

with which the Coast Guard is charged -- on the Atlantic Coast we have operating now 25 speedy destroyers, we have about 8 first-class cruising cutters, we have about 10 what we call second-class cruising cutters; we have probably roughly 125, 75 foot patrol boats; we have 46 off-shore patrol boats cruising long distances off shore. We have harbour tugs and launches, probably 75 fast picket boats, and a cordon of Coast Guard stations from Maine to California. Our vessels scout actively and continuously at sea, picking up these vessels that are under consideration. I cannot conceive, to speak frankly, of any more earnest effort being made to meet this situation than has been made and is being made.

MR. ROWELL: What has become of Rum Row, of which we see a good deal in the papers from time to time?

ADMIRAL BILLARD: Rum Row does not exist any more. The liquor vessels are widely scattered; whereas two and a half years ago they lay at anchor between New Jersey and Cape Cod, now we have to find them. Every day I get a report of our scouting operations and of liquor shipped that our forces have picked up. Some days there will be none; occasionally one, other times possibly two. It does not mean at all that those are the only liquor ships that are out there, because the Ocean is an extremely wide area, hundreds of thousands of square miles, but it shows the complete abolition of Rum Row and the scattering of the vessels that continue to attempt to smuggle.

MR. ROWELL: What would you say to this, suppose some such a treaty were entered into, would not the one effect of that be to drive the traffic more extensively to Newfoundland and St. Pierre, and you would face the same