

pipe line to the eastern area and, in that way, relieve some of the shortage.

Mr. ALEXANDER. I think that is being done quite extensively now.

Mr. DONDERO. They are delivering it to the seaboard.

Mr. ALEXANDER. I do not know about the pipe lines, but they are going up the Ohio River to points in West Virginia and in that section; and, also, north to St. Louis and north of St. Louis.

Mr. DONDERO. Those rivers are open to navigation, and the traffic could be greatly increased if necessary.

Mr. ALEXANDER. Yes, sir.

Mr. DONDERO. We have an investment of over \$200,000,000 in the Mississippi and Ohio Rivers.

Mr. ALEXANDER. It might be possible to utilize some of the Federal Barge Line barges for this and other purposes.

Mr. DONDERO. That was my purpose in opening the discussion, to see if there was some way to relieve the situation.

Mr. ALEXANDER. The Barge Line operates quite a number of barges on the river.

Mr. PITTINGER. They do not go to the Great Lakes?

Mr. ALEXANDER. No, sir.

Mr. CULKIN. Mr. Alexander, did you see the statement of General Somervell which was made night before last regarding the most serious condition confronting the country today? In the speech which he delivered night before last he said that the most serious condition that confronted America today, or the greatest bottleneck, was in the matter of transportation. As I recall it, he said that we will have a complete break-down if something were not done, and that the problem had to be solved or something serious would come out of it.

Mr. ALEXANDER. I heard Mr. Roy Miller read that statement today.

My business has been that of transportation on the inland waterways for many years. We have operated our own tugs and barges for 25 years on the inland waterways, the lower Mississippi, and the Intracoastal Canal Waterway from Florida to Texas. We are now building barges and tugs for towing purposes, for transportation from Texas to Florida and intermediate sections. We have one barge that was launched this week, and there will be another next month. We are towing barges loaded with gasoline and oil to northern Florida. We carry fuel oil to northern Florida and southern Georgia.

Mr. CULKIN. Do you think the solution of this is the movement of oil across Florida by pipe line; do you think that will be a wise solution of the problem, or have we got to build a canal?

Mr. ALEXANDER. I think you have to build a barge canal. I do not like to spend a dollar for something today that is only good for today. I would rather spend a dollar for something that is good for all future time. You might have to put in a pipe line for use temporarily, but when you put in a barge canal it would not only be good to carry oil across there but then you would have all of the other commodities, too.

The Inland Steel Co. ships a great deal of steel to the eastern seaboard. They are vitally interested, and they would move their steel across there, and there are other people who are interested to move their products to people on the eastern seaboard. I think we should build something that we could use when we return again to normal times.