

Mr. CULKIN. Yes. I was always for the barge canal. Mr. Green differed with me on the Senate bill.

Mr. GREEN. Mr. Hall, in view of the evidence that has been brought in here that we will need this barge canal in the war effort, under the circumstances you will approve the barge canal?

Mr. HALL. If I am satisfied as to that; but I want to know whether the pipe line will do the job.

Mr. CULKIN. Let me ask this question, on the point raised a while ago: It would appear now, assuming that the freight rates are prohibitive from the Rio Grande area, that will prohibit the shipment of their products, all of which are needed in our civilization; and that is a perpetual estoppel, we will assume, against getting that food to the American people, to the poor in the cities, if you please.

Mr. RANKIN. I agree with you.

Mr. CULKIN. What is the gentleman's solution of the problem?

Mr. HALL. I would be for any proposition which would bring that food to the people in the East at prices they can pay. And I think the gentleman's proposal is something that should be put in the hands of the Interstate Commerce Commission.

Mr. CULKIN. Now the gentleman knows that is a subterfuge; that from the beginning of this century the Interstate Commerce Commission it has been the stooge of the railroads. When the people accomplished a reform, as the gentleman knows as a distinguished man of public affairs, they moved out and forgot we created the Interstate Commerce Commission. The public moved out and the railroads moved in.

Mr. HALL. They are charged with those duties, a public service.

Mr. CULKIN. Does the gentleman know—we talk about racketeering—does the gentleman know that the most outrageous form of racketeering results from the Interstate Commerce Commission—

Mr. HALL (interposing). I would not want to level that charge against the Commission.

Mr. CULKIN. I level it.

Mr. HALL. That is a serious charge.

Mr. CULKIN. I will give the gentleman one example.

There was a rate case up before the Interstate Commerce Commission and they tried it for 7 years and then at the motion of an opposing railroad they threw the entire record out and started on another 7 years' era. In other words, they granted a motion and had the record thrown out. Now is there anything like that; anything to equal that from Al Capone or Dutch Schultz? And that is just typical of the whole situation. The whole thing is a maze. There is a network built up, if you please, by railroad lawyers, some of whom I esteem very highly; but they absolutely dominate every single determination of the Interstate Commerce Commission.

You have got a system which never considers even remotely the interest or well-being of the people; a system which is only concerned with maintaining the physical value of the railroads which contain at least \$10,000,000,000 of water.

Mr. HALL. Whoever appoints these members would not be—

Mr. CULKIN (continuing). It is not approved bodily in that fashion, but I just told you who had it done.

Mr. HALL. Who appoints these men?