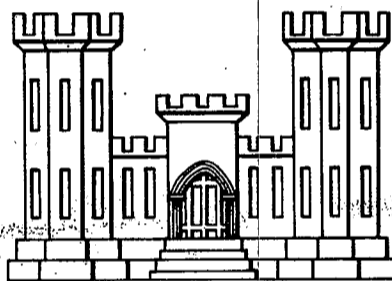


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6597

# MISSISSIPPI RIVER GULF OUTLET

## RECORD OF PUBLIC HEARING



HELD AT ROOSEVELT HOTEL, NEW ORLEANS, LA.,  
ON 5 AUGUST 1943, BY BRIG. GEN. M.C. TYLER,  
DIVISION ENGINEER, LOWER MISSISSIPPI  
VALLEY DIVISION.

*Trust 800.92 (Miss R - Gulf Outlet) 44*

*June 13*

PUBLIC HEARING

HELD AT ROOSEVELT HOTEL, NEW ORLEANS, LA.,  
ON 5 AUGUST 1943, BY BRIG. GEN. M. C. TYLER,  
DIVISION ENGINEER, LOWER MISSISSIPPI VALLEY  
DIVISION.

SUBJECT: MISSISSIPPI RIVER - GULF OUTLET.

10:00 a.m. to 4:15 p.m.

PRESENT

BRIG. GEN. M. C. TYLER, Division Engineer, Lower Mississippi Valley Division,  
Vicksburg, Miss. - PRESIDING.  
Colonel Milo P. Fox, Corps of Engineers, Mississippi River Commission,  
Vicksburg, Miss.  
Lt. Col. George H. Hudson, Corps of Engineers, District Engineer, U. S.  
Engineer Office, New Orleans, La.  
Lt. Col. F. C. Carcy, Corps of Engineers, U. S. Engineer Office, New  
Orleans, La.  
Major A. H. McRae, Corps of Engineers, U. S. Engineer Office, New Orleans,  
La.  
Lt. Col. Dalton B. Shourds, Engineer, New Orleans, La.  
Comdr. A. M. Zibilich, U. S. Coast Guard, New Orleans, La.  
Comdr. A. George Volck, U.S.N.R. (Ret) Hq. Eighth Naval District, New  
Orleans, La.  
Lt. Comdr. T. C. Bruns, U. S. Navy, New Orleans, La.  
Mr. R. M. McCrone, Mississippi River Commission, Vicksburg, Miss.

SPEAKERS

Hon. Sam H. Jones, Governor of Louisiana, Baton Rouge, La.  
Hon. John H. Overton, U. S. Senator, Alexandria, La.  
Hon. Allen J. Ellender, U. S. Senator, Houma, La.  
Hon. Paul H. Maloney, U. S. Representative, New Orleans, La.  
Hon. F. Edw. Hebert, U. S. Representative, New Orleans, La.  
Mr. Lester F. Alexander, Lester F. Alexander Co., New Orleans, La.  
Mr. John Berni, Plumbers & Steamfitters Union, Local #60, New Orleans, La.  
Mr. K. W. Berry, Whitney National Bank, New Orleans, La.  
Mr. Frank E. Bourgeois, Foreign Commerce Committee, Association of Commerce  
Mr. A. M. Cowen, New Orleans Toastmasters Club, New Orleans, La.  
Mr. Rene F. Clerc, Board of Port Commissioners, New Orleans, La.  
Mr. O. D. Cloakey, President, Advertising Club of New Orleans, La.  
Mr. Severn T. Darden, Orleans Lovee Board, New Orleans, La.  
Mr. John E. Fleury, District Attorney, Jefferson Parish, La.  
Mr. Alvin M. Fromherz, President, Louisiana Section, American Society of  
Civil Engineers, New Orleans, La.  
Dr. Chas. F. Gelbke, Mayor of Gretna, La.  
Mr. Carl Glossow, St. Louis Chamber of Commerce, St. Louis, Mo.  
Mr. W. H. Grant, Secretary, Exchange Club of New Orleans, La.  
Mr. Alvin E. Johnson, President, Real Estate Board, New Orleans, La.  
Mr. R. S. Hecht, Hibernia National Bank, New Orleans, La.  
Mr. A. W. Herrmann, Kiwanis Club, New Orleans, La.  
Mr. J. J. Holtgreve, Jefferson Parish Police Jury, Metairie, La.  
Mr. H. R. Iley, Propeller Club of New Orleans, La.  
Mr. Paul F. Jahncke, Jahncke Service Inc., New Orleans, La.  
Mr. Charles M. Kerr, Louisiana Engineering Society, New Orleans, La.  
Mr. A. S. Kreeger, The Kreeger Store, Inc., New Orleans, La.  
Dr. Lloyd J. Landry, President, Young Men's Business Club, New Orleans, La.  
Mr. S. Gordon Lee, General Contractor, New Orleans, La.  
Mr. Thos. E. Lyons, U. S. Department of Commerce, Washington, D. C.  
Mr. M. A. Mathieson, Pennsylvania Shipping Co., Philadelphia, Pa.  
Mr. Lachlan Macleay, Mississippi Valley Assn., St. Louis, Mo.  
Mr. Bill McEnerny, New Orleans Insurance Exchange, New Orleans, La.  
Mr. John McKay, Misc. Warehouse Assn., New Orleans, La.  
Mr. H. E. Meade, Chairman, Members Council, Association of Commerce, New  
Orleans, La.  
Mr. Warren V. Miller, President, Council of Civic Clubs, New Orleans, La.

