

I don't mean the tankers that are sunk. I mean the new tankers that they are building.

I am not a marine architect by any manner of means. I am probably a damned fool. I don't know. But, anyway, I say that you can make plenty of barges out of these tankers that you are building and run them in the coastal waterways and through the barge canal or the oil going through the pipe lines. Any way that you can get them you can move them up the interior coastal waterways.

They say that that is foolish; that they can move them by the snap of their fingers. We are running them up there every day.

Of course, I don't know how long we are going to run, because we are gradually starving and will starve unless we can get this big customer that we are after. And I don't think that we are going to get him.

Are there any questions? I would be glad to answer any.

Mr. CULKIN. Your experience in operating under the I. C. C. is that your situation is getting more difficult?

Mr. THRESHER. I think that for our operation most of their men are accountants trying to make up reports for them.

Mr. CULKIN. You mean that your operation becomes more difficult all the time?

Mr. THRESHER. That is what I say.

Mr. CULKIN. It seems to be oppressive and looking to your destruction?

Mr. THRESHER. You must be in the transportation business. That is all that I can say.

Mr. SIKES. The next witness is Mr. W. J. Dugan, of the War Industries Contracts Office, industrial materials, resources development for the Florida Defense Council. Mr. Dugan is in position to give you valuable information regarding the availability of material for the construction of barges and towing facilities that are need in this program.

#### STATEMENT OF W. J. DUGAN, REPRESENTING THE FLORIDA DEFENSE COUNCIL

Mr. DUGAN. Mr. Chairman and gentlemen of the committee, I represent the Florida Defense Council, which is an organization now composed of technical or skilled men in Florida—engineers, conversion engineers, management experts, financial assistants, tool and die experts, transportation and hauling experts—supported by the State government for the express purpose of aiding the State of Florida in converting into the war-industries program and conserving the economic structure of the State.

At a previous hearing of the committee the fact has been brought forth as to whether or not you could build wooden barges or wooden tugboats soon enough to aid in the transportation of fuel oil, gasoline, sugar, blackstrap molasses, and other commodities.

I have here a composite brief, which is available to your committee, which shows that the State of Florida alone has 142 existing shipyards now with the necessary facilities—manpower, tools, and financing—to go into an immediate wooden-barge-building program and wooden-tug-building program.