INFORMAL REMARKS OF THE PRESIDENT
Bonneville, Oregon
August 3, 1934

Governor Meier, my friends of Oregon and Washington: There is an old saying that "seeing is believing" and that is why I came here today.

Until today I have never been familiar with more than the lower course of the Columbia River, but as far back as 1920 I had the privilege of coming out through these states -- through all of the great Northwest and I conceived at that time the very firm belief that this wonderful valley of the Columbia was one of the greatest assets, not alone of the Northwest but of the United States of America. Back there, fourteen years ago, I determined that if I ever had the rank or the opportunity to do something for the development of this great River Basin and for the territory that surrounds it, I would do my best to put this great project through.

Yes, "seeing is believing." Over a year ago, when we first established the principle of commencing great public works projects in every part of the Union, I became firmly convinced that the Federal Government ought immediately to undertake the construction of the Bonneville Dam and the Grand Coulee Dam, and so we got started. General Martin reminded me, as we were driving out here, that it
Governor Welker, my thanks for your speech.

With this in mind, I want to say that I have never been more

pessimistic about the future of the Columbia River and its

basin. As I said at my campaign speeches -- and I am sure you

will recall it -- one of the key issues in the campaign was the

need for the development of the Columbia River. I believe that

the United States of America, back then, were quite united in

the need for the development of the Columbia River. Today, I

think that the need is as great as ever. I think that the

benefits of this development will be many, and we are prepared

to work for their realization. The Columbia River is a

source of power, of recreation, and of livelihood. It is a

source of life, of hope, and of opportunity. It is a source of

national pride.

Yes, "source of beauty." Over a year ago,

when we first sat down to plan the development of the Columbia

basin, we had to consider the principles of conservation. We

were faced with the problem of balancing the needs of the

public with the needs of the natural environment. I believe

continuously that the Federal Government should promote

steps to facilitate the conservation of the Columbia

basin and the Grand Coulee Dam. And now, we are working

hard to make this happen.
was only on the 26th day of September last year -- ten months ago only -- that the definite allocation of money for the Bonneville project was made by me at the White House, and I think we have gone a long way in less than a year.

It has been my conception, my dream, that while most of us are alive we would see great sea-going vessels come up the Columbia River as far as the Dalles and it was only this morning that the Secretary of War told me of a new survey that is being made by the Army Engineers. From that survey I hope it will be found to be, in the part of wisdom, to enlarge these locks so that ocean-going ships can pass up as far as the Dalles. And, when we get that done and moving, I hope that we can also make navigation possible from the Dalles up, so we may have barge transportation into the wheat country.

I am reminded a good deal of another river, with a problem somewhat similar -- a river on which I was born and brought up -- the Hudson. It was only a comparatively few years ago -- within the past ten years -- that through the action of the Federal Government the channel of the Hudson River was so deepened that Albany, 140 miles from the sea, was made a seaport. You have a very similar case on the Columbia. In the same way in the State of New York, above Albany, you meet the rapids and the falls of the Mohawk. It was over a hundred years ago that Dewitt Clinton,
a Governor of New York, built what was called "Clinton's Ditch," the Erie Canal, and carried through the possibility of navigation by barge from the sea to the Great Lakes. And so I believe that the day will come on the Columbia when we will not only extend sea-going navigation far back into the continent but, at the end of sea navigation, we will be able to extend barge transportation still further back far north into the State of Washington and far into the State of Idaho. That is a dream my friends, but not an idle dream, and today we have evidence of what man can do to improve the conditions of mankind.

There is another reason for the expenditure of money in very large amounts on the Columbia -- in fact there are a good many reasons. While we are improving navigation we are creating power, more power, and I always believe in the old saying of "more power to you." I don't believe that you can have enough power for a long time to come and the power we will develop here is going to be power which for all time is going to be controlled by the government.

Two years ago, when I was in Portland, I laid down the principle of the need of government yardsticks so that the people of this country will know whether they are paying the proper price for electricity of all kinds. The Government can create yardsticks. At that time one had already been started on the Colorado River. Since then two other yardsticks have been undertaken, one in the
Tennessee Valley, one here on the Columbia River, and the fourth, the St. Lawrence, is going to be started.