I. O. Monasterio, St. Louis Chamber of Commerce, St. Louis, Mo.  
 K. Olsen, Ole K. Olsen, Inc., New Orleans, La.  
 Mr. Walter Parker, Int. Bureau of Economics, New Orleans, La.  
 Mr. F. Pieper, C.I.O., New Orleans, La.  
 Mr. A. E. Pradillo, New Orleans Association of Commerce, New Orleans, La.  
 Mr. D. L. Pyburn, Director, Dept. of Public Works, Baton Rouge, La.  
 Mr. Steve Quarles, A. F. of L., New Orleans, La.  
 Mr. Geo. W. Rappleyea, Higgins Industries, Inc., New Orleans, La.  
 Mr. Hampton Reynolds, New Orleans, La.  
 Mr. George E. Schneider, New Orleans Assn. of Commerce, New Orleans, La.  
 Mr. W. W. Schroeder, President, Rotary Club, New Orleans, La.  
 Mr. Stuart A. Seelye, Pres., New Orleans Assn. of Commerce, New Orleans, La.  
 Mr. Geo. Soule, Soule College and Cooperative Club, New Orleans, La.  
 Mr. Chester C. Thompson, Inland Waterways Corp. (Federal Barge Lines) St.  
 Louis, Mo.  
 Mr. W. R. Tolodano, Jefferson Parish Police Jury, Kenner, La.  
 Mr. Solon B. Turman, Lykes Bros. Steamship Co. Inc., New Orleans, La.  
 Mr. C. C. Walther, Walther Bros. Co., New Orleans, La.  
 Mr. Francis Williams, City of New Orleans, New Orleans, La.  
 Mr. Wm. Zetzmann, Chairman, State Board of Public Works, New Orleans, La.

RECORDERS - Miss Edna Englert, Mrs. Jennie D. Charlton, Mrs. Dora A.  
 Levy and Miss Mildred R. Wild.

MISCELLANEOUS -

Mr. G. Abaunza, Jr., Steamship Agent, New Orleans, La.  
 Mr. M. C. Abraham, New Orleans Public Service, Inc., New Orleans, La.  
 Mr. Michael Aguzin, Cement Finishers Union, New Orleans, La.  
 Mr. J. A. Allain, Alcoa Steamship Co. Inc., New Orleans, La.  
 Mr. J. W. Allen, Forwarding Agents & Foreign Freight Brokers Assn., New  
 Orleans, La.  
 Mr. Harry Allsman, Engineer and Contractor, New Orleans, La.  
 Mr. M. W. Amos, Federal Public Housing Authority, Fort. Worth, Texas.  
 Mr. Leo Paul Arigux, Marine Pipe Fitters Local #574, New Orleans, La.  
 Mr. H. S. Armstrong, City of New Orleans, Nat'l. Defense Director, New  
 Orleans, La.  
 Mr. Ford J. Artigues, Southern Motor Express, Inc., New Orleans, La.  
 Mr. A. W. Aylin, Missouri Pacific R.R. Co., New Orleans, La.  
 Mr. C. Babin, Hibernia Nat'l. Bank, New Orleans, La.  
 Mr. Albert X. Bador, Geo. F. Driscoll & Co., New Orleans, La.  
 Mr. Wm. H. Bactch, American Brewery Co., New Orleans, La.  
 Dr. Chas. A. Bahn, New Orleans, La.  
 Mr. W. G. Baker, Gas Appliance Co., Inc., New Orleans, La.  
 Mr. Jno. U. Barr, Federal Fibre Mills, New Orleans, La.  
 Mr. E. H. Barrios, Woodward-Wight & Co. Ltd., New Orleans, La.  
 Mr. N. J. Barrios, R. E. E. deMontluzin, New Orleans, La.  
 Mr. J. F. Barrow, Southern Railway, Hattiesburg, Miss.  
 Mr. Roy Bartlett, Hotel Roosevelt, New Orleans, La.  
 Mr. L. Henry Baudean, Baudean, Inc., New Orleans, La.  
 Mr. Frank H. Baxter, Times-Picayune, New Orleans, La.  
 Mr. T. H. Bean, New Orleans Public Service, Inc., New Orleans, La.  
 Mr. George J. Becker, Jahncke Service Inc., New Orleans, La.  
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 Mr. C. A. Bertel, Board of Commissioners, Port of New Orleans.  
 Mr. E. J. Bieger, Jung Hotel, New Orleans, La.  
 Capt. C. E. Biggers, Lykes Bros. Steamship Co., New Orleans, La.  
 Mr. F. N. Billingsley, Billingsley Engineering Co., New Orleans, La.  
 Mr. R. N. Binnings, Times-Picayune, New Orleans, La.  
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 Mr. Moise Bloch, Wetzels, Inc., New Orleans, La.  
 Mr. B. M. Bloomfield, Lykes Steamship Company, New Orleans, La.  
 Mr. K. F. Blue, Foundation Plan, Inc., New Orleans, La.  
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 Mr. J. H. Bodenheimer, J. H. Bodenheimer & Son, New Orleans, La.  
 Mr. Harold Bomboy, Railway Audit & Insurance Co., New Orleans, La.  
 Mr. Wm. J. Bovard, Bovard Ins. Agency, New Orleans, La.

