

particularly with reference to products that may come in from Mexico. I present Mr. F. W. Hofmokol, director of the port of Brownsville.

STATEMENT OF F. W. HOFMOKEL, GENERAL MANAGER AND DIRECTOR OF THE PORT OF BROWNSVILLE, TEX.

Mr. HOFMOKEL. Mr. Chairman and gentlemen of the committee.

The CHAIRMAN. Mr. Hofmokol.

Mr. HOFMOKEL. I wish to tell the committee about the tonnage now moving out of Mexico and about the additional that may move, and my reasons for thinking so—

The CHAIRMAN. I saw a lot of lead, stacked up, lying around like cordwood when I was down there recently.

Mr. HOFMOKEL. Refined lead in bars; yes, sir. Now, as to the commodities that have been discussed, the commodities that necessitate the construction of this canal through Florida; only oil has been mentioned as the primary commodity, as I understand it, but I would like to touch on other commodities which, as you all know, come from the Rio Grande Valley and the Republic of Mexico, products that cannot be pumped, sucked, or blown through a pipe line, but that definitely require a canal over which they can be transported.

The port of Brownsville and the port of Isabel are the southern termini of the intracoastal canal.

Mr. CULKIN. What ports?

Mr. HOFMOKEL. The port of Brownsville and the port of Isabel.

Now, we are handling today at the port of Brownsville tremendous quantities of strategic materials which are essential to the prosecution of the war.

Mr. CULKIN. Speak louder please.

Mr. HOFMOKEL. We are handling at the port of Brownsville a tremendous quantity of strategic materials today. Last September when our people went before the War Department seeking further harbor improvement we, for instance, were handling 10,000 tons of lead a month, lead that is being used in American industries up the Mississippi and Ohio Valleys and in the Pittsburgh district, and so forth.

We were handling at the time 10,000 tons a month. We predicted then that we would handle as much as 600 or 800 tons a day, and today we are handling sometimes as much as 2,000 to 3,000 tons a day.

Mr. PITTINGER. That is, per day?

Mr. HOFMOKEL. Yes, sir; per day.

Mr. PITTINGER. What we are interested in is not only your lead, but the other stuff that you handle, and we are interested in what its relationship is to the proposed intracoastal canal development, and the digging of the ditch across Florida.

Mr. HOFMOKEL. As I said, lead is going through in that quantity, lead as well as manganese, iron, and other metals that come out of Mexico and actually cannot stand the rail rates that exist today to the consuming areas where they are used. They are deadweight commodities, and they have to be handled by barge, the cheapest possible means of transportation. That includes all of the ores, of course. Lead is moving today, for instance, to the St. Louis ter-