

I can cite you something on that. Here is something that to me is the silliest thing that I ever heard of. For instance, take the fruit that moves out of Florida by boat. It has been doing that for 7 or 8 or 10 years.

They started moving fruit out of Florida by water. The railroad rates then were enormous. I don't know what they were, but they were away up. We will say a dollar. That is not the rate. I am just going to mention that as a rate of a dollar.

So the railroads got to work and they got permission to let them meet the boat rates on the boat days.

Mr. CULKIN. On the days that the boat comes in?

Mr. THRESHER. On the days that the boat comes in. If the boat loads on Friday, they had a rate on that day of 65 cents. That was the boat rate. But the boat didn't come in on Saturday, so the rail rate went back to a dollar on that day.

Mr. CULKIN. You think that that was rather a remarkable, or at least an underground type of communication between the railroads and the I. C. C.?

Mr. THRESHER. I would hate to tell you what I really do think. Of course, there is plenty of business for all of us; but I want some of it and that is all.

The CHAIRMAN. How many days does it take you to go from Jacksonville to Baltimore.

Mr. THRESHER. Six days.

Now, there is another thing. I am glad that you brought that up.

Every time we go in for business from these, well, from the Navy or the Army or the Surplus Commodities Commission, whoever it may be, they tell us that the time element has something to do with it. Well, now, that grapefruit in cans is not going to spoil.

They keep preaching to us that we as citizens should plan ahead. Well, that is a doggoned poor plan on their part, it seems to me, for them to pay 10 or 15 cents a hundredweight more, when they have spent money on these intracoastal highways. It has been the laughing stock of the whole country. And the only thing that the United States engineers can come back and say is that it was a war measure.

I believe that if you could take a look at some of these engineers' plans, you would find out that they were plenty farsighted. But there it is, lying out there and going to waste.

I can cite you something. I had a man wash in front of my front door off of one of these tankers while I was living at the beach. My kids found a man floating in to our front door. If that does not make you people think, I don't know what would.

They talk about, where are you going to get the steel? I can tell you where we can get the steel. We can get the steel off these boats that they are sending out there and that they are sending to the bottom. We can put it somewhere where they won't sink it. You can get lots of steel out of those tankers.

The CHAIRMAN. Can they salvage those tankers that have been sunk, or are there any places where they can be raised?

Mr. THRESHER. Maybe one or two of them could be raised, but I do not imagine that there will be many of them salvaged.