F. Bond, Vorics Baking Co., New Orleans, La.  
 nce Bonnacaze, Jr., Best Electric Co. Inc., New Orleans, La.  
 Mr. Lewis I. Bourgeois, Federal Barge Lines, New Orleans, La.  
 Mr. I. E. Boyett, Land owner, Avoyelles Parish, La.  
 Mr. Theodore Brent, Mississippi Shipping Co., New Orleans, La.  
 Mr. J. E. Bridges, Haverty Furniture Co., New Orleans, La.  
 Mr. Gene Brierre, Paul Brierre's Sons., New Orleans, La.  
 Mr. J. S. Brodie, Inland Waterways Corp., New Orleans, La.  
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 Mr. W. F. Burbank, Metropolitan Life Ins. Co., New Orleans, La.  
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 Mr. Francis P. Burns, City Attorney, New Orleans, La.  
 Mr. H. I. Brennan, Freeport Sulphur Co., New Orleans, La.  
 Mr. B. C. Brown, Brown's Velvet Ice Cream Co., New Orleans, La.  
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 Mr. J. H. Collins, New Orleans Public Service, New Orleans, La.  
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 Mr. James M. Colomb, Godchaux & Mayer, New Orleans, La.  
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 Mr. J. J. Delherde, Sr., Alcoa Steamship Co., New Orleans, La.  
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 Mr. San B. Dunbar, Louisiana Mfrs. Assn., New Orleans, La.  
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 Mr. Robert Harold Durr, Fern Supply Co., New Orleans, La.  
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I. Gallagher, J.F. Colerian Engineering Co., New Orleans, La.  
 E. Garric, Texas & Pacific Rwy., New Orleans, La.  
 J. Garsaud, U. S. Army, New Orleans, La.  
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 Mr. Augustus B. Harris, Augustus B. Harris & Son, New Orleans, La.  
 Capt. J. E. Hart, Mississippi Shipping Co., New Orleans, La.  
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 Mr. John F. Holmes, New Orleans Public Service Inc., New Orleans, La.  
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 Mr. Wm. J. Howard, New Orleans, La.  
 Mr. G. H. Ireland, Mississippi Shipping Co., New Orleans, La.  
 Mr. Harold C. Jackson, U.S. Dept. of Commerce, New Orleans, La.  
 Mr. J. C. Jackson, Western Union, New Orleans, La.  
 Mr. L. H. Jacobs, Lions Club, New Orleans, La.  
 Mr. Paul F. Jahncke, Jr., Jahncke Service Inc., New Orleans, La.  
 Mr. E. O. Jewell, Board of Commissioners, Port of New Orleans, La.  
 Mr. J. G. Jones, Jackson Brewing Co., New Orleans, La.  
 Mr. Harry B. Jordan, Canal Barge Co., New Orleans, La.  
 Mr. A. L. Jung, Crescent Bed Co. Inc., New Orleans, La.  
 Mr. K. P. Kanner, New Orleans Public Service Inc., New Orleans, La.  
 Mr. S. W. Keate, New Orleans, La.  
 Mr. Harry X. Kelly, Mississippi Shipping Co., Inc., New Orleans, La.  
 Mr. James P. Kenny, Inland Water Carriers Frt. Assn., New Orleans, La.  
 Mr. T. N. Kinsley, Southern Rwy. System, New Orleans, La.  
 Mr. Russ Kintzley, New Orleans States, New Orleans, La.  
 Mr. A. W. Kitto, Office of Defense Transportation, New Orleans, La.  
 Mr. W. H. Klimesnit, Globe Indemnity Co., New Orleans, La.  
 Mr. John Klorer, Defense Plant Corp., New Orleans, La.  
 Mr. J. J. Kramer, Board of Commissioners, Port of New Orleans, La.  
 Mr. James C. Kraus, Socy. Kiwanis Club, New Orleans, La.  
 Mr. Robert J. Kuhn, Consulting Engineer, New Orleans, La.  
 Mr. Lloyd L. Lacher, Jackson Brewing Co., New Orleans, La.  
 Mr. Joseph Lallande, Southern Pacific Lines, New Orleans, La.  
 Mr. Henry D. Larcade, Jr., Member of Congress, 7th La. District.  
 Mr. W. Larkin, Office Defense Transportation, New Orleans, La.  
 Mr. Eldon S. Lazarus, Board of Commissioners, Port of New Orleans, La.  
 Mr. Rugus W. Lea, Woodward Wight & Co. Ltd., New Orleans, La.  
 Mr. Edgar Lee, Jr., Coast Transportation Co. Inc., New Orleans, La.  
 Mr. A. S. Legendre, New Orleans Public Service Inc., New Orleans, La.  
 Mr. Leonco L. Lenario, Dunn & Bradstreet, Inc., New Orleans, La.  
 Mr. Harvey Lichard, D. H. Holmes Co. Ltd., New Orleans, La.  
 Mr. Robert L. Lingstrom, Harvey Lingstrom Co., New Orleans, La.  
 Mr. E. H. Lockenberg, Office of Defense Transportation, New Orleans, La.  
 Mr. R. K. Longino, Longino & Collins, Inc., New Orleans, La.  
 Mr. Ernest J. Lorch, Eastman Kodak Stores Inc., New Orleans, La.  
 Mr. P. B. Lusk, Lusk Shipping Co., New Orleans, La.  
 Mr. A. J. McCall, Graybar Electric Co., New Orleans, La.  
 Mr. E. J. McGurirk, Pres., New Orleans Steamship Assn., New Orleans, La.  
 Mr. R. W. McKinney, Dixie Machine & Welding Wks., New Orleans, La.  
 Mr. M. M. McMillan, Missouri Pacific Railroad, New Orleans, La.  
 Mr. J. A. McNiven, Dock Board, New Orleans, La.  
 Mr. G. A. McWilliams, McWilliams Dredging Co., New Orleans, La.  
 Mr. Wm. L. Macassin, Inland Waterways Corp., New Orleans, La.  
 Mr. Edward L. Maier, United Fruit Co., New Orleans, La.  
 Mr. William Maier, State Dept. Public Works, New Orleans, La.  
 Mr. Stephen C. Manning, Sr., Crescent Bed Co. Inc., New Orleans, La.

