

countries such as France, Belgium, Holland, Denmark, and all around those he is using the waterways, of course, tremendously for this war effort.

The one vital thing we must have to manufacture armament will be supplied only by this waterway.

A pipe line won't complete the great demand.

Mr. CULKIN. No?

Mr. PENNINGTON. Not for the supply up here.

Mr. CULKIN. If we lose this war, which pray God we will not—it will be due to shortage of transportation?

Mr. PENNINGTON. There is no question about it; absolutely.

Mr. CULKIN. And the fellows like the Association of American Railroads, who have stopped water transportation, will be to blame, and the blood will be on their hands?

Mr. PENNINGTON. Yes, sir; but if we stop to quarrel with the past we won't have any future. We have got to go from here on. There is no question but what they have done it. They have stifled it at any place, at any chance, or upon any little hold they had.

Now, we have a great many other transportation products than oil. You have heard much of sulfur. We have 5,000,000 bales of cotton in Texas to move. You need that here. Do not forget that we use sulfuric acid to pickle steel and make powder. The sulfur comes from Texas. In normal times the movement of general cargo of manufacturers was southward. I know in working over freight rates and in looking for bottoms to bring freight from Texas up here you just had all the bottoms you wanted. But southward the general cargo that is moved is not oil which is shipped to the Gulf Coast. They come back empty. The general movement north is oil. But in the case of barges oil moves northward and the cargo southward at rates not disturbed by risk or storm or anything at all they can continue to move.

There is not any question but that this canal will be forced down the throat of railroads before we win this war. There is no question about that. There is absolutely no question about it, gentlemen.

Now, as a post-war measure it has always been the policy of our country to build waterways. General Washington himself initiated it. It has always been the policy of our country to do that.

We say this is a war measure. I think we have proven it. I think we have shown it, and if any more evidence is required to show that we have to get this fuel up here call some of the manufacturers in New England and Boston and Hartford, where they make armaments and war equipment.

Mr. CULKIN. How would the gentleman get the attention of the public to this problem as to this transportation question? The newspapers do not say anything about it.

Mr. PENNINGTON. With \$3,000,000 to spend in Washington by the American Association of Railroads and \$12,000,000 in advertising and \$14,000,000 worth of lawyers over the country, I do not see a great deal of chance.

Mr. CULKIN. Will the reporter read that again?

(The foregoing statement was thereupon read by the reporter.)

Mr. CULKIN. How much in lawyers?

Mr. PENNINGTON. \$14,000,000 worth.