

and harbor bills we would be within about 3 months of finishing the canal across the Florida peninsula to give us an outlet to the Atlantic seaboard.

Mr. BOWIE. That brings forcefully back to my mind a great meeting that was held in the Rio Grande Valley about 2 years ago. In the discussion the question of protected waterway transportation came up. The distinguished chairman of this committee, I remember very well, entered into the discussion and called attention of that great audience to what was happening in Germany in transportation, with all of the waterways in Germany from the Black Sea to the Baltic being utilized for transportation, and cutting across from one river to another, and that that was in recognition of the fact that when the war came the existing railroads could not possibly bear the extra burden. I remember that the chairman of this committee distinctly showed that audience how cheaply the United States could protect itself against bad transportation conditions if they would follow out the river and harbor plans and develop our waterways.

Mr. RANKIN. Let me call your attention to another thing. I have followed this war as closely as I was capable of doing, and I have been unable to find where one of those water routes in Europe has been put out of commission by bombing. The Kiel Canal, I think somebody said, had been bombed about 50 times about 6 months ago. And it has been bombed ever since, but is still in operation.

Mr. BOWIE. That is right.

Mr. RANKIN. So this intracoastal waterway, if completed, would be practically protected all the way around, so far as an attack from submarines or from enemy bombs is concerned.

Mr. BOWIE. Absolutely; and if a boat were sunk they could pull it out or dredge around it in a few hours.

Mr. KIRWAN. I remember going to Florida several years ago, and General Somervell, who is now in charge of the purchase of all supplies for the United States Army, told the committee that went down there what was going to happen. He pointed out what was going to happen. He said that a hundred years ago, or 50 years ago, whalers used to go out of New England for oil from whales. He said in a few years whalers are going to come out of Germany in the form of submarines, and that the whale is going to be a tanker coming from the oil fields of Texas. That is what is happening today.

The President thought so much of General Somervell's ability that he put him in charge of all the purchases for the United States Army, and we should have taken his advice, when he warned us 3 years ago what was going to happen. And that is happening today.

Mr. BOWIE. I agree with you.

Mr. CULKIN. I will say to the gentleman from Ohio (Mr. Kirwan) that General Somervell says there is a bottle neck in transportation in the United States, and the man who solves that problem will be greater than any general.

Mr. RANKIN. He said that about transoceanic traffic, did he not?

DOMESTIC AND FOREIGN

Mr. CULKIN. The opposition to these waterways has been proclaiming that there was and is a wholesale quantity of transportation