- . Marks, Jr., City Engineer, New Orleans, La.  
 . Marshall, U. S. Maritime Commission, New Orleans, La.  
 Mr. Geo. Elmer May, New Orleans Public Service Inc. - Representing American  
 Society of Heating & Ventilating Engineers, New Orleans, La.  
 Mr. Guy Mendes, Arthur Mendes & Co., New Orleans, La.  
 Mr. C. Layton Merritt, Francis I. duPont & Co., New Orleans, La.  
 Mr. D. H. Mitchel, Southern Construction Co., New Orleans, La.  
 Mr. L. L. Moah, Bureau of Govt. Research, New Orleans, La.  
 Mr. Joseph H. Monies, Jefferson Parish, Gretna, La.  
 Mr. Rolf Monsen, Todd-Johnson Dry Docks, Inc., New Orleans, La.  
 Mr. Jos. W. Montgomery, United Fruit Co., New Orleans, La.  
 Mr. J. W. Moore, New Orleans, La.  
 Mr. Ralph Morse, Lykes Bros. Steamship Co. Inc., New Orleans, La.  
 Mr. Emile L. Morvant, Realty Operators Inc., New Orleans, La.  
 Mr. J. H. Moss, Jahncke Service Inc., New Orleans, La.  
 Mr. J. J. Mulligan, Crescent Bed Co., New Orleans, La.  
 Mr. A. Hundy, Times Picayune Pub. Co., New Orleans, La.  
 Mr. Malcolm G. Hundy, The Great A. & P. Tea Co., New Orleans, La.  
 Mr. P. J. Naquin, Jr., Longino & Collins, New Orleans, La.  
 Mr. A. J. Nelson, Monte & Co., New Orleans, La.  
 Mr. C. A. Nelson, Economic Development Company of La., New Orleans, La.  
 Mr. L. K. Nicholson, Times-Picayune and New Orleans States, New Orleans, La.  
 Mr. A. Sidney Nuncz, Pres., Chamber of Commerce, St. Bernard Parish, La.  
 Mr. Leo M. Odon, State Dept. of Public Works, Baton Rouge, La.  
 Mr. W. G. Oliphant, Federal Barge Line, New Orleans, La.  
 Mr. Kenneth D. Oliver, C.D.T., New Orleans, La.  
 Mr. Diego Patron, Inter-Maritime Forwarding Co., New Orleans, La.  
 Mr. F. Patron, Jr., H. T. Cattam & Co., New Orleans, La.  
 Mr. A. G. Patterson, Interstate Commerce Comm., New Orleans, La.  
 Mr. Furnan B. Pearce, Norton Lilly & Co., New Orleans, La.  
 Mr. W. A. Pollerin, Pollerin Laundry Machinery Sales Co., New Orleans, La.  
 Mr. Forrest C. Pendleton, Nat'l. Corp. Service, Inc., New Orleans, La.  
 Mr. E. S. Pennbaker, T.P.-M.F. Term. R.R. of N.O., New Orleans, La.  
 Mr. Clom Perrin, Lafitte, La.  
 Mr. J. S. Powell, Federal Barge Lines, New Orleans, La.  
 Mr. Philip J. Piro, N.O. Building & Construction Trades Council, New Orleans,  
 La.  
 Mr. George Plant, Plant Shipping Co., New Orleans, La.  
 Mr. Ralph M. Pons, Godchaux & Mayer Ltd., New Orleans, La.  
 Mr. G. Chas. Porpora, Asst. Executive Secty to Gov. Jones, New Orleans, La.  
 Mr. J. E. Pottharst, Mechanical Equipment Co., New Orleans, La.  
 Mr. F. W. Raggio, Lake Charles, La.  
 Mr. E. M. Rea, Municipal Auditorium, New Orleans, La.  
 Mr. George Renaubin, Gulf Forwarding Co., New Orleans, La.  
 Mr. I. B. Rennyson, New Orleans, La.  
 Mr. W. J. Ryan, Standard Oil Co., Baton Rouge, La.  
 Mr. Louis G. Riecke, Tulane Hardwood Lbr. Co. Inc., New Orleans, La.  
 Mr. John Riess, New Orleans, La.  
 Mr. R. B. Roasch, Pres., Louisiana Architect Assn., New Orleans, La.  
 Mr. F. M. Rohn, New Orleans, La.  
 Mr. F. J. Rolfos, Standard Fruit & Steamship Co., New Orleans, La.  
 Mr. Elkin Rubenstein, Rubenstein Bros., New Orleans, La.  
 Mr. Robt. E. Roursay, Searcy & Trafft, New Orleans, La.  
 Mr. Clarke Salmon, New Orleans, La.  
 Mr. W. F. Bill Sancho, National Food Prod. Co., New Orleans, La.  
 Mr. H. A. Sawyer, Lone Star Cement Corp., New Orleans, La.  
 Mr. W. H. Seales, New Orleans, La.  
 Mr. G. S. Schober, Exchange Club of New Orleans, La.  
 Mr. Fred E. Schroeder, Coyle Lines, New Orleans, La.  
 Mr. Roy Schroeder, Pacific Mutual, New Orleans, La.  
 Mr. W. W. Schroeder, V.P., National Bank of Commerce, New Orleans, La.  
 Mr. Otto Schwartz, Schwartz Supply Co. Inc., New Orleans, La.  
 Mr. Jas. E. Scott, United Fruit Co., New Orleans, La.  
 Mr. Lawrence C. Scybold, Crane Co., New Orleans, La.  
 Mr. Ernest Simons, Simons Radio Store, New Orleans, La.  
 Mr. George R. Simo, War Shipping Administration, New Orleans, La.  
 Mr. C. A. Simpson, New Orleans, La.  
 Mr. W. A. Shuler, Shuler Supply Co., New Orleans, La.  
 Mr. Alvin Shepherd, New Orleans, La.  
 Mr. Frank R. Smith, Coordinator Ship Repair & Conversion, New Orleans, La.  
 Mr. Earl H. Smith, La. Assn. of Young Men's Business Clubs, New Orleans, La.  
 Mr. Geo. F. Sounders, Woodward-Night & Co., New Orleans, La.

