

Mr. DUGAN. One of the State's largest lumber interests in a hearing the other day made a statement to me which has provided definite information on the existence of between 45,000,000 and 60,000,000 board-feet of dried structural cypress now in yards in Florida, and between a billion and a half and 3,000,000,000 feet of dried structural lumber now in existence in southern lumber yards.

Mr. RODGERS. With a sufficient quantity of dimension stuff?

Mr. DUGAN. There is dimension lumber sufficient to go into this barge construction.

The CHAIRMAN. How about hardwood?

Mr. DUGAN. And there is ample hardwood. And the fact remains that we have the manpower available.

Mr. RODGERS. What about the power for these boats?

Mr. DUGAN. Unless some priority could be provided so that the power plants could come to the new tugs now, it would probably be a transposition of power units from the shrimp boats, if they were not proven satisfactory, to specially designed tugs. But the tugs can be put into production and be put overboard in from 15 to 18 days. So that is not a serious problem.

The CHAIRMAN. That is quite a protection.

Mr. DUGAN. We are in a position to give that protection. The State is organized to back it entirely with the State's resources. They are all available for this program.

The CHAIRMAN. Are there any further questions, gentlemen? If not, we thank you very much.

Mr. GREEN. Mr. Chairman, I should like to have consent for the extension of remarks in the record of Congressman Hendricks, Congressman Peterson, and Mayor Hawken, of Sanford, Fla., and Mr. Judd, of the Tampa Chamber of Commerce, if they may be permitted to extend their remarks in the record.

The CHAIRMAN. Very well.

Mr. CULKIN. The next witness whom I desire to present is Representative Hébert, of New Orleans.

#### STATEMENT OF HON. F. EDWARD HÉBERT, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF LOUISIANA

Mr. HÉBERT. Mr. Chairman and gentlemen of the committee, there is very little that I think I can add to what has been said by the proponents of this bill, except to lend the weight probably of the district that I represent in New Orleans, which is one-half of the city. My colleague, Thomas Boggs, who appeared here a few days ago, represents the other half of New Orleans. I represent that section of Louisiana which takes in everything below that section of New Orleans to the Gulf of Mexico and the mouth of the Mississippi River.

I think in approaching this subject we cannot lose sight of the fact that the proposed pipe line and the Intracoastal Canal go hand in glove in this particular instance for defense. Most certainly we in Louisiana in that section of the country want to see the pipe line built. We want to see that built as soon as it is possible and as quickly as possible.

But I do not think that there should be a red herring dragged across the trail at the expense of the inland waterway system. Oil is just