

we build this canal, because a canal carries everything that a barge will carry, and a barge will carry almost anything. A pipe line carries only petroleum or whatever you put into the pipe line.

The CHAIRMAN. I am sorry, Mr. Boggs, that some of the other members of the committee are not present to hear your statement. You do not have to appeal very strongly to those members who are here now.

By the way, I have been informed that great quantities of salt from Louisiana are now needed up in Wilmington and other places in the Northeast. Can you secure some statistics on that phase?

Mr. BOGGS. While I have no statistics, I know that very little salt is now being moved because of the bottlenecks in transportation. Salt is vitally important in many war industries and it is produced principally in Louisiana. Every salt miner in Louisiana desires the completion of the canal across Florida.

Mr. MILLER. Mr. Chairman, may I have 1 minute before we adjourn?

The CHAIRMAN. Certainly.

Mr. MILLER. We have a number of witnesses from the Gulf coast area, Florida, Louisiana, and Texas, who have come a long way at great inconvenience and I might say, under present conditions in Washington, at great expense, to testify here, and many of them have come prepared to develop the very line of argument suggested by the distinguished gentleman from Louisiana. I would like to request the committee that they hear as many of these gentlemen this afternoon as may be possible. We have some gentlemen here from the far-flung reaches of the Mexican border, and they have a very interesting story to tell about some of these very commodities that Mr. Boggs has referred to. I would like to suggest, if I may, and if I am not out of order, that these gentlemen be heard this afternoon as speedily as possible, and that they be permitted to tell their story.

The oil question has been covered very comprehensively and, I think, convincingly. There are one or two other oil men here who will have something to say. Major Parten will be here tomorrow. I want to express in behalf of the proponents of the bill our appreciation of Mr. Allen's coming here.

Mr. BOYKIN. He is still here.

Mr. MILLER. You may recall, Mr. Chairman, that when you requested him to come he merely agreed to do so, but gave us to understand that he did not care to invade the field of Major Parten in respect to the transportation angle, but he kindly agreed to do what he has already done—give you the benefit of this over-all picture of the oil situation.

This afternoon, Mr. Chairman, we would like first to present Mr. Lester F. Alexander, who is president of the Port Authority of New Orleans and the State of Louisiana, which is a State agency, and who is also one of the most experienced men in the Nation in respect to water transportation, particularly barge transportation. Then we would like to follow with some of our Texas people. I think that if an average of 10 or 15 minutes can be given to each of them we can place some information in the record that will be exceedingly valuable as showing an important point, which is that there are other commodities produced along the Intracoastal Canal which are of almost equal importance to oil in winning the war.

The CHAIRMAN. We will now recess until 2 o'clock.

(Thereupon a recess was taken.)