

I ever attended. I was raised on the seaboard and I know what water transportation does for a country.

A short time ago Admiral Land made this statement—and it is in the report of the Army Engineers, and perhaps in the records of this committee—that because of the inequality of freight rates on the deep-water points in the United States, the population of some of the States in the Middle West has decreased, and the congressional representation has decreased thereby.

That is something that concerns the man who has the welfare of the country at heart. We know what brought on the revolution against England was the inequality of opportunity; depriving the colonists of the right to manufacture, and so forth. Well, you are not doing it by legislation, but it is effected in another way, through the operation and association of interests so there cannot be equality of opportunity.

Mr. CULKIN. And this famous system of transportation, so-called, is constantly breaking down in times of emergency.

Mr. BOWIE. That is true, sir.

Mr. CULKIN. The most disastrous situation that faces us today, and for the people who have to depend on water transportation the situation is naturally in most extraordinary doubt. And those who have promised adequate transportation, with water transportation out of the picture, cannot do the job.

Mr. BOWIE. That is true.

Mr. CULKIN. That is not only true, but it is very serious, so serious that General Somerville, an expert in this field, says that the system has broken down, and makes the further statement that the person who can correct the transportation problem will render as great or greater service to the country than the man who is actually commanding its armies.

One of your functions, following the suggestion of Mr. Pittinger, is to arouse the people of the country to the situation; and let your people take the lead on that; let your State be the spirit of it.

Mr. BOWIE. We are willing to do our part, sir; and that is what we are here for. The only thing we regret is that more of our people are not here.

You know, however, that it is quite a burden on these small communities down in the Rio Grande Valley to make trips to Washington. It costs a lot of money; we are not millionaires down there. We are just real hardy pioneers trying to get along. Our communities are not made up of rich people. Our country is made up of a class of people who suffer from the slightest adversity. In other words, the loss of boat traffic has thrown back on the community a burden to be absorbed greater in these freight rates than the revenue that has accrued to the ordinary farmer.

Mr. CULKIN. I think you hear me say, or point out that when the Lea bill was passed that the railroads boasted, over the signature of their special pleaders, that it had killed the intercoastal and coast lines. And that was the purpose of that bill; and we told the House as earnestly as we could that would be the effect of it. And some of the men from your own State voted against our contentions.

Mr. BOWIE. Well, we would not have.

Mr. CULKIN. And they aided in killing the waterways. That was before the British bought these ships.