Mr. John Spear, Southern Pacific Lines, New Orleans, La.  
 Mr. F. Singi, F. Singi Equip. Co., New Orleans, La.  
 Mr. Raymond P. Starr, Mundit Cork Corp., New Orleans, La.  
 Mr. George C. Stoheman, Missouri Pacific Lines  
 Mr. Clarence H. Strauss, Chalmette Oil Dist. Co. Inc., New Orleans, La.  
 Mr. R. P. Strong, Robt. Gottschalk Inc., New Orleans, La.  
 Mr. James L. Stulb, Gulf Shipping Co., New Orleans, La.  
 Mr. Alvin T. Stumpf, John Stumpf Sons, Gretna, La.  
 Mr. A. C. Suhrens, A. C. Suhrens Co., New Orleans, La.  
 Mr. W. W. Sutcliffe, Jr., National Bank of Commerce, New Orleans, La.  
 Mr. F. J. Swann, Hibernia Natl. Bank, New Orleans, La.  
 Mr. A. H. Talbot, Jr., Times-Picayune, New Orleans, La.  
 Mr. B. H. Talbot, Jr., Klinosmith Laudeman & Talbot, New Orleans, La.  
 Mr. F. C. Taylor, Taylor-Sudenbach, Inc., New Orleans, La.  
 Mr. A. L. Terrehonne, Armour & Co., New Orleans, La.  
 Mr. J. A. Thomas, New Orleans, La.  
 Mr. Ray M. Thompson, Jefferson Parish, La.  
 Mr. John I. Tins, Jr., Times-Picayune, New Orleans, La.  
 Mr. H. L. Todd, Dicke & Co., New Orleans, La.  
 Mr. E. J. Trahant, Brotherhood of Maintenance of Way, New Orleans, La.  
 Mr. F. J. Treuting, Anderson Clayton & Co., New Orleans, La.  
 Mr. Robert G. Urch, Sears, Roebuck & Co., New Orleans, La.  
 Mr. E. C. Upton, Sr., E. C. Upton Printing Co., New Orleans, La.  
 Mr. Walter A. Valois, New Orleans States, New Orleans, La.  
 Mr. Oliver H. VanHorn, VanHorn & Son, New Orleans, La.  
 Mr. Eraste Vidrine, New Orleans, La.  
 Mr. Rudolph O. Vorbusch, New Orleans, La.  
 Mr. Gilbert H. Vorhoff, International Lubricant Corp., Southport, La.  
 Mr. H. W. Waguespack, R. E. E. deMontluzin, New Orleans, La.  
 Mr. C. L. Wairne, New Orleans Public Service Inc., New Orleans, La.  
 Mr. F. E. Wallace, I. C. R.R., New Orleans, La.  
 Mr. William Wallace, General Contractor, New Orleans, La.  
 Mr. J. H. Wallmann, Freeland & Olschner, Inc., New Orleans, La.  
 Mr. E. C. Walker, Assn. of Commerce, New Orleans, La.  
 Mr. S. Pierce Walmsley, Jr., Whitney Natl. Bank, New Orleans, La.  
 Mr. D. M. Ward, Waterman Steamship Corp., New Orleans, La.  
 Mr. H. C. Warwick, U.S. Coast & Geodetic Survey, New Orleans, La.  
 Mr. E. H. Watermeier, Virginia Dare Extract Co., New Orleans, La.  
 Mr. Alfred Wellborn, Alfred Wellborn Inc., New Orleans, La.  
 Mr. George J. Wetzel, Wetzel Printing Inc., New Orleans, La.  
 Mr. D. L. White, U. S. Engineer Office, New Orleans, La.  
 Mr. H. E. White, Teamsters A.F.L., New Orleans, La.  
 Mr. W. Richard White, Police Jury Parish of Jefferson, La.  
 Mr. Nelson Whitney, Whitney Natl. Bank, New Orleans, La.  
 Mr. W. G. Wiegand, New Orleans Item, New Orleans, La.  
 Mr. W. S. Wilcox, W. S. Wilcox Co. Inc., New Orleans, La.  
 Mr. Ben J. Williams, Pope, Williams & Co., New Orleans, La.  
 Mr. A. L. Willoz, Orleans Levee Board, New Orleans, La.  
 Mr. J. P. Wright, Armour & Co., New Orleans, La.  
 Mr. Jos. B. Wynne, United Fruit Co., New Orleans, La.

GEN. TYLER: The meeting will come to order. This hearing is held in accordance with the following notice of public hearing:

WAR DEPARTMENT  
MISSISSIPPI RIVER COMMISSION  
and  
LOWER MISSISSIPPI VALLEY DIVISION  
Vicksburg, Mississippi

7 June 1943

Notice of Public Hearing  
Mississippi River - Gulf Outlet

A resolution of the Committee on Commerce, United States Senate, adopted 19 April 1943, authorized a review of reports on "Mississippi River - Gulf Outlet" published in Committee on Rivers and Harbors, House of Representatives, Document No. 46, Seventy-first Congress, Second Session, and previous reports; and of the reports on the "Intra-coastal Waterway from Mobile to New Orleans" submitted by the Chief of Engineers 27 April 1942, and previous reports, " \* \* \* with a view to determining whether any modifications of recommendations contained in those reports is advisable at this time, particularly with respect to providing an emergency outlet from the Mississippi River in the interest of national defense and general commerce by construction of a permanent deep draft channel 40 feet deep or of such lesser depth as may be determined to be an economical ship channel from the Industrial Canal, New Orleans, Louisiana, eastward along the authorized route of the Intracoastal Waterway to a point at or near the Mississippi Sound mouth of the Rigolets, thence to the 40-foot contour in the vicinity of the government light at the northern extremity of the Chandeleur Islands."

