

Therefore I am appearing here to endorse this waterway. We think that it will materially help the Southwest.

Mr. CULKIN. May I say to the gentleman that during the 13 years that I have been on this committee this committee has never reported a project to the House that did not have the imprimatur of the engineers; a recommendation for its construction based on elaborate economic findings. The committee has never permitted a project to go out of this committee without that. Some projects have come over from the Senate side, but never from this committee; and I think that in point of devotion to duty and high intelligence, free from political or any other type of influence, the engineers are without a peer in the service of the country.

Mr. FOUTS. I think that is a fact.

Mr. CULKIN. And their recommendation is the beginning of all our projects.

Mr. PITTENGER. I want to congratulate the very able gentleman on his statement that the association he represents is solidly behind the program of the Army Engineers and the program that is being carried out in the Rivers and Harbors Committee of the House of Representatives. I wish we had more organizations like that.

Mr. FOUTS. Thank you, sir.

Our fight on our own waterway has finally simmered down to the fact that we have just one opponent, and that, of course, is centered around the Association of American Railroads. The businessmen that I represent are fighters, and they have accepted this fight with the association. We are now in one of the greatest fights that we have ever gotten into in the Southwest, and we are holding the association responsible. We expect to continue that fight until we warp the rails all the way from Fort Worth to New York, if necessary. We are going to see that our people have a right to live and do business in a manner similar to other sections of this Nation.

We have been fair with the railroads in Texas, and I will cite one instance. Texas is one State that when it entered the Union preserved its public domain. Our State government has given to the railroads 32,400,000 acres of land to get them to build their main lines into Texas. Now, think of that figure. It is over one-sixth of the total area of Texas. That land was given to the railroads outright. We did not put a string on it and say, "Now, you men, when you build your rail lines, have got to move all of the freight of the State of Texas over those lines for a rate, say, half of your regular charge." We did not put any kind of strings to that donation. We donated outright over one-sixth of the entire State of Texas to get just the main lines into Texas. Then private concerns, individuals, and county and municipal governments have made additional gifts in the form of money and land in order to get feeders to these main lines. That is an enormous gift. If it were incorporated into a cash fund, that gift would have been sufficient to have built every main line of railroad in the State of Texas, with a sufficient sum left over to maintain indefinitely every mile of main-line railroad in the State of Texas.

Mr. SMITH. Mr. Fouts, how does the total value of that contribution compare with the cost of all the Federal waterway improvements that have been made in Texas?

Mr. FOUTS. We have not a river improved in the State of Texas. All in the world that we have is the intracoastal canal. We have been