

WASHINGTON, D. C., May 19, 1942.

Re H. R. 6999.

COMMITTEE ON RIVERS AND HARBORS,  
*House of Representatives, Washington, D. C.*  
 (Attention of Hon. Joseph J. Mansfield, chairman.)

SIRS: In compliance with your request and supplementing my today's testimony in behalf of the aforementioned house bill I herewith submit for your record the following facts in further proof of the urgent necessity for immediate commencement of such work as may be necessary to fulfill the requirements of this bill.

The port of Brownsville, the southernmost terminus of the proposed extension of the Intracoastal Canal, south of Corpus Christi—and by reason of its geographic location in relation to the Republic of Mexico in general, and the vast industrial area of northern Mexico in particular—today, has actually moved—is moving, or has committed to move, over and through its facilities, the following commodities, all in nature and character of extraordinary value to our all-out war effort, viz:

## LEAD, REFINED (IN BARS)

Between 1,000 and 2,000 tons daily and at the moment as much as 2,500 to 3,000 tons, anticipating a minimum of 300,000 tons before December 31, 1942.

(All of this lead is being utilized in our defense and allied industries. It is delivered to the port of Brownsville by rail from Mexico, stored at the port in transit, and, in absence of any water transportation, distributed by rail to its destinations in the Middle West, to points along the Atlantic seaboard, and, the eastern industrial areas.)

## MANGANESE ORE

This vital and strategic raw material formerly imported from the East Indies, Russia, etc., and in more recent years also from South America, now is being developed and shipped in ever-increasing volume from the Republic of Mexico. In excess of 70,000 tons have been imported since the fall of 1941, with 260,000 tons more now under contract to move during the remainder of this year, all committed through the Matamoros, Mexico-Brownsville, Tex., gateway.

The mines presently supplying this particular commodity have been authoritatively credited with total resources of 4,265,350 tons, or a net of 2,985,750 tons after allowing for 30 percent waste of low-grade ores. But as is well known, the undeveloped deposits are almost unlimited. Thus, production and delivery to, and for United States consumption can be increased as need arises and adequate low-cost transportation is made available.

## IRON ORE

Originating in the State of Durango, it will move via Matamoros-Brownsville gateway on a rail rate of \$1.25 (United States) per ton. The movement will commence the end of this year to a certain smelter and in lots of 20,000 tons minimum per month. The smelter is now under construction and is located on the Intracoastal Canal. The movement of this traffic is also based on the ultimate extension of the Intracoastal Canal to Brownsville and in the interim, the industry must bear the penalty of higher cost of rail transportation.

I quote from the letter of committal:

"Tonnage involved is 850 long tons per day, or 310,000 per annum. Year in and year out, the business would be permanent. As traffic in the Southwest can move the year around, a 50,000-ton reserve stock of ore at the plant would probably be ample to protect plant operation in case of interruption to traffic."

Another industry of extraordinary capacity—whose proposed plant location is also accessible by the Intracoastal Canal if extended to Port Isabel-Brownsville as proposed in present bill, has recently estimated and is now investigating mechanical ship- and barge-loading facilities to be located on a site adjoining the Brownsville turning basin having in mind loading on either barge or seagoing equipment approximately 1,200,000 tons of ores and minerals of similar nature and character as hereinbefore described and all of which, of necessity, will have to be handled in bulk—and as common knowledge goes, low-cost inland-water transportation is in this instance definitely essential.