The character and extent of improvements desired by interested parties and reasons therefor will be considered at a Public Hearing to be held by the undersigned at New Orleans, Louisiana, at 10:00 A.M. on Thursday, 5 August 1943 in the Grand Ballroom, Roosevelt Hotel.

All interested persons are invited to be present or to be represented at the above time and place, particularly navigation interests and officials of any parish, city, state agency or local association whose interests may be affected by the proposed improvement of the waterway. They will be given an opportunity to express their views and to make suggestions of desired improvements in the interest of navigation and general commerce.

Oral statements will be heard, but for accuracy of record all important facts and arguments should be submitted in writing IN QUADRUPPLICATE, as the records of the hearing will be forwarded for consideration by the War Department. Written statements may be handed to the undersigned at the hearing, or may be mailed to him beforehand.

(S) M. C. TYLER  
M. C. Tyler  
Brig. Gen., Corps of Engineers  
Division Engineer.

It is desired to have a frank and full discussion of the views of all interested persons and as complete a statement as possible of all information bearing upon the question at issue.

If your discussion is reduced to writing, I would like to suggest that you submit your written report and only hit the high spots in your remarks since the details will be covered in your report.



The Department will give full weight to all evidence

and all pertinent material should be brought out at this hearing.

Later ex-parte evidence and arguments are not desired by the reviewing authorities unless it is clearly shown that the matter is new and material and that there are good reasons why it could not have been presented at the hearing. Such matter will be called to the attention of opposing interests, if any, and they will be given an opportunity to reply if the decision of the Department is otherwise likely to differ from their wishes.

The object of the meeting is to determine whether or not any proposed improvement will provide benefits equal to or in excess of the estimated cost of those improvements. Consequently, it is your problem to give us all facts bearing on the benefits which will accrue from any such improvements you might suggest.

It is requested that each speaker come to the front and give his name to the reporter before proceeding.

It is customary at these hearings to allow the proponents of the improvement to make their case first, and then give anyone who has opposing views or has any other plan to suggest to put forward his views. Before proceeding with that portion of the hearing where the proponents will make their case, I would like to ask the Senior Senator of Louisiana, Senator Overton, whether he has any statement to make at this time.

SENATOR OVERTON, SENATOR OF LOUISIANA: General Tyler, gentlemen:  
(READS EXHIBIT I).

GEN. TYLER: Senator Ellender, would you care to make any remarks at this time?

SENATOR ELLENDER, SENATOR OF LOUISIANA: General Tyler, ladies and gentlemen: I desire to state that I have not prepared a statement, but I am here as a most interested spectator. I want to say that as long as I remain a Senator of Louisiana I propose to keep on working for this seaway until it is an accomplished fact. I have been listening with a great deal of interest to the statements made by my distinguished colleague, Senator Overton, and I want to say he has worked unceasingly on this project as well as on the recent developments of the Intracoastal Canal. I know that in the past six months he was instrumental in obtaining the necessary funds to widen the Intracoastal Canal from New Orleans west far into Texas, and all of this will fit in admirably when the proposed seaway has been accomplished.

I am not going to argue the reasons for this proposed seaway, but I do

iquated; the river hazards are great, the cost of bringing cargoes up the river is of course far more expensive than if we had a tidewater canal from the Gulf to the port. New Orleans is the gateway to North, to Central and South America. It is the gateway to the great valleys of the rivers Mississippi, Missouri, Ohio, Arkansas and Red, and I have often dreamed of establishing here at New Orleans a great mart where the people of South and Central America could send their goods, and the people of this country could send their goods to this mart and trade could be carried on between our great country and the countries to the South of us. Now, this cannot be accomplished unless we have cheaper port rates and unless we have ample and adequate facilities for handling ships. I sincerely believe, Gen. Tyler, that the only way that can be accomplished is for the Government to build at this time this canal.

Two years ago when we began to propose a 7-ocean navy and a 2-ocean navy, being on the Naval Affairs Committee of the Senate, I began to advocate New Orleans as a suitable place at which to build a great drydock in order not only to repair ships, but also to build them. I felt that the United States Government should recognize the Gulf of Mexico as our lake in which to harbor if necessary this 7-ocean navy. The proposition was looked upon with favor by many admirals at that time. When an investigation was made, they said, Senator, you have fine properties on which these facilities could be built, but you have no outlet to the sea. You can establish at present only a land-locked harbor, and should you repair these destroyers and battle ships, etc., in a land-locked harbor, the enemy may bomb the method by which you could take them out of the river, so, with this condition staring us in the face, the proposition was dropped. But I want to tell you, ladies and gentlemen, that if and when this seaway is established I have no doubt that the Federal Government will see fit to adopt New Orleans as the logical place in which to establish this great drydock. Now, I do hope, and I ask all present interested in the establishment of this seaway not to fight as to the location, but let the location be decided upon by the engineers of the U. S. Army. I thank you very much.

GEN. TYLER: Is the Hon. Paul H. Maloney, Representative of the Second Congressional District, present? Or the Hon. F. Edw. Hebert of the First Congressional District?

I have communications from two Federal Agencies which I think should be read into the records at this time. A letter from the Inland Waterways

REPRODUCED AT THE NATIONAL ARCHIVES

Corporation addressed to me. (READS EXHIBIT II). I also have a letter from the Naval Department, Gulf Area Headquarters. (READS EXHIBIT III).

GEN. TYLER: Is a Mr. Lyons of the Department of Commerce present?

