

Mr. THRESHER. It is very good. You mean as far as the lights are concerned or the depth?

Mr. CULKIN. I mean as far as the draft is concerned.

Mr. THRESHER. The draft from Jacksonville northward is very good. Yes.

Mr. CULKIN. Is it kept up well?

Mr. THRESHER. Yes. It is kept up well.

Mr. RODGERS. Are there any places along the coast where submarines could attack?

Mr. THRESHER. I would not know where they could.

Mr. RODGERS. I am just wondering.

Mr. THRESHER. No.

I was listening to the gentleman—I believe he was from Texas—and he was really talking good sense when he was talking about this railroad situation.

I just wondered if you people know how the railroads had the harbors tied up. For instance, we wanted to get a dock into Savannah. We have been a month and a half trying to get a dock. They would send us to the Coast Line. They would send us to the Southern. You know they are not going to give us any docks.

I will tell you another thing that you might be surprised to know. We are not getting the freight on the canal that we think we ought to get.

You might say, "Gee whiz, it seems to us that they must be crazy." But we failed to get one good customer, and that is our Uncle Sam.

Mr. CULKIN. Are you interested in passengers?

Mr. THRESHER. No. It is freight that we want.

Mr. CULKIN. Any kind of freight?

Mr. THRESHER. Any commodity. Just general freight.

Mr. CULKIN. Are you governed by the rates of the Interstate Commerce Commission?

Mr. THRESHER. Oh, yes. The Interstate Commerce Commission or the Interstate Railroads Commission.

Mr. CULKIN. Are they interchangeable?

Mr. THRESHER. They are interchangeable.

We do not seem to be getting anywhere with them. However, Mr. Eastman has tried to help us. But the railroads are trying to stifle off any transportation that would compete with them. I have a trucking business. I own a trucking business in addition to my boats.

We have been in the transportation business in Florida for about 20 years. We started in the trucking business and branched out into the boat business. We are now known as a truck-and-water carrier.

Our rates, of course, are based on the differential over the rail rates. We had a differential under the rail rates, because of the slower service.

But we have a little bit of trouble when we want to apply these rates. Every time we get any kind of movement, along comes the railroad and cuts the rate down. So then we, of course, are entitled to a differential; and then we start getting out of their slipknot. But as soon as we get that slipknot cut, they make another one. They come down here. They have all the business.