

thought it was one of the best spots in the world where men and women would have a great opportunity to raise an American family under the best conditions. And I was not wrong as to the fertility of the Rio Grande Valley and what it could produce; but I was wrong about how soon we could get relief from the transportation problems.

Mr. PITTENGER. You are never going to get relief from the railroads or from that problem until the American people and the selfish interests quit interfering with worth-while projects like the omnibus rivers and harbors bill. The propaganda against the bill, and it includes your project and others, has been devastating, it has been false, it has been misleading, but it has been very effective. There is no people's lobby. We saw these selfish interests fighting here even when we had the St. Lawrence project under consideration; and the two projects down in Florida. Now, all of these projects ought to be developed at the same time; and as I said at the beginning of this hearing, we ought not to have this piecemeal stuff; the omnibus rivers and harbors bill, in which this project and others are included, should have been passed months ago.

Mr. BOWIE. Mr. Pittenger, I remember when I was a little lad I was shown a map of Africa, the continent of Africa. I saw a man with one foot at Cairo and the other at the southern extremity; one hand extending to the Atlantic Ocean and the other to the Indian Ocean, indicating that he wanted to develop the whole country.

That is what the people of Texas, the Rio Grande Valley want; one foot in south Texas, the other in the heart of Canada; one hand in the Pacific and the other the Atlantic.

Mr. PITTENGER. I wish they all felt that way about it, but I am afraid they do not, judging from what is going on.

Mr. BOWIE. Get them to read what our great leader, Sam Houston, said. Get the vision he had.

Mr. PITTENGER. I have read it, and it is very good.

Mr. SMITH. It has been your experience that water-borne transportation is of great benefit to agriculture, and to farming communities.

Mr. BOWIE. Yes, sir.

Mr. SMITH. You are about the first witness, I think, who has stressed that fact. We have been hearing about petroleum, which, of course, is very important at the present time, but in the future, benefits from such a project will accrue in great measure to agricultural communities; is that the fact?

Mr. BOWIE. That is right.

Mr. SMITH. And is that true generally of most waterway projects?

Mr. BOWIE. All along the Gulf area, that is true of waterway projects. And I would like to show you—

Mr. SMITH (interposing). We have had some difficulty in this committee getting some of the farm organizations of the country to fully appreciate that fact. In many instances it almost seemed that the farm organizations were opposed to waterway transportation. At least they did not fully appreciate their value in opening new markets and providing cheaper freight rates on farm products.

Mr. BOWIE. I cannot understand it, sir. I lived in the Middle West for 9 years, and the first meeting I ever attended in regard to waterway transportation was in Sioux City, Iowa, in 1907. I may be giving my age away—I look about 40 at this time. But that was the first meeting