

We are at war—total war—and any man or any corporation that does anything to impede our leaders in this war effort, is responsible for it, and is guilty of treason. It matters not if they are holding ammunition away from our soldiers or what they are doing, if they are impeding the war effort; and I think it is time that this Congress investigates the Association of American Railroads and finds out if my statements are true. First: Are they responsible for the present bottleneck? Second: Are they now fighting other forms of transportation, during this war? If they are, the people of this Nation should know about it.

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Mr. CULKIN. I do not mean to permit, any more than the distinguished gentleman from New York (Mr. Hall), any reflection on the Congress, that it is venal.

Mr. FOUTS. I do not mean that.

Mr. CULKIN. I have stated here today that transportation is one of the blind sides, and Congress has been flooded and the press has been filled with propoganda against waterways. Boiler-plate editorials have been circulated all through the country.

Some day the public will be aroused to the situation.

Mr. SMITH. I think your indictment against labor is too sweeping and not justified by the facts. They are exercising the same rights in protecting their own welfare as are exercised by the employers. They are entitled to do that under our democratic form of government. Freedom from want is one of the four freedoms.

Mr. FOUTS. I think that is true, but I will tell you what the people of the Nation are thinking and what is in their minds.

Mr. SMITH. Labor in this country is making the most remarkable production record in the history of the world.

Mr. CULKIN. Let us stick to the bill that is before us.

I want to call attention to another thing. For the past 10 years, since the advent of the busses, which have been a somewhat serious competitor of the railroads, the American people have had some relief from these high transportation rates which are destroying a great many localities in the country.

I will put this question to you: Is it not a fact that the railroads have worked through State legislatures, and the State legislatures across the whole Nation have passed restrictive legislation concerning the operation of trucks, so that today the operation of trucks is involved in a complete maze? Is it not practically impossible for a truck from one State to get into another State to operate; is not that a matter of general knowledge?

Mr. FOUTS. That is a fact.

Mr. CULKIN. I call the attention of the gentleman to the fact that the other day the Coordinator of Transportation, Mr. Eastman, an eminent figure in the transportation field, said that these laws that have been passed in the various States have absolutely destroyed the efficiency of truck transportation, and said, "For God's sake, let the States and the Federal Government do something about it now."

Eastman made that statement. These laws were passed through the influence of lobbies in the various States, the railroad lobbies. They have carried those laws through the State legislatures, and they have that truck-transportation situation, which is so vital to the present war effort, tied in a hard knot.