MR. THOS. E. LYONS, EXECUTIVE SECRETARY, FOREIGN-TRADE ZONES BOARD, U. S. DEPARTMENT OF COMMERCE: (READS EXHIBIT IV).

GEN. TYLER: I understand the Governor of Louisiana, the Hon. Sam Jones, is in the hall, and I would like to ask him if he would care to make a statement at this time?

GOV. JONES: General Tyler, gentlemen: I appear here on behalf of the State of Louisiana which, in all of its departments and agencies, urges the approval of the project which we are discussing this morning, popularly and locally known here as the Alexander Seaway. I do this not only because I consider it of vital interest to the entire State of Louisiana, but because I consider it of vital interest to the entire Mississippi Valley, of the entire mid-continent area of the United States, and of the entire southern portion of this nation. Embraced within the confines of the Mississippi Valley and the mid-continent area is approximately two-thirds of the geographic area of the United States and approximately one-half of the total population of this entire country. I believe that other speakers will bear out my statement when I say that not only we at this end of the valley are interested in this improvement, but that those at the other end of the valley are likewise vitally interested in it. In recent months, those of us interested in this end of the valley have been conducting a series of meetings in the upper end of the valley extending almost to the Canadian border and I think I can say without any exaggeration that that entire section of America is vitally interested in this proposed development. I think, General, that the entire section of the country known as the "South" is likewise interested in it because we believe that we are entering a new era in the development of the whole south.

By reason of artificial barriers and obstacles and discriminations, this section of America has been held back industrially over a long period of years. It is now awakening from the lethargy and is showing a fighting spirit to develop an industrialized south that has never been before exhibited. And with the abundant resources of raw materials and natural resources, there is no sensible or logical reason why the dreams of the hard-headed, sensible business people of the south should not be realized and this section should not become a great industrial section. It is a little bit difficult for some people to realize that right here within the confines

City of New Orleans is the largest industrial plant in all America with exception of the Willow Run Plant of the Ford Motor Company. That is the thing that typifies, in my opinion, the new south; the awakening south, the south that has over three hundred basic minerals with which to develop into a tremendous manufacturing center. And even with the ordinary obstacles which have held us back so far as domestic manufacture is concerned, you can no more prevent this southern portion of the United States becoming a great manufacturing center for foreign export than you could stop the flow of Niagara Falls. It is inevitable and, in my opinion, the world events of today are bringing this around far more quickly than many of us had anticipated. The progress that has been made in this city and this state in the development of new airlines, particularly those connecting us with the outside world, is likewise a harbinger of greater development because I think all of us realize that cargo follows passenger traffic and that we are, therefore, on the verge of a greater development of Latin American commerce. And when I talk about Latin American commerce, I think it is legitimate to argue that of the six continents of the world, four of them are today the battlefields of this great world conflagration. North America, the fifth continent, is going to bear a considerable portion of the burden of paying the bill after the war is over, and only Latin America, the sixth and final continent, will be left to a great extent unaffected by world events, unaffected - that is in a detrimental way. It is the thought of the economists of the country that that section of the world will come out of this conflict with higher levels of living standards, higher purchasing power, and, therefore, with a greater opportunity to take a part in world commerce that they have not had before.

The people of the Upper Mississippi Valley realize this. They are preparing today to convert their already-existing industrial plants into peacetime productions and they realize full well that this country cannot recede from its position as a great manufacturer of articles and that whenever they receded and failed to export at least ten percent of its production, we have always had some sort of a depression, and at the present time they seek in the Upper Valley to avoid this. They know of the advantageous export-import rates that they pay as a result of the existing structure and they are prepared, in my opinion, from personal contact in the principal cities of the mid-west, to seek outlets along the Gulf and particularly this outlet here.

And so it seems to me that in addition to all the other things that we ought here to have the conveniences that are contemplated by this seaway.

I say "convenience", General, and while we might not be able to argue with as great a force that it is a necessity, I am one of those who believes that it is a necessity, because in my contacts with the industrialists, both those who are here and who contemplate coming here, an absolute necessity in the industrialization of this city is a tidewater at our back door. It seems to me, General, that when we consider that possibly considerably better than one-half of all the population of the United States is vitally interested in this project - when you take into consideration the mid-continent area and the Gulf Coast area of this country - that we are asking very little in the way of expenditures by the Federal Government. We are asking very little because we know that the project which was, in my opinion, of considerably less importance to the nation as a whole than this, was recommended by no less an authority than the President of the United States himself in the form of the St. Lawrence Waterway, which would have cost this nation, I am told, some two or three hundred million dollars, and I am told that this particular waterway would involve an expenditure, so far as the construction or excavation of the channel is concerned, of only around \$25,000,000. When you compare the expenditures in other ports, even in this section of the United States, what we are asking is very modest when it is considered that this is the greatest port in the Gulf and when you consider that it is the outlet by natural waterways to almost two-thirds of the geographic area of the United States. So, when we ask that you consider it, when we ask that you act upon it favorably, we believe that we are asking nothing more than simple justice; and if this is done, it will help two sections of America that are entitled to this outlet - the south and the great mid-west section of this country. Thank you very much.

GEN. TYLER: I would like to ask the Hon. F. Edward Hobert, Representative of the First Congressional District, if he would like to say something to us.

