SCOTT TROY IN SAN FRANCISCO LEADER

Mr. SHAFER of Michigan. Mr. Speaker, under permission to extend my remarks I include an article, "Union Now Trembles," by Lillian Scott Troy, published April 5, 1941, in the San Francisco Leader:

[From the San Francisco Leader]

"UNION NOW" TREMBLES

(By Lillian Scott Troy)

In addition to using the dubious services of Maggie-Jiggs social luminaries of dim

Intelligence among the fair sex in sponsoring the British-Carnegie-Rhodes transparent intrigue to obtain signatures of American citizens to be presented to Congress to prove that the citizens of the United States are ashamed of their nationality and their flag and desire to come under the cloak of the British Empire in a "union," the Carnegie Foundation for International Peace stands godfather for one item of the opposite sex in the form of Clarence Streit Rhodes scholar and alleged author of the book *Union Now*.

According to the Carnegie Yearbook of 1940, the organization admits financing this unfortunate man in regard to investing in hundreds of copies of his book and placing them in public libraries of the United States. To quote from the Carnegie publication indicated above, we find page 57:

"In addition to the copies of the book *Union Now*, by Clarence Streit, sent to the International Relations Clubs, the division placed 400 copies in public libraries and sent over 1,000 copies to carefully selected editors and newspapers and journalists in the United States and Canada, asking that they review the book upon its merits. The response to the distribution was widespread and gave added impetus to public thought on the subject treated by Mr. Streit."

That the list of editors was carefully selected we have no doubt—and how we would appreciate having an opportunity to peruse that list. Alas!

The headquarters of *Union Now* as, as may have been expected at Union House, 445 West Twenty-third Street, New York City, if one is not too inquisitive; but to those on the "inside" of the plot, the real headquarters are in London, England.

It was to these headquarters that Mr. Streit sent a radiogram at the request of Federal Union, London, in which he whistled to keep up his own courage—yet displayed his fear in the following words:

DANGER CANNOT HALT US

What danger is anticipated by Mr. Streit? Not from the British, nor from the New Deal, nor from the Carnegie Foundation for International Peace, nor the committee once headed by Mr. William Allen White to defend the United States by giving all aid to the British. Then wherein lies the danger for this Rhodes scholar among the citizens of the United States if he is living and working in loyalty to this land of ours and our citizens? That he anticipates plenty of trouble we may infer from his further words in the radiogram:

"Nothing shall blow out the candle we have lit. The storm shall make its light only brighter."

Storm is the word, Mr. Streit; and you will learn to know just what a storm is when the American people find out what you and your backers have been up to in this treacherous *Union Now*, or plot. You will run before it, and the wade-out retreat of your friends from Dunkirk will be but a splash in shallow water compared to your leaps and bounds for the nearest border—when the Americans wake up. That you are afraid is evident, and before many moons you may find yourself in competition with those tall and slender aspens which live in the high places—and quake all their lives.

With the usual brass this man assures his colleagues in London that "Already more than 2,000,000 American voters favor Federal Union with you," etc. But with that unescapable display of fear he says, "We enter now a more dangerous year." Yes, it is danger with a vengeance, and we are glad to know that Mr. Streit and his colleagues in London know just what he is doing—and all about the danger.

In London the official organ of this gang is *World Review*. This publication is a monthly, and the joint editors are Mr. Vernon Bartlett, Member of Parliament, and an expert

on foreign affairs, and a close friend of Mr. Clarence Streit; the other editor is Mr. John Sutro.

To those who knew and respected the late William T. Stead, editor of the *English Review of Reviews*, who was lost in the *Titanic* disaster, it is sorrowful to learn that his publication has been absorbed by *World Review* of the *Union Now* adventurers. Mr. Stead broke with Cecil Rhodes' foundation when he learned that the basic idea of Rhodes' scheme was the reconquest of the United States as an "integral part of the British Empire," by treason and intrigue, and betrayal. Mr. Stead often spoke to me of his hope that the United States would "come back" to the British Empire; and invariably I told him this was a distasteful suggestion to an American, and that my people would fight any such suggestion as they would any other kind of treason to their country. Mr. Stead edged away from the conspirators when he learned of the inside of the plan. He broke with Cecil Rhodes; and he counseled of the peril to the British Empire were any such foolhardy "exploration" undertaken seriously by the British Government.

