

Mr. DONDERO. I am in favor of that.

Mr. RANKIN. The gentleman is apparently not in favor of the Florida Canal. I am in favor of the St. Lawrence project and the Florida Canal as well. I did not know the gentleman from Michigan was opposed to the Florida Canal.

Mr. DONDERO. I am not opposed to the barge canal.

Mr. RANKIN. I knew he was opposed to the ship canal.

I think there have been suggestions here by the engineers that by all means we ought to build that now and that it should have been built long ago. I should say that three-fourths of the oil production of the United States was right there in those six States together, the five or six States there together, and we have easily three-quarters of the oil production of America, and in order to get it to the Atlantic seaboard we either have to pipe it or take it through this Intercoastal Canal.

Mr. CULKIN. There was some reference to oil here yesterday as to oil having to go over the Alleghany Mountains. I do not recall the testimony about it.

Mr. ALEXANDER. I was not here yesterday.

Mr. CULKIN. Do you know anything about the difficulty of getting this oil over mountains?

Mr. ALEXANDER. I am primarily a tidewater man.

I would like, if you will permit me, please, to bring to your attention again—and I am a taxpayer and a pretty good citizen of this country, and I am interested in this war as much as I can be, and more than in anything else—the need of the canal for defense purposes and the need of it last year. We have submarines in the mouth of the bay and in the mouth of the Mississippi River, where I understand last week one of the torpedoes missed a ship and hit a jetty. We might want to move that type of boat on the inland waterway where it is protected area before we finish this war.

We are building a shipyard at New Orleans this year. There are five big hydraulic dredges down there, and perhaps a sixth one dredging that canal for 7 miles, where they are going to turn out twenty-some-odd ships a month. We are planning that for the future, not for this September or for this October. That is what we will have if this war goes on indefinitely or any length of time. Does it not stand to reason we should have this Intercoastal Canal around where it is not exposed to submarines and bombing? I think that is well worth thinking about in addition to your petroleum item.

Mr. DONDERO. We have asked the people of the United States the same question regarding the St. Lawrence seaway.

Mr. ALEXANDER. We need everything we can get along that line.

Mr. CULKIN. Sinking of those ships up there seems to be made a lot of by some people, but those which were sunk were not within the Great Lakes. Of course, a sinking like that within the Great Lakes is utterly without thinking.

Mr. ALEXANDER. I am a tidewater man, and I do not know enough about that to discuss it.

Mr. CULKIN. Certainly a submarine cannot get through the lock itself, assuming we are still on the alert.

Mr. RANKIN. Ocean vessels go as far up now as Quebec, as I understand it; is that correct?

Mr. CULKIN. No; they go to Montreal.