In this northwestern section of our land, we still have the opening of opportunity for a vastly increased population. There are many sections of the country, as you know, where conditions are crowded. There are many sections of the country where land has run out or has been put to the wrong kind of use. America is growing. There are many people who want to go to a section of the country where they will have a better chance for themselves and their children -- and there are a great many people who have children and need room for growing families. As a Roosevelt I am thinking about growing families.

Out here you have not just space, you have space that can be used by human beings -- a wonderful land -- a land of opportunity -- a land already peopled by Americans who know whither America is bound -- people who are thinking about advantages for mankind, good education and above all the chance for security; the chance to lead our own lives without wondering what is going to happen to us tomorrow; security for old age, security against the ills and the accidents that come to people and, above all, security to earn your own living.

Today I have seen a picture I knew before only in blueprint form. So far as topography goes, it conforms to the blueprints and the chief engineer of this project tells me that nothing stands in the way of its being com-
pleted on time, on schedule and according to plan.

Within three years, I hope the Bonneville Dam will be an actual fact and, as a fact, it will from then on militate very greatly to the benefit of the lives, not only of the people of Oregon and Washington but of the whole United States.

I know you good people are heart and soul behind this project and I think most of you are heart and soul behind what your Government is trying to do to help the people of the United States. I wish I might stay here and survey everything in detail but, as you know, I have been on a long voyage and the sailor man doesn't stay put very long in one place.

I have been so much interested during this wonderful drive here that I have delayed things all along the road. That is why I am an hour late. Now I have to go to the train.

I want to tell you from the bottom of my heart what a privilege it is to come here and see this great work at first hand. May it go on with God's blessing and with your blessings.
Gov. Meier, my friends of Oregon and Washington: There is

any old saying that "seeing is believing" and that is why I came

done today.

Until today I have never been familiar with more than the

lower course of the Columbia River, but as far back as 1920 I

had the privilege of coming out through these states -- through

all of the great Northwest and I conceived at that time the very

firm believe that this wonderful valley of the Columbia was one

of the greatest assets, not alone of the northwest but of the

United States of America. Back there, 14 years ago, I determined

that if even had the rank or the opportunity to do something

for the development of this great River Basin and for the

territory that surrounds it, that I would do my best to put

t this great project through.

Yes, "seeing is believing." Over a year ago, when we first

established the principle of commencing great public works

projects in every part of the Union, if I became firmly convinced

that the Federal Government ought to immediately undertake the

construction of the Bonneville Dam and the Grand Coulee Dam,

and so we got started. General Martin reminded me, as we

were driving out here, that it was only on the 26th day of

September last year -- only ten months ago -- that the definite

allocation of money for the Bonneville Project was made by me

at the White House, and I think we have gone a long way in less

than a year.
It has been my conception, my dream, that while most of us are alive we would see great seagoing vessels come up the Columbia River as far as the Dalles. It was only this morning that the Secretary of War told me of a new survey that is being made by the Army Engineers. From that survey I hope it will be found to be in the part of wisdom to enlarge these locks so that ocean going ships can pass up as far as the Dalles. And, when we get that done and moving, I hope that we can also make navigation from the Dalles up so that we can have barge transportation into the wheat country.

I am reminded a good deal of another river, with a problem somewhat similar -- a river on which I was born and brought up -- the Hudson. It was only a comparatively few years ago -- within the past ten years -- that through the action of the Federal Government the channel of the Hudson River was so deepened that Albany, 140 miles from the sea, was made a seaport. You have a very similar case on the Columbia.

In the same way in the State of New York, above Albany, you meet the rapids and the falls of the Mohawk. It was over a hundred years ago that DeWitt Clinton, a Governor of New York, built what was called "Clinton's Ditch", the Erie Canal, and carried the possibility of navigation by barge through from the sea to the Great Lakes. And so I believe that the day will come on the Columbia when we will not only extend seagoing navigation far
back into the continent but, at the end of sea navigation, we will be able to extend barge transportation still further back far north into the State of Washington and far into the State of Idaho. That is a dream my friends, but not an idle dream, and today we have evidence of what man can do to improve the conditions of mankind.

