

I do not believe that we should only stress the question of the present emergency for this development. As it is there now, our coastwise business is gone. It will be for a long to come with ships on the outside. And I think that more as time goes along you will find that the best mode of transportation and the cheapest to the Southeast will be barges on the inland waterways.

I hope that this waterway can in time be extended down to the Mexican border, and not only to Trenton, but up to the State of Maine.

I thank you, gentlemen.

Mr. CULKIN. Do you think that during the post-war period which I hope will come at some time, and as promptly as possible, the Liberty ships would be available, these 7,500-ton boats that we are now building?

Mr. CLERC. That depends entirely, Mr. Congressman, on how long this war lasts.

Mr. PITTINGER. Are you familiar with those ships?

Mr. CLERC. Yes.

Mr. CULKIN. You know something about them? Do you think that they will be available for that trade after the war?

Mr. CLERC. To a certain extent. But even with the coastwise service now you have got to realize that the coastwise service which is sailing down to New York and Baltimore and Philadelphia does not serve this large inland territory that the barges will serve. You take through the interior of Louisiana and the interior of Texas. The barges serve those. The coastwise service serves the outside, but not the interior.

Mr. CULKIN. I have a high opinion of the gentleman. I have respected him for a long time.

Mr. CLERC. But I do believe that we do need the inland waterways so that the communities through the various States will be served without having to haul by railroad or by truck to the ports and have them go around in the coastwise service.

Mr. CULKIN. Thank you.

Mr. CLERC. And I think that such development is going to be material to the development of every State through which the waterways operate.

The CHAIRMAN. Thank you, Mr. Clerc.

Mr. MILLER. As far as I know, we have no further witnesses for this afternoon.

I have here three telegrams and one letter, addressed to the chairman, which I think should go into the record, if there is no objection. One is from Louis S. Witte, mayor of the city of San Benito, Tex.; another from B. A. Steinhagen, president of the Beaumont Chamber of Commerce; John W. Fulbright, chairman of the waterways committee, and M. W. McMaster, chairman of the intracoastal canal committee; one from R. B. McLeaish, general manager of the Rio Grande Valley Citrus Exchange; and a letter addressed to the chairman by Hon. Oscar C. Dancy, county judge of Cameron County, of which Brownsville is the county seat.