

This is not only for the war effort, but what is going to come after the war. The inland waterway system is a permanent development, not a temporary development.

I think that is all.

Mr. PITTINGER. That principle applies to the whole country, does it not?

Mr. HÉBERT. I know that my colleague made some remarks yesterday about his section, showing that he is a sectionalist. And so am I. My people want me to try to represent them just as I know that the gentleman represents his district.

Mr. PITTINGER. I am not a sectionalist. I am for the omnibus rivers and harbors bill. That helps all sections.

Mr. MILLER. I want to present my colleague for many, many years, the vice president for Louisiana of the Intercoastal Canal Association of Louisiana and Texas, and the Washington representative of the executive department of the State of Louisiana, Mr. Rene F. Clerc.

STATEMENT OF RENE F. CLERC, VICE PRESIDENT FOR LOUISIANA OF THE INTERCOASTAL CANAL ASSOCIATION OF LOUISIANA AND TEXAS, AND WASHINGTON REPRESENTATIVE OF THE EXECUTIVE DEPARTMENT, STATE OF LOUISIANA

Mr. CLERC. Mr. Chairman and gentlemen of the committee, with the quantity of testimony that you have heard from the previous witnesses, I do not know that I can add very much to what has already been said. But my experience of over 25 years on the development of inland waterways leads me to the conclusion to make this observation, that it is unfortunate that there are but 1,250 miles of development of waterways from Jacksonville to Trenton to a depth of 12 feet by 125 feet, and a development from Carrabelle to Corpus Christi of about 1,250 miles, also to a depth of 9 feet by 100, which section now has outgrown its capacity and has already been recommended by this committee for enlargement, that we should now stop at this depth when by only constructing a short section through Florida, it would give us 2,500 miles of inland protected waterways to transfer our commodities from the eastern seaboard to the Gulf section of Louisiana and Texas and Mississippi, as well as feeding the tributaries of the Mississippi River.

It is unfortunate that it has not been done before. But I believe now, with the emergency that we have, it is absolutely necessary.

If we also construct pipe lines so that immediate relief can be afforded to the eastern seaboard, we can look ahead to having some heat this winter. You gentlemen realize that if we do not have heat and fuel for this winter that is coming on us, what a terrible condition we are going to have on the eastern seaboard.

It is the same way with the high-octane gasoline that we need to furnish to the Navy.

I believe that there is no question but that this is one of the most desirable developments that can be reported on favorably by your committee.