When Mr. Stead found that I had come into possession of the schedule of this plot and intended to publish it in the United States in 1909, he took great trouble and pains to convince me that such publication would ruin my reputation in journalism because the schedule was so "absurd." That was true. Who, reading at that remote time that the power of the President of the United States was to be increased, and Congress abolished, would respect the correspondent who claimed that this absurd statement was factual? And who would give heed to another "point" in the schedule that the Supreme Court of the United States was to be packed?

Or that our naval units, such as the 50 destroyers, were to be placed in British possession? And that professors and educators who were known as loyal Americans and honorable men were to be shunted out of one university and college and school, one after the other, to make way for men who would, under the protection of the Carnegie Foundation for International Peace, write new histories of the United States in which even General Washington would be defamed, and other heroes of our grand and wonderful early history be held up to American students as men to be scorned and despised. All this was truly absurd in 1909; but as many of the points of the schedule of destruction for the United States came to my attention in England, where I lived as a journalist for over 10 years, and I began to see the attention given to the project by members of the British Government, I decided to do my best to have the points of this schedule or plan published in 1912; and it was the *San Francisco Leader*, for which I am writing this article today, that published the whole plot, and the points, in two articles in February of that year—29 long years ago.

All attempts to have this treachery exposed to view by congressional action has failed. After years of effort the Hearst press made a good start, and followed this up with an illuminating editorial in which pertinent reference was made to the destructive work of the "dead hand" of Andrew Carnegie and his anti-American foundation; but, after a bright beginning, the Hearst papers abandoned the fight and retreated into a silence which has not been broken since that time.

Histories, like that of one Bernhard Knollenberg, published this year in New York, cast unworthy slurs on the Father of Our Country and his generals. Washington's weaknesses and failings are held up to view, and Knollenberg claims that it was a trait of Washington's character to "shift responsibility for his errors to others," etc.

Slander, treason, intimidation of people who have stood fast to beat down these hired slanderers, and the employment of such men as Streit—the timorous specimen who feels the danger so keenly in his rabbit soul that he has to send radiograms about it to his colleagues in London—is the shadow-box display of ways and means which the intriguers have selected to destroy the American Nation. To obtain signatures of innocent old ladies and others devoted to peace for all the world, the Streitists have opened over 700 offices all over the United States and placed them, for the most part, in the hands of women for the purpose of obtaining signatures to a petition to Congress to be presented to that body as an evidence of the desires of our citizens for *Union Now*, as a member of a supergovernment which would bring about universal peace.

It is not to be assumed that the men who have been spending millions to bring about this degradation for the United States would take all of these women into the secret; and the instructions given the women prove that a goodly number of them have no suspicion of the truth. The mental and servile complexes of some of these enthusiasts may be blamed in some measure for their employment in such a venture. Back of each local center for the distribution of the poison petitions may be found a guiding spirit, generally a man who operates from behind the skirts of ignorant Maggie-Jiggs complexed women; and occasionally the bureau is under the direction of a woman.

If it is true that over 2,000,000 American voters are in favor of *Union Now*, as Mr. Streit has cabled his London office, then each and every voter has a splendid case for action against Streit and his backers for fraudulent representation; and the old ladies at his *Union Now* offices, collecting American voters' signatures to sell out the United States to Great Britain, also have a sound case against him for misrepresentation to themselves, and another for the ignominy and shame which their connection with this organization will cast upon their descendants for decades to come. Any other organization, person, or group supporting Mr. Streit's fake peace project, and contributing to the degradation of American voters, or volunteers for the furtherance of *Union Now*, likewise is legally responsible. If some of the sons of the old ladies who are culling signatures from other old ladies for something which is known to be disloyal to the United States would combine to make a test case of Streit's use of their mothers and maiden aunts, some interesting sprinting for other lands might be witnessed which would place the Norwegian and Dunkirk routs in a most inferior rank for pure speed.

