

waterway from Mexico to Trenton, N. J., or Boston, and on up to Maine, we could thumb our noses at the submarines, and we would not be confronted with the very serious situation which this bill is intended to help remedy.

Mr. CULKIN. What is the total movement of sulfur from the Southwest on the average?

Mr. MILLER. You mean for the entire country?

Mr. CULKIN. From the Southwest. You produce in Texas and Louisiana approximately two and a half million tons.

Mr. MILLER. The sulfur industry has done a magnificent job in meeting the war requirements. Sulfur, which is a basic commodity—it has been called the king of chemicals—enters very largely into our war effort, particularly the chemistry of the war effort, involving explosives, and is second in importance only to fuel. It might be said, Mr. Chairman, in all truthfulness that sulfur, oil, and gasoline can and will win the war.

The CHAIRMAN. As to the sulfur movement a bulletin issued by the United States Geological Survey a few years ago showed that 71.8 percent of the sulfuric acid consumed in the industries of the United States was made from sulfur from Louisiana and Texas, and that the rest was made from some sulfur byproducts principally of zinc and copper, and some from pyrites. Now, there were 9,000,000 tons of sulfuric acid used or consumed in industry that year. A ton of sulfur of the degree of fineness of that produced in the mines of Louisiana and Texas produces 4 tons of sulfuric acid of the type that is used in industries, not of the chemical type, and it enters into practically every industry of the United States. The two States consuming most of it were New Jersey and Pennsylvania, and New York was about third.

Mr. MILLER. That is correct.

The CHAIRMAN. You cannot transport sulfuric acid as such, because it is so expensive and hazardous to transport. They transport the sulfur and convert it into acid at destination at or near where it is used. Practically all of the sulfur movement at the present time goes to the industries in the Northeast. Is not that a fact?

Mr. MILLER. Yes, sir; that is correct.

The CHAIRMAN. About two and a half million tons.

Mr. MILLER. And if the chairman will permit an interruption, probably 75 percent of all of that sulfur is produced in your district, and 60 percent is from one mine.

Mr. CULKIN. I thought the Judge spoke feelingly about it.

The CHAIRMAN. Mr. Rankin.

Mr. RANKIN. I would like to have the attention of the gentleman from New York (Mr. Hall). A few moments ago we were talking about this coastal line here [indicating on map], from Carrabelle through to Port Inglis. For 25 miles out here [indicating on map] toward here [indicating] it is not over 25 feet deep, and therefore a submarine could not submerge in there and get out of sight. So, this area right along here [indicating on map] would be practically safe from submarine attack. Therefore, it seems to me the thing to do would be to construct this canal across here from Jacksonville to Port Inglis, and then if you want to build a pipe line further on up do so. But it seems to me that as long as only about 1 day out of