

Mr. DONDERO. Are you suggesting a plan for a short cut across Lake Pontchartrain to Mobile, Ala.?

Mr. ALEXANDER. The canal enters the Mississippi Sound near the Rigolets, and bypasses Lake Pontchartrain entirely. Instead of having nine bridges there, there will be only one bridge on the route, and instead of having rough water, which delays the tows, they go through the canal into Mississippi Sound.

Mr. DONDERO. The rough water is in Lake Pontchartrain?

Mr. ALEXANDER. Yes, sir.

Mr. DONDERO. That could not be navigated by barges during rough weather?

Mr. ALEXANDER. No, sir.

Mr. DONDERO. The same thing would hold true in the Great Lakes region, where that proposal was suggested this morning.

The CHAIRMAN. And it is more true of the Gulf of Mexico.

Mr. SMITH. Do the Army engineers agree with you on that?

Mr. ALEXANDER. Yes, sir.

Mr. SMITH. Have they recommended it?

Mr. ALEXANDER. I think they got some very convincing data on the matter.

Colonel TEXTOR. Yes, sir; that report has been made.

The CHAIRMAN. We have the report of this matter he is speaking of. This report deals with the matter that he is talking about now.

Mr. ALEXANDER. It might be said that my remarks outweigh the interest of the board of commissioners of the port of New Orleans in this bill, H. R. 6999, and that might be true. However, as a citizen, I have been actively interested in the development of our inland waterway system since its inception, first visualizing the tremendous advantages of low-cost transportation by the use of a vast intracoastal canal system, and later observing that vision even exceeded by realities, as rapidly as section after section of the canal was opened to traffic. It was my hope that our engineer President, Herbert Hoover, would see the military value of an intracoastal canal from the Rio Grande to Maine.

Mr. PITTINGER. Did he oppose it?

Mr. ALEXANDER. He did not build it.

Mr. PITTINGER. There was a lot of things he did not do, but it was not his fault.

Mr. ALEXANDER. It is not yet too late, and the emergency is great. May we not, the citizens and taxpayers, ask your serious consideration of this bill to the end that these great navigation systems be connected at the earliest possible date?

Mr. CULKIN. Have you been in the shipping business?

Mr. ALEXANDER. Yes, sir; on the inland and intracoastal waterways. There was some question asked this morning about a 60-ton steel tank car carrying from 220 to 240 barrels of gasoline. I am a builder of steel barges, steel tanks and dredges for the inland waterways, and we are building barges that carry 12,000 gallons of gasoline with 300 tons of steel.

The CHAIRMAN. How many tons did you say?

Mr. ALEXANDER. I said that we build barges with 300 tons of steel that carry 12,000 barrels of gasoline.

Mr. CULKIN. Are they steel barges?