The Carnegie Year Book for 1940, a copy of which is generally to be found in our large public libraries, speaks with glibness of their "international alcoves" in each library, and the fact that librarians cooperate to lure the public to patronize the books allocated to the alcoves—most of which are on the subject of how fine it would be for this country to join the British Empire; and publications like Mr. Clarence Streit's "*Union Now*" disclosure. The life of Washington will be found missing from these alcoves, in its place may be found works on what distinguished British officers and English gentlemen think of the States and the people of the States—as our Nation is called by the Britons.

Among them being the lurid America's Peril by P. A. Vaile, who states, "The carrion-eating vulture would have suited Americans quite as well as an emblem of liberty as the eagle."

And with the Right Honorable Winston Churchill still holding on to his control in Great Britain on the "needling" promise to his people of the Americans coming over to save Britain, it is grim to find that the British author's opinion of American manhood has

been delineated in the following words: "Men in America are effeminate looking. They are a mixture of poodle dog and girl." Long live the Republic of the United States.

Wooden Merchant Shipbuilding Imperative

REMARKS

OF

HON. MARTIN F. SMITH

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Monday, June 16, 1941

Mr. SMITH of Washington. Mr. Speaker, on June 2 I addressed the House in favor of an all-out wooden merchant shipbuilding program to meet the needs of Great Britain and our own coastwise shipping. I pointed out the fact that thus far the United States Maritime Commission and the Bureau of Ships, United States Navy, have limited the program almost entirely to steel construction and that we now face a steel shortage according to the latest report of Mr. Gano Dunn, senior consultant in the production division of the O. P. M. Steel is needed for tooling, machinery, armor plate for battleships, heavy armament, and munitions, and, it now appears, for petroleum pipe lines. This is all the more reason why we should utilize wood for our merchant shipbuilding, of which we have a plentiful supply. If we had started a wooden shipbuilding program a year ago, when I first advocated it to officials in charge, we would not now be suffering so acutely from the lack of bottoms which is a serious handicap to Great Britain and ourselves.

A few days ago Secretary of the Navy Knox said that we need to perform a "miracle" in shipbuilding, so critical is the situation caused by the loss of British shipping. Mr. Speaker, I do not know whether we are capable of performing "miracles"—the record of the past year hardly indicates that—but it is not too late to exercise hard-headed common sense in furthering our shipbuilding program. When I spoke on this subject last week I referred to the achievements in wooden-ship building in the Pacific Northwest in the last World War and drew attention to the fact that our idle wooden-ship yards and ship carpenters and mechanics in that region are ready, able, and willing to do an equally good job to meet the present emergency.

In 1917 President Woodrow Wilson called upon the shipbuilders of the Nation to "span the Atlantic with a bridge of wooden ships." They responded so magnificently to the President's call that historians have declared that the speed and effectiveness with which they acted contributed more than any other single factor to the defeat of Germany in 1918. History can and will repeat itself if our wooden-ship builders are again given the opportunity to serve our country and our democratic allies.

Mr. Speaker, my previous remarks have received wide news and editorial comment throughout the country, and I have also received many interesting and constructive communications. Every expression which has come to my attention has been favorable and I have not seen or heard of any adverse criticism. One of the most illuminating letters which I have received is from my own State and written by an experienced shipbuilder who formerly was located in my own district, Mr. G. F. Matthews, now a resident of Seattle. I quote from Mr. Matthews' air-mail letter to me of June 3:

Representative MARTIN F. SMITH,
House of Representatives,
Washington, D. C.

DEAR MR. SMITH: The local papers have printed several articles in regard to the revival of wood-ship building.

The Seattle Times had an article stating that you had addressed the House June 2, making the prediction that there will be a shortage of steel for shipbuilding, and the Government should construct wood-built vessels, thereby increase ship tonnage.

You remember that I operated a shipyard in your home town, and believe I have an experience that only a few men have; consequently, I will volunteer to explain to you some of my views.

There is no question regarding steel being the most practical and economic material for ship construction, particularly for large vessels. However, the present war has proved that even the greatest type of steel constructed ships are destructible, namely, the *Hood* and *Bismarck*. Any amount of ships, airplanes, and oil will be required to stop this world's greatest menace—war.

