

region. This is intended as no reflection on the State of Texas. It is a great State, and the only sister I have in the world is down there in business. There is still to be considered the destruction of shipping by submarines, and some way must be provided for bringing in materials for our use. The question arises that in this emergency we must have ships as well as gasoline. We should bring all those questions out on the floor of the House in connection with that bill. Of course, this canal is already included in it. I hope that the legislation will provide for the St. Lawrence waterway. I think that conditions are getting so in this emergency that the people of this country will demand action on that bill.

Mr. RANKIN. Let me say to the gentleman from Wisconsin and the gentleman from New York that I am willing to go to bat with the railroad lobbyists right now. I think we should report the bill out now. I think we should pass the omnibus rivers and harbors bill and see whether the railroad lobbyists are able to block it or whether Congress can still function in the interests of the American people. I am very tired of having the hired tools of the railroads and the power interests coming in here and trying to dictate the action of Congress on a matter that so vitally affects the welfare of all the American people. As I have said, so far as I am concerned, I am willing to go to bat with them now on the question of passing the omnibus rivers and harbors bill.

Mr. JOHNS. The only thing to do is to bring it up and see what can be done.

Mr. RANKIN. I agree with the gentleman from Wisconsin and the gentleman from New York. I have been in favor of the entire omnibus river and harbor bill from the beginning, and if it is necessary to include an amendment in it for this pipe line, then I say put it in that bill. As I have said, I am tired of the interference of these selfish interests. I am tired of hearing the railroad interests blowing their own horns about the wonderful job they are doing. I can almost identify a railroad lobbyist now, because the first thing he begins to talk about is what a wonderful job the railroads are doing, when, as a matter of fact, we know that our transportation system is breaking down and we know that we never will have an adequate transportation system in this country until we provide these inland waterways.

Mr. VOORHIS. You said that you could tell who was a railroad lobbyist, and I was wondering how you could.

Mr. RANKIN. Because the first thing they do is to brag about what a wonderful job the railroads are doing and how they are saving the country. Of course, some of them are doing a good job, but I am tired of hearing railroad lobbyists brag about that, when, as a matter of fact, as the gentleman from New York says, we have had our transportation system virtually paralyzed in time of peace as well as in time of war. I think that the bill should be reported and passed now, and I am sure that the administration agrees with me on that proposition.

Mr. CULKIN. Let me cite this illustration: Last year we had about the worst drought in our part of the country that had ever been known. Northern New York was without hay, and the transportation cost from Ohio, where there was plenty of hay, was prohibitive. The transportation cost on hay from Ohio was something like \$10 per ton. The Interstate Commerce Commission has raised the transportation rate on hay three or four times within the last 20 years. If we had