

Mr. CULKIN. Is the problem of constant channeling in the Mississippi, up the Missouri and the Ohio a serious one?

Mr. MACLEAY. Not a very serious problem; no.

Mr. CULKIN. What depth do you have—uniform depth?

Mr. MACLEAY. We have a minimum depth of 9 feet, practically everywhere, to the Ohio; sometimes it falls down a little, but not very much.

Mr. CULKIN. Do you have any obstruction trouble?

Mr. MACLEAY. There has been very little; it has been taken care of pretty well; from the mouth of the Ohio River down very little.

Mr. CULKIN. What is the depth of the Ohio to Pittsburgh?

Mr. MACLEAY. Nine feet.

Now, in connection with the Ohio, this committee approved, some years ago, and the Congress adopted another project to connect the Ohio with Lake Erie, that is, the Lake Erie-Ohio River connection. That project has been adopted by the Congress and it is only for the War Department to begin work on it.

That project would mean more to your district, Judge Culklin, than any other project that we have in the upper waterways. It would enable you to get millions of tons of coal out through Lake Erie, down through New York State Barge Canal, and up as far as Boston.

New England will be 9,000,000 tons of coal short, according to the figures we are furnished, and that, you realize, is after every agency that we can use to send coal into the New England area this year at full operation. And, that is more than double what the railroads delivered there last year.

Mr. CULKIN. They will be 9,000,000 tons short?

Mr. MACLEAY. They will be 9,000,000 tons short for New England, with all that we can get up there by way of barges and railroads combined.

Mr. CULKIN. What is the estimated shortage of fuel oil for that area?

Mr. MACLEAY. The estimated shortage for fuel oil included in that district, the Atlantic States, is 400,000 barrels a day.

Mr. CULKIN. And is that taking into consideration all possible present modes of transportation?

Mr. MACLEAY. All possible methods that can be used.

Mr. CULKIN. Four hundred thousand a day?

Mr. MACLEAY. Yes. Now the original needs of that territory were 1,700,000 barrels of oil a day.

Mr. CULKIN. There is a 400,000 barrel reduction?

Mr. MACLEAY. That is cut to 1,320,000, and that amount is the minimum amount needed, and there will be 400,000 barrels a day short of that unless there is some such project as is now up before you, or some other project we can use, such as the Ohio-Lake Erie connection. If we had that we would have a chance to supply the oil.

Mr. JOHNS. Was your association for the St. Lawrence project?

Mr. MACLEAY. We have never opposed the St. Lawrence project.

Mr. JOHNS. Have you been for it?

Mr. MACLEAY. We have opposed one phase of the proposal; that is, putting the control of Lake Michigan in it. That was a controversial point.