

Mr. MILLER. Yes, sir.

Mr. CULKIN. And is it not a fact that they are going to be shy 8,000,000 tons of coal?

Mr. MILLER. I have heard testimony to that effect.

Mr. CULKIN. I think that is a very vital phase of this situation. I do not see how the people of New York and New England are going to keep warm this winter. It is a very serious situation.

Mr. MILLER. Mr. Chairman and gentlemen of the committee, I hesitate to attempt to say more, and I shall not, except to make this point:

As I stated in behalf of the proponents at the outset of the hearing, this remedy is not offered as a panacea. It is going to take, as Mr. Allen, of the Petroleum Coordinator's Office, said, everything we can do. Let me, Mr. Chairman and gentlemen of the committee, say this, and I say it in all sincerity and in all earnestness: There is probably no question which more vitally concerns the American people today, and the people you represent here, than this gasoline and fuel shortage. In what position do you find yourselves today? This bill is submitted as a remedy—a partial one, true—but a remedy and it is the only proposal pending before the Congress that I know anything about which offers an opportunity for Congress to express itself.

Mr. Chairman, we have made our case, and I think everything is in the record to prove our case.

The CHAIRMAN. Thank you very much, Mr. Miller.

(Thereupon the committee proceeded to the transaction of business in executive session, after which it adjourned.)

(The bill, H. R. 6999, as reported to the House, reads as follows:)

[Omit the part in black brackets and insert the part printed in italic]

A BILL To promote the national defense and to promptly facilitate and protect the transport of materials and supplies needful to the Military Establishment by authorizing the construction and operation of a pipe line and a navigable barge channel across Florida, the construction of an inland route from the western terminus of this channel to the present eastern terminus of the Intracoastal Waterway, and by deepening and enlarging the Intracoastal Waterway from its present eastern terminus to the vicinity of the Mexican border

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, in order to promote the national defense and to promptly facilitate and protect the transport of materials and supplies needful to the Military Establishment, there is hereby authorized to be constructed under the direction of the Secretary of War and the supervision of the Chief of Engineers a barge canal twelve feet deep and one hundred and twenty-five feet wide from the existing channel of similar dimensions in the Saint Johns River of Florida across Florida to the vicinity of the Gulf of Mexico, and from the western terminus of this canal across Florida, a canal of similar dimensions within the coast line of Florida to the present eastern terminus of the Intracoastal Waterway in the vicinity of Apalachee Bay; and that there is also authorized the enlargement of the present Intracoastal Waterway from the vicinity of Apalachee Bay to Corpus Christi, Texas, and its extension to the vicinity of the Mexican border so as to provide throughout the entire length of the canal a channel twelve feet deep and one hundred and twenty-five feet wide: *Provided*, That the Chief of Engineers is authorized within reasonable limits to vary, in his discretion, the above-prescribed dimensions wherever advisable: *And provided further*, That pending the completion of the aforesaid navigable channels there is authorized to be constructed under the direction of the Secretary of War and the supervision of the Chief of Engineers a pipe line, together with all necessary terminal facilities, for the transportation of petroleum from the vicinity of [Apalachicola Bay] *Port Saint Joe* to the vicinity of Jacksonville, Florida. For the above purposes there is hereby authorized \$144,000,000.