

The **CHAIRMAN**. I presume that you refer to Federal land grants?

Mr. RODGERS. That is correct.

The **CHAIRMAN**. This, however, was the State of Texas, which had no connection with the Federal Government.

Mr. RODGERS. Do I understand, then, that the Federal Government had no authority to, we will say, make the land grants in the State of Texas?

The **CHAIRMAN**. None whatever. The Government had no authority over any of the land except that which was contained in the post office sites or for some general purposes. When the State of Texas was taken into the Union the act of Congress provided that the State should retain all of its public domain, and these grants were made by the legislature of Texas.

Mr. RODGERS. What year was that?

The **CHAIRMAN**. Texas was admitted to the Union in 1845. John Tyler signed the act the day before he retired from the Presidency.

Mr. CORBETT. I have referred to the diversion of \$144,000,000 toward the construction cost of this project.

Proposals of this nature merit more than the consideration of the individual policy or projects. There has been a transportation policy established and referred to. There must be some determination as to whether the transportation systems of the Nation shall be taken over by the Government and an entire socialized transportation system of the different agencies established, or whether there shall be a properly regulated system of agencies under private control.

There can be no private agency owning its own right-of-way and paying taxes on that right-of-way for the construction, maintenance, administration, and repair of its property that can continue to compete with socialized, subsidized, unregulated agencies fostered by altogether too indulgent a Nation.

The thousands of locomotive engineers of this Nation who are creating beneficial transportation results for the prosecution of these present wars never before known in the history of transportation, appeal for a fair deal by the Congress of their beloved country. Those locomotive engineers recognize nothing but the needs of their employers toward the Nation's demands for transportation; and those employers are accepting every request for transportation from every State and for every commodity, and the services of their employees are delivering results considered as almost impossible but yesterday.

It is respectfully requested that the provisions of bill H. R. 6999 shall not receive the favorable consideration of the committee or of the Congress. We shall appreciate your assistance toward that result.

I thank you.

The **CHAIRMAN**. Have the gentlemen of the committee any questions? If not, we thank you, Mr. Corbett.

Mr. MILLER. Reference was made by the witness who just completed his statement to the business of the Federal Barge Line, which he referred to as a subsidized form of transportation.

The total tonnage handled by the United States Inland Waterways Corporation on the Mississippi River and all its branches in the year 1940 amounted to 2,985,267 tons, while the total commerce handled by all inland waterway carriers on the same system amounted to 128,000,000 tons roughly. I just want the record to show that.