

year of irrigating, pruning, and fertilizing, which of course varies the return, oftentimes comes around \$200 to \$250 on the total carload at the market in Chicago. Of course, the fruit brings \$650, but deducting the freight the farmer's return is probably half of what the freight is. We have done better this year. Our market has been stronger, and even last year we did better. But many times we do not get any returns at all when the market is low.

Mr. GREEN. Yes, sir; and in that connection we have seen ours go to market from Florida and maybe the grower would get 20 or 30 cents or less per box net, and right here at the hotels in Washington you would pay 30 cents for half of one of those grapefruits that sold for 20 cents a box.

Mr. SHARY. And there are 60, 75, or 80 in a box.

Mr. GREEN. Yes, sir.

Mr. CULKIN. In other words, the railroad gets more than 100 percent of your dollar?

Mr. SHARY. If they do not take more we can make money.

Mr. CULKIN. Then you operate even?

Mr. CULKIN (interposing). Just one question. Do you think the country owes some duty in connection with getting you a living price and getting this product to the consumer?

Mr. SHARY. We are seeking an outlet now, which I think will help us, especially in our canning industry, which of course relieves the bulk of freight, weight, and so forth in concentrated forms, that is in grapefruit juices, hydrates, and all sorts of byproducts of citrus fruit as well as vegetables and so on that can move along this barge line and help us to get into markets that demand our products.

You know, gentlemen, we have plenty to eat right now, but I am telling you if this war goes on we have got a world to feed, we have got our Army to feed, and they are a long ways off, and things have to be shipped in concentrated form, or cans, you know.

We have got to get this canal built, gentlemen.

I thank you, gentlemen.

The CHAIRMAN. Mr. Shary, I noticed a great many trucks operating when I was down there. About what proportion of your products go out by rail and what proportion by truck?

Mr. SHARY. Well, I do not know about this year. Last year it seems to me the truck movement just about equaled the railroad movement.

The CHAIRMAN. It impressed me that way.

Mr. SHARY. I cannot give you the exact figures, but they are very large, simply because of the high prohibitive railroad rates, and that is the reason the trucks have prospered and become an industry in a profitable way.

The CHAIRMAN. Any further questions?

Mr. SHARY. Thank you very much.

Mr. JOHNS. Had you any difficulty in having transportation down in Texas until the war?

Mr. SHARY. With the railroad? No; not to speak of.

As far as services are concerned we have two railroads, the Missouri Pacific and Southern Pacific in our section, and as far as their service is concerned while now and then there is, of course, some complaint, I understand recently because of the war traffic and so on there has been some complaint in getting out their tomatoes and