There is another reason for the expenditure of the taxpayers' money in very large amounts on the Columbia -- in fact there are a good many reasons. While we are improving navigation we are creating power, more power, and I always believe in the old saying of "more power to you." I don't believe that you can have enough power for a long time to come and the power that we are developing here is going to be power which for all time is going to be controlled by government.

Two years ago, when I was in Portland, I laid down the principle of the need of government yardsticks so that the people of this country will know whether they are paying the proper price for electricity of all kinds, and I conceived the idea of the government can create yardsticks. One has already been started on the Colorado River. Since then two other yardsticks have been undertaken, one in the Tennessee Valley, one here on the Columbia River, and the fourth, the St. Lawrence, is going to be started.
Postal Telegraph-Cable Company

PRESS TELEGRAM

And then the last reason of all, that I felt to be of vast importance, is the fact that in this northwestern section of our land we still have the opening of the opportunity for a vastly increased population. There are many sections of the country, as you know, where conditions are crowded. There are many sections of the country where land has run out or has been put to the wrong kind of use. America is growing. There are many people who want to go to a section of the country where they will have a better chance for themselves and their children -- and there are a great many people that have children and need some room for growing families. As a Roosevelt I am thinking about growing families. Out here you have not just space, you have space that can be used by human beings -- a wonderful land -- a land of opportunity -- a land already peopled by Americans who know whither America is bound -- people who are thinking about advantages for mankind, good education, and above all the chance for security, the chance to lead our own lives without wondering what is going to happen to us tomorrow, security for old age, security against the ills and the accidents that come to people and, above all, security to earn your own living.

Today, I have seen a picture that I knew before only in blueprint form. So far as topography goes, it conforms to the blueprints and the chief engineer of this project tells me that nothing stands in the way of its being completed on time, on
schedule and according to plan.

Within three years, I hope that the Bonneville Dam will be an actual fact and that as a fact it will militate very greatly to the benefit of the lives, not only of the people of Oregon and Washington but of the whole United States.

I know that you good people are heart and soul behind this project and I think most of you are heart and soul behind what your Government is trying to do to help the people of the United States. I wish that I might stay here and survey everything in detail but, as you know, I have been on a long voyage and the sailor man doesn't stay put very long in one place. I have been so much interested in this wonderful drive here that I have delayed things all along the road. that is why I am an hour late. I have to go on at the train.

I want to tell you from the bottom of my heart before I go what a privilege it is to come here and see this great work at first hand. May it go on with your blessing and with your blessings.
THE WHITE HOUSE
WASHINGTON

Miss Meredith

For files. Revised by the President.
IMMEDIATE RELEASE

FOR THE PRESS

Aug. 3, 1884.

Following is the telegraphic report of informal remarks of the President at Bonneville, Oregon, August 3, 1884:

Gov. Meier, my friends of Oregon and Washington: There is an old saying that "seeing is believing" and that is why I came here today.

Until today I have never been familiar with more than the lower course of the Columbia River, but as far back as 1902 I had the privilege of coming out through those states -- through all of the great Northwest and I conceived at that time the very firm belief that this wonderful valley of the Columbia was one of the greatest assets, not alone of the Northwest but of the United States of America. Back there, 14 years ago, I determined that if I ever had such an opportunity to do something for the development of this great River Basin and for the territory that surrounds it, I would do my best to put this great project through.

Yes, "seeing is believing," Over a year ago, when we first established the principle of commencing great public works projects in every part of the Union, I became firmly convinced that the Federal Government ought immediately to undertake the construction of the Bonneville Dam and the Grand Coulee Dam, and so we got started. General Martin reminded me, as we were driving out here, that it was only on the 26th day of September last year -- ten months ago only -- that the definite allocation of money for the Bonneville project was made by me at the White House, and I think we have gone a long way in less than a year.

It has been my conception, my dream, that while most of us are alive we would see great sea-going vessels come up the Columbia River as far as the Dalles and it was only this morning that the Secretary of War told me of a new survey that I have made by the Army Engineers. From that survey I hope it will be found, in the part of wisdom, to enlarge these locks so that ocean-going ships can pass up as far as the Dalles. When we get that done it is my hope that we can also make navigation possible from the Dalles up, so we may have barge transportation into the wheat country.

