

Mr. RANKIN. You are for the rivers and harbors bill, are you?

Mr. MACLEAY. We are for the purposes of the bill, for the projects that are in our territory.

Mr. RANKIN. If Congress sees fit to pass the bill you still would be for it?

Mr. MACLEAY. Our people are not for the passage of the bill if it adopts the St. Lawrence feature to which I referred.

Mr. RANKIN. But for the rest of it you are?

Mr. MACLEAY. The rest, I do not think there is any objection on the part of the Valley Association at all.

Mr. RANKIN. You have no objection to the Tennessee River connection, using the Yellow Creek route?

Mr. MACLEAY. Mr. Rankin, 18 years ago I attended a hearing at Sheffield, Ala., and at that time we favored whatever plan could be used to make use of Bear Creek.

Mr. RANKIN. It is Yellow Creek now.

Mr. MACLEAY. It was Bear then.

Mr. RANKIN. Yes; it was the route along Bear Creek.

Mr. MACLEAY. That was in 1918.

Mr. KIRWAN. With reference to the construction of the Lake Erie-Ohio River Canal—

Mr. MACLEAY (interposing). We are for the Lake Erie-Ohio River connection.

Mr. KIRWAN. The connection has been recommended for 20 years, and today there are practically 500 manufacturers needing steel that could be supplied through that means of transportation. Now we are spending a billion dollars to expand our steel industry because this is not in operation.

Mr. MACLEAY. And my understanding is that there would be practically enough scrap reclaimed in building the Ohio-Lake Erie connection to practically replace the amount of steel that would be needed to build it.

Mr. KIRWAN. You just referred to a 9,000,000-ton coal shortage?

Mr. MACLEAY. Yes.

Mr. KIRWAN. For New England?

Mr. MACLEAY. Yes.

Mr. KIRWAN. It would not have occurred if this connection had been constructed.

Mr. MACLEAY. We could move 14,000,000 tons of coal through that canal if it were built. It should have been built in 1935, when this committee approved it, and when the Congress approved it, and when it was put up to the War Department to do, and if that had been done, we would not have this trouble you referred to in New England and New York, having a shortage of fuel.

The CHAIRMAN. Mr. Macleay, if I may be permitted to state to the members of the committee, I think this is Mr. Macleay's attitude with reference to the St. Lawrence, having been expressed to me on many occasions, even before this issue became so acute in the country. His attitude as expressed to me was they had no objection; in fact, they were in favor of it with the exception that they did not like the provision for the agreement with Canada which makes Lake Michigan an international boundary.

Mr. MACLEAY. That is the position of the members of the Mississippi Valley Association as expressed time and again.