

25 or 30 years getting that from the Texas border to Louisiana, and we have gotten it now as far as Corpus Christi.

Mr. SMITH. What about all your harbor improvements?

Mr. FOUTS. I would figure that the total cost that the Federal Government has put out in the State of Texas would run from \$150,000,000 to \$200,000,000 for harbor work and this intracoastal canal.

Mr. SMITH. How would that compare with the total value of what has been donated, as you have said, to the railroads?

Mr. FOUTS. I would figure that the gifts that the people of Texas and the various governments of Texas have made to the railroads will exceed \$500,000,000.

Mr. KIRWAN. Do you know of Camp Stanley, Tex.?

Mr. FOUTS. Oh, yes; we have a number of camps.

Mr. KIRWAN. Do you know what it cost to ship a trainload of 50 cars of shells from my district to Camp Stanley, Tex.?

Mr. FOUTS. I do not know.

Mr. KIRWAN. \$200,000. The railroads collected \$200,000 for 50 cars. It is no wonder the Congress can pass an 18-billion-dollar bill in a few weeks. It cost four-thousand-and-some-hundred dollars for each car.

Mr. SMITH. What is that distance?

Mr. KIRWAN. I would say from 1,300 to 1,500 miles.

Mr. CULKIN. Have they applied to the Interstate Commerce Commission for an increase?

Mr. KIRWAN. I do not know. But you know how long the Government is going to last, paying that kind of money, and who is going to pay that back? It is the farmer. He is the one who is going to pay it back.

Mr. FOUTS. Mr. Chairman, I mention these gifts that the people of Texas have made to the railroads to show that we really have done our part by the railroads. We have given them everything that they have asked for in Texas, and in return they have given us, not only in Texas, but throughout the Southwest, the highest freight rate in the United States where a similar amount of tonnage moves.

Now, then, we think that after 50 or 75 years of these high rates we are entitled to have some of our rivers and our intracoastal canal completed and our rivers improved so that we may be benefited somewhat by lowered freight rates, and that is the only way we are going to get it. We are definitely convinced that there is no other way. There is no other relief for us. There is no other way we can develop the interior of the Southwest without improving our internal waterways and our coastal waterways.

We have no fight on railroad people as such. We know that some of our best people in Texas are railroad men—railroad operators. We know that. Our fight is here in Washington with the Association of American Railroads, which has created the greatest lobby that we have ever known in the history of this Nation, and we think they have carried the situation too far. We hold the railroads responsible for the present shortage of transportation, not only in the Southwest, but in this Nation; and we further contend that since they are now fighting other forms of transportation—not only waterways, but other forms of transportation—we brand that as nothing short of treason; and I want it to go in the record as such, because that is the way we feel about it.