I am reminded of another river, with a problem somewhat similar -- a river on which I was born and brought up -- the Hudson. It was only a comparatively few years ago -- within the past ten years -- that through the action of the Federal Government the channel of the Hudson River was so deepened that Albany, 140 miles from the sea, was made a seaport. You have a very similar case on the Columbia. In the same way in the State of New York, above Albany, you meet the rapids and the falls of the Schuykill. It was over a hundred years ago that De Witt Clinton, a Governor of New York, built what was called "Clinton's Ditch," the Erie Canal, and carried through the possibility of navigation by barge from the sea to the Great Lakes. And so I believe that the day will come on the Columbia when we will not only extend sea-going navigation for barge into the continent but, at the end of its navigation, we will be able to extend its use and barge transportation still further back north into the State of Washington and far into the State of Idaho. That is a dream of my friends, but not an idle dream, and today we have evidence of what man can do to improve the conditions of mankind.
There is another reason for the expenditure of money in very large amounts on the Columbia -- in fact there are a good many reasons. While we are improving navigation we are creating power, more power, and I always believe in the old saying of "more power to you." I don't believe that you can have enough power for a long time to come and the power we will develop here is going to be power which for all time is going to be controlled by government.

Two years ago, when I was in Portland, I laid down the principle of the need of government yardsticks so that the people of this country will know whether they are paying the proper price for electricity of all kinds. The Government can create yardsticks. At that time one had already been started on the Colorado River. Since then two other yardsticks have been undertaken, one in the Tennessee Valley, one here on the Columbia River, and the fourth, the St. Lawrence, is going to be started.

In this northwestern section of our land, we still have the opening of opportunity for a vastly increased population. There are very sections of the country, in which the people have gone where conditions are crowded. There are many sections of the country where land has run out or has been put to the wrong kind of use. America is growing. There are many people who want to go to a section of the country where they will have a better chance for themselves and their children -- and there are a great many people who have children and need room for growing families. As a Roosevelt I am thinking about growing families.

Out here you have not just space, you have space that can be used by human beings -- a wonderful land -- a land of opportunity -- a land already populated by Americans who know whither America is bound -- people who are thinking about advantages for mankind, good education and above all the chance for security; the chance to lead our own lives without worrying what is going to happen to us tomorrow; security for old age, security against the ills and the accidents that come to people and, above all, security to earn your own living.

Today I have seen a picture I knew before only in blueprint form. So far as topography goes, it conforms to the blueprints and the chief engineer of this project tells me that nothing stands in the way of its being completed on time, on schedule and according to plan.

Within three years, I hope the Bonneville Dam will be an actual fact and, as a fact, it will from then on millitaje very greatly to the benefit of the lives, not only on the people of Oregon and Washington but of the whole United States.

I know you good people are heart and soul behind this project and I think most of you are heart and soul behind what your Government is trying to do to help the people of the United States. I wish I might stay here and survey everything in detail but, as you know, I have been on a long voyage and the sailor man doesn't stay put very long in one place.

I have been so much interested during this wonderful drive here that I have delayed things all along the road. That is why I am an hour late. Now I have to go to the train.

I want to tell you from the bottom of my heart what a privilege it is to come here and see this great work at first hand. May it go on with God's blessing and with God's blessings.

- End -
Aug. 3, 1934.

Following is the stenographic report of informal remarks of the President at Bonneville, Oregon, August 3, 1934:

-- -- -- -- --

Gov. Leier, my friends of Oregon and Washington: There is an old saying that "seeing is believing" and that is why I came here today.

Until today I have never been familiar with more than the lower course of the Columbia River, but as far back as 1820 I had the privilege of coming out through these states--through all of the great Northwest and I conceived at that time the very firm belief that this wonderful valley of the Columbia was one of the greatest assets, not alone of the Northwest but of the United States of America. Back then, 14 years ago, I determined that if I ever had the rank or the opportunity to do something for the development of this great River Basin and for the territory that surrounds it, I would do my best to put this great project through.

