

We have advocated waterways only to perform services in respect to the transportation of certain commodities which the railroads cannot render.

Mr. CULKIN. In fact their past tactics—one of them was to oppose building the Panama Canal vigorously, and then they advocated high toll. Their past practice has put the country in jeopardy today.

Mr. MILLER. There is no question about that.

Mr. CULKIN. And evidently the people should be organized and pressure brought to bear if we are going to continue a free people.

Mr. PENNINGTON. Mr. Chairman, would you let me add right there: Anyone who can oppose the movement of oil today does so with very ill grace, particularly when we think of this: That this waterway across Florida will eliminate the necessity for every convoy, every patrol, every blimp, every airplane that is now needed for conveying oil northward and a cargo southward around the Florida Keys. If human life means nothing, they can oppose this measure.

Mr. CULKIN. Then the American people ought to know this fact pretty quickly.

Mr. MILLER. Mr. Chairman, what we are trying to do in this bill is to provide a facility to take a load off the railroads so they can better serve the Nation by rendering the kind of service they are designed to render.

Mr. Chairman, I suppose the chairman is tired?

The CHAIRMAN. Yes.

Mr. MILLER. We have many witnesses we want to present. We are hopeful that tomorrow the first witness will be a well-informed official from the Office of Petroleum Coordinator, who will give the committee an over-all picture of the oil and gas situation throughout the Nation.

The CHAIRMAN. Gentlemen, here is a telegram I would like to read into the record. It is from R. C. Schlotterer, managing director, Essential Oil Association of the United States of America:

NEW YORK, N. Y., May 18, 1942.

Congressman Jos. J. MANSFIELD:

In view of present gasoline rationing this association of important essential oil distributors believes that consideration should be given by your committee to making full use of existing Florida barge canal so as to assure complete inland waterway transportation for necessary gasoline.

At this time we will take an adjournment until tomorrow morning at 10:30.

(Whereupon, at 5:05 the committee was adjourned.)