

portation must of necessity be resorted to to supply our domestic trade. These methods of course, consist of rail, highway, pipe line, and inland waterways.

All of these forms of transportation are met with serious obstacles. None of them have the necessary equipment, and to provide such equipment would require great quantities of steel almost impossible to obtain. The railroads are performing a great service, and the poorly equipped inland waters are operating every barge and towboat that can be obtained. Additional pipe lines are needed. Our needs require a combination of all transportation methods.

The bill before us is not a panacea, of course, but will aid very materially in relieving the situation. Gasoline is now being rationed in the East, while the Southwest has a great surplus on hand that cannot be disposed of. While the people of the East are enduring great sacrifices, the people of the Southwest are suffering great financial loss. Certainly, Congress should be able to provide in some way for the transportation of essential commodities from one section of our country to another.

This bill, if enacted, can afford at least partial relief in a comparatively short time. It will require but little, if any, new steel for the equipment. I am informed that 10-inch pipe now in partial use can be made available. One line of this pipe across Florida will provide for the daily movement of about 60,000 gallons of gasoline. If enough second-hand pipe can be made available to lay two, or possibly three lines in the same trench, it will relieve the acute situation in the East to a very great extent.

If, and when, the 12-foot channel across Florida can be made available to connect the Atlantic and Gulf intracoastal channels, then this waterway, with the necessary equipment of wooden and steel barges and towboats will be ample to supply all the oil and gasoline requirements of the Atlantic seaboard. Not only will it be ample for this purpose, but at much less cost to the consumers than can be afforded by any other known method of transportation except transportation by ocean tankers.

I have requested the attendance of some of our foremost experts on transportation to give us the benefit of their knowledge and advice and hope they may be able to lead us in working out the most practical solution of our difficulties. I have requested Mr. Roy Miller to introduce the gentlemen who are to be heard in presenting the facts. I will first ask Mr. Miller to make a statement. He has a deep interest in the subject matter to be considered and is thoroughly familiar with every detail of it.

STATEMENT OF ROY MILLER, ACTIVE VICE PRESIDENT, INTRACOASTAL CANAL ASSOCIATION OF LOUISIANA AND TEXAS

Mr. MILLER. Mr. Chairman and gentlemen of the committee, I appear here this morning in my capacity as active vice president of the Intracoastal Canal Association of Louisiana and Texas, an organization which for more than 30 years has been directing its efforts toward the construction of an inland waterway from the Mississippi River to the Rio Grande.