Yes, "seeing is believing." Over a year ago, when we first established the principle of commencing great public works projects in every part of the Union, I became firmly convinced that the Federal Government ought immediately to undertake the construction of the Bonneville Dam and the Grand Coulee Dam, and so we got started. General Martin reminded me, as we were driving out here, that it was only on the 26th day of September last year--ten months ago only--that the definite allocation of money for the Bonneville project was made by me at the White House, and I think we have gone a long way in less than a year.

It has been my conception, my dream, that while most of us are alive we would see great sea-going vessels come up the Columbia River as far as the Dalles and it was only this morning that the Secretary of War told me of a new survey that is being made by the Army Engineers. From that survey I hope it will be found to be, in the part of wisdom, to enlarge these locks so that ocean-going ships can pass up as far as the Dalles. And, when we get that done and moving, I hope that we can also make navigation possible from the Dalles up, so we may have barge transportation into the wheat country.

I am reminded a good deal of another river, with a problem somewhat similar--a river on which I was born and brought up--the Hudson. It was only a comparatively few years ago--within the past ten years--that through the action of the Federal Government the channel of the Hudson River was so deepened that Albany, 140 miles from the sea, was made a seaport. You have a very similar case on the Columbia. In the same way in the State of New York, above Albany, you meet the rapids and the falls of the Mohawk. It was over a hundred years ago that Dewitt Clinton, a Governor of New York, built what was called "Clinton's Ditch," the Erie canal, and carried through the possibility of navigation by barge from the sea to the Great Lakes. And so I believe that the day will come on the Columbia when we will not only extend sea-going navigation far back into the continent but, at the end of sea navigation, we will be able to extend barge transportation still further back north into the State of Washington and far into the State of Idaho. That is a dream my friends, but not an idle dream, and today we have evidence of what man can do to improve the conditions of mankind.
There is another reason for the expenditure of money in very large amounts on the Columbia -- in fact there are a good many reasons. While we are improving navigation we are creating power, more power, and I always believe in the old saying of "more power to you." I don't believe that you can have enough power for a long time to come and the power we will develop here is going to be power which for all time is going to be controlled by the government.

Two years ago, when I was in Portland, I laid down the principle of the need of government yardsticks so that the people of this country will know whether they are paying the proper price for electricity of all kinds. The Government can create yardsticks. At that time one had already been started on the Colorado River. Since then two other yardsticks have been undertaken, one in the Tennessee Valley, one here on the Columbia River, and the fourth, the St. Lawrence, is going to be started.

In this northwestern section of our land, we still have the opening of opportunity for a vastly increased population. There are many sections of the country, as you know, where conditions are crowded. There are many sections of the country where land has run out or has been put to the wrong kind of use. America is growing. There are many people who want to go to a section of the country where they will have a better chance for themselves and their children -- and there are a great many people who have children and need room for growing families. As a Roosevelt I am thinking about growing families.

Out here you have not just space, you have space that can be used by human beings -- a wonderful land -- a land of opportunity -- a land already populated by Americans who know whether America is bound -- people who are thinking about advantages for mankind, good education and above all the chance for security; the chance to lead our own lives without wondering what is going to happen to us tomorrow; security for old age, security against the ills and the accidents that come to people and, above all, security to earn your own living.

Today I have seen a picture I knew before only in blueprint form. So far as topography goes, it conforms to the blueprints and the chief engineer of this project tells me that nothing stands in the way of its being completed on time, on schedule and according to plan.

Within three years, I hope the Bonneville Dam will be an actual fact and, as a fact, it will from then on mitigate very greatly to the benefit of the lives, not only on the people of Oregon and Washington but of the whole United States.

I know you good people are heart and soul behind this project and I think most of you are heart and soul behind what your Government is trying to do to help the people of the United States. I wish I might stay here and survey everything in detail but, as you know, I have been on a long voyage and the sailor man doesn't stay put very long in one place.

I have been so much interested during this wonderful drive here that I have delayed things all along the road. That is why I am an hour late. Now I have to go to the train.

I want to tell you from the bottom of my heart what a privilege it is to come here and see this great work at first hand. May it go on with God's blessing and with your blessings.

- End -