

had, as we should have had, water transportation for that hay, it could have been carried for \$1 per ton. The farmers were simply up against it. They were affected by the low prices for milk, and they did not have hay for their cattle. They could not get it at a reasonable cost, because they had to pay this transportation rate of \$10 per ton. No common carriers have been operating over the Lakes. They have been driven off the Lakes by the railroads. The boats there do nothing except to serve the Steel Trust interests. As I have said, we could not get hay except by paying \$10-per-ton freight on it, whereas, if we had had the proper type of transportation agency, we could have carried the hay at a cost of \$1 per ton to New York. The railroads intend to bottle up the Great Lakes and make them closed seas for the Steel Trust.

Mr. KIRWAN. You have mentioned the Mesaba Range, and I want to say that the only piece of pork in this bill, or in the omnibus rivers and harbors bill, is the Soo Locks item. Congress, both in the House and Senate, took that out of the rivers and harbors bill. It was the only piece of pork in it. I challenge anyone in the United States to state why that was required. As the bill passed the House and went to the Senate, it carried \$8,000,000 to build new locks at the Soo on the plea that they needed locks that would pass 200,000,000 tons a year. They only used them last year to the extent of 100,000,000 tons.

Mr. CULKIN. That illustrates the power and audacity of one of the greatest lobbies in all history. The results fully corroborate your statement.

Mr. KIRWAN. It is not necessary now.

Mr. CULKIN. The railroads wanted locks to pass 200,000,000 tons, and the locks were used for only about half that tonnage.

Mr. RANKIN. There is one amendment that should be added to the omnibus rivers and harbors bill, and that is one authorizing the building of that stretch of the intracoastal canal across New Jersey. I think that should be completed.

Mr. CULKIN. The situation, under the present auspices, is such that the railroads dominate the Interstate Commerce Commission completely. They write their own ticket.

Mr. BOYKIN. Mr. Chairman, I think that Colonel Bowie has made the finest statement I ever heard in my life on this subject, and I agree thoroughly with what Mr. Culkin, Mr. Rankin, and Mr. Johns have said. I think it will be agreed that the committee has been over this route from beginning to end, and we understand it thoroughly. We voted out the provision for the Florida Canal, and I think it would be better to start off with the barge canal. I do not think that the railroads are doing a good job, although I believe they are doing their level best. I think we should adjourn this meeting right now, or close the hearings now, and take action on the bill. I believe that every member of the committee is entirely familiar with the situation that is before us, and I think we should vote for the canal and pipe line, too. There was a report this morning about the Germans sinking a ship and burning up every man on it. The same thing happened at New Orleans last Friday. I was there on Sunday. Then the same thing happened at Mobile, Ala. Now, I think that what we should do would be to stop the hearings.

We know the full story. We have heard it before, and I suggest that we report the bill, so that the rest of the Members of Congress