Several types of wood-constructed vessels could be designed and built that would give valuable service to both England and the Americas during the gigantic struggle to stop this war.

One type would be a vessel for carrying lumber cargoes, which would be practical and serve a special purpose. For instance, I built a number of steam schooners for the coastwise lumber trade. Many of these vessels were successfully operated during the last war in other trades, South America, east coast, Gulf, and West Indies. Cargoes consisted of lumber, nitrates, sugar, hardwoods, ore, coal, and miscellaneous. A number of this type were sold in Europe.

My idea would be to build a number of that type of vessel, modern and with a capacity of 2,000 M feet of fir lumber equipped with twin-screw 750 horsepower Washington Iron Works Diesel engines, a vessel that would be practical and economical to operate in special trades, thereby relieving the steel ship for more important trade routes.

Lumber, cut in British Columbia, is shipped by rail to the Atlantic Coast, then transported to England by steamers. A shortage of vessels creates a bottleneck for those mills and loggers. The vessel I briefly described could transport the lumber cheaper and allow the steel steamers to carry general cargoes.

Another type of motorship could be built for general cargo, capacity 3,000 tons, and would be a very suitable vessel in numerous trades, such as "feeder ships" to domestic ports and the Western Hemisphere countries.

About 1932 the wooden motorship *North Star* was built here for a supply ship to operate to Alaska, for the Department of the Interior. The Government allowed the vessel to make two trips to the Antarctic for the Byrd expedition, carrying men and supplies. This vessel has been very successful and the Navy is now operating said

vessel as a supply ship on the Atlantic Coast. No doubt the Navy could use a number of such vessels if they were available. In the meantime, the Government is compelled to pay existing freight rates to transport supplies to Alaska, also, new bases in both oceans, and will be forced to continue this unless something is done about it.

I, for one, have no desire to see our Government open up on extensive, costly, and wasteful shipbuilding program, like the one established during the other war. However, I believe a conservative program should be started at once, otherwise it may prove to be neglectful.

Every type of vessel is in demand now, and the war demands are increasing beyond all expectations. Less than 2 years ago one of the Government officials visited the west coast and made the remark that we had enough shipyards. His remarks discouraged all possibilities at that time of the establishing of a shipyard then under consideration. His vision was decidedly wrong, little did he realize what the future would bring and the same thing can happen again.

It is not particularly one kind of ship that is so all important now, but the objective is to get the ships, no matter how you get them, and be sure to get enough. That is what is going to count the most before this destructive war is ended.

It is true we have not the number of shipyard mechanics now for building wood ships that we had in 1917 and 1918 and the long timbers are not so plentiful either. However, 8 or 10 modern yards could be established in Washington and Oregon, organizations formed, local sawmills to manufacture the lumber and vessels built. The industry would create an important addition to the defense program now going forward.

In the President's recent address he mentioned the alarm for ships. No doubt the officials responsible for the shipbuilding program will oppose your views in regard to wood-built ships, and may I suggest that you take your plan to President Roosevelt, then you will learn his views.

It is a fact that the enormous amount of wood-ship tonnage constructed in this country during the other war played an important part in the breaking down of the German resistance.

Some of our friends on the harbor have made suggestions to me in regard to establishing a shipyard there. This could be done providing Government work could be awarded. It is impossible to get private capital interested in building vessels for the lumber trade, owing to labor conditions in operating vessels and prevailing uncertainties.

Will be pleased to hear from you when convenient, stating your progress on the wood-ship building program.

With kind personal regards,

Yours very respectfully,

G. F. MATTHEWS.

I will also quote from some of the editorials which have been published in southwest Washington newspapers.

On June 3 the Longview Daily News made this comment:

SMITH SUPPORTED

Here in the timber country we're ready to argue the merits of wood any time, and therefore should back up Congressman SMITH'S assertion that the Government should build some wooden merchant ships. Inasmuch as a shortage of steel seems imminent. Wooden-hulled steamers may not be the equal of steel ships in some respects, but they have been sailing the seas for a long time and do a pretty good job. And a steel merchant hull won't stop a torpedo any better than solid planking. Many improvements have been