

Committee on Merchant Marine and Fisheries and that committee has been holding hearings during the past 2 weeks. They cannot get any way to can the fish and oysters. This is all tied up, with no tin, no steel, and no copper. They are up against a hard proposition.

We have recommended an appropriation for experimentation to try to find some other means for canning. The Department of Agriculture is up against the same proposition in reference to fruits and vegetables.

Captain RUDE. A lot of those boats would be available, but possibly it might be well to build some small-boat tows.

Mr. CULKIN. But the trouble is in getting engines.

Captain RUDE. Yes.

Mr. CULKIN. If you could utilize the existing boats that fishermen have I think that suggestion is excellent. Of course, you will have a dislocation of the Nation's food supply.

Mr. RANKIN. If we do not solve the transportation problem we will have plenty of engines, because we are catching up on everything except transportation, as I understand it.

Captain RUDE. These engines need not be large, powerful engines. We have built two Diesels in the last few years. The boats are 88 feet long, a little larger than would probably be needed for this job. They are powered by two 250-horsepower Diesels. You would not have to have such a very large number of those Diesels. If they would build 50 of them that would not require a great deal of steel, and they could be supplemented by the pleasure craft and fishing vessels.

Mr. SMITH. Have you made any estimate of the number of barges that would be required for this program?

Captain RUDE. There is 2,000 miles of waterway from Corpus Christi to Boston. Say it is 1,600 miles from Corpus Christi to Trenton; you could build 1,600 barges, and you would have 1 every 2 miles and have 1 landing every couple of hours at Trenton.

Mr. SMITH. How many tugboats would you need?

The CHAIRMAN. You would need one-third of that number, I presume.

Captain RUDE. Yes; I would say one-third. It would depend on how much the supply needs to be supplemented along the Atlantic coast to determine how many you would build.

Mr. CULKIN. Are there any low spots on the channel along the coast?

Captain RUDE. You mean shallow spots?

Mr. CULKIN. Yes.

Captain RUDE. The Army engineers maintain that canal, and so far as I know now, after going through their reports recently, we have found none except one or two near Norfolk.

Mr. CULKIN. That could be cured by dredging?

Captain RUDE. Yes; but you have a second one which has 12 feet. There are two south of Norfolk, one at Currituck and the other on Dismal Swamp, around Lake Drummond.

The CHAIRMAN. Half in Virginia and half in North Carolina.

By the way, the channel there was first cut by George Washington.

Captain RUDE. Yes. The maintenance there now would be quite simple. If they get any shallow spots the Army engineers take them out.