HON. F. EDW. HEBERT, REPRESENTATIVE OF THE FIRST CONGRESSIONAL DISTRICT: General Tyler, gentlemen: Of course I am interested in the Alexander Seaway, naturally because it is in the district I happen to represent, the First Congressional District. However, laying aside my own personal feelings in the matter, it is a matter that affects some 300,000 people I have the honor of representing. Looking at the proposition in a far-sighted manner, I am moved by the facts of the handicaps we have suffered in this present conflict because of the lack of adequately developed waterway facilities, in contrast to our natural waterway systems. I am mindful of the

t if our inland waterway system had been properly developed, we would not have had the acute gasoline shortage which we have in some sections of the country today. It is a known fact that had our inland waterway system been properly developed at the proper time, barges loaded with fuel oil and gasoline would have been able to move to strategic points on the Atlantic coast. Instead of that, the tax payers are paying some \$900,000 a day for the movement of fuel because our inland waterway system was not properly developed for use in war time.

So, looking far into the future, I would say that this proposed seaway gives an adequate new outlet to our natural waterway system in times of great crisis such as we are passing through now, and it does not take a great deal of imagination to imagine what would happen to the traffic on the Mississippi River if passage were blocked, and it certainly could have been by the enemy. I believe this seaway is practical, it is needed, and it is desirable. As the Governor has told you, located within New Orleans is the second largest industrial plant next to the Willow Run Plant of Mr. Ford, and that plant is located right on the site of this proposed tidewater canal. Future development lies to the South; nobody can deny that. The country to the south is all virgin territory. Our development has to be to the south, and we as far-sighted citizens should enter into any movement which directs the far-sighted policy for the industrial development of the south and particularly New Orleans and Louisiana.

I cannot speak of course for the entire Louisiana delegation, I can only speak for myself. I think the presence and remarks of our two senators from Louisiana, Senator Overton and Senator Ellender, have already given evidence of their interest. Senator Overton introduced the measure which authorized the appropriation for this hearing. He initiated it in the Senate, and I had the privilege of following him and introducing a similar resolution in the House of Representatives, and that is the reason we have this meeting here today. I think, General, you can see from the attendance, which is the finest I have ever seen at a hearing of this kind, it is evidence of the interest of the people of this community. I shall not go into any technical details, but I wish to say that not only are the people of New Orleans and Louisiana interested in this seaway, but only last night I returned from Tennessee and the people of the Mississippi Valley are as vitally interested as we are because they realize that their industrial life depends on the development of the South. I am sure the whole valley will join with us

the port of New Orleans and the mouth of the Mississippi is no less a gateway to the commerce of North and South America today than it was when first purchased by Jefferson.

GEN. TYLER: I received a telegram from the Upper Mississippi Waterways Association. (READS EXHIBIT V).

I also have a letter from Mr. Donald T. Wright, Editor of the Waterways Journal, asking me to include in the record an editorial which appeared in the Journal of July 17th advocating this project. (READS EXHIBIT VI).

Mr. Alexander, I would like to turn the proceedings over to you.

MR. LESTER F. ALEXANDER: I would like to ask Mr. R. S. Hecht if he would like to make a statement at this time.

MR. R. S. HECHT, PRESIDENT, HIBERNIA NATIONAL BANK: (READS EXHIBIT VII).

GEN. TYLER: Mr. Alexander, will you please present your speakers?

MR. ALEXANDER: General Tyler, Members of the Board, ladies and gentlemen: In the inauguration of this present move for a tidewater channel, I did not reach into the air, nor have to hunt around for the project. Forty years ago, the 1st of November, I went to Southwest Pass with the first government men to start the construction of the jetties. Twenty-five years ago, I started first to talk about a tidewater channel to the sea. We have had troubles, trials and tribulations on this project, and sometimes very little interest. Presently, we have an unusual amount of interest, and that interest proves conclusively that the channel is needed. We are deeply grateful to you, Gen. Tyler, for the privilege of expressing our views on this subject and our need for the tidewater channel. We propose to show in no uncertain manner that the Mississippi Valley is a part of the Port of New Orleans - that the Mississippi Valley equally depends upon this tidewater channel as does the Port of New Orleans. We propose to show that the channels presently used by a long life line are becoming inadequate and have been inadequate for a number of years. We propose to show that for 100 years New Orleans has never had an adequate channel to the sea in keeping with its strategic and geographic location as a port. We have a brief that I propose to submit on behalf of the Board of Port Commissioners, but I will defer that to a later time because we have 49 resolutions approving this project and 59 speakers to hear from.

I would like to ask now if Mayor Maestri or a representative of the commission council is here to speak on behalf of the City of New Orleans.

MR. FRANCIS WILLIAMS, CITY OF NEW ORLEANS: General Tyler, Hampton Reynolds and I will represent the City of New Orleans. (READS EXHIBIT VIII).

MR. ALEXANDER: I would like to present Mr. Hampton Reynolds, an engineer who needs no introduction to the City of New Orleans, who is particularly versed on this type of work.

MR. HAMPTON REYNOLDS, CITY OF NEW ORLEANS: (READS EXHIBIT IX).

MR. ALEXANDER: General Tyler, we have an Association of Commerce of New Orleans of which we are proud. They are aggressive, active, energetic in all civic matters, and I take pleasure in presenting Mr. Stuart A. Seelye, President of the Association of Commerce.

MR. STUART A. SEELYE, PRESIDENT, NEW ORLEANS ASSOCIATION OF COMMERCE: I am here as President of the New Orleans Association of Commerce, which through its membership of almost 4500 represents the business interests of the City of New Orleans. I am here to register for the Association our complete and unreserved approval and recommendation of the proposed tidewater seaway. This approval is evidenced by the resolution unanimously adopted by the Board of Directors of the New Orleans Association of Commerce at a meeting held Tuesday, July 27th, which I will read to you. (READS EXHIBIT X).

MR. ALEXANDER: Gen. Tyler, I have the pleasure of presenting next New Orleans' foremost citizen, a man who has just this week received the Times-Picayune loving cup for rendering the greatest civic service during the year 1942. Mr. Bill Zetzmann, Chairman of Public Works of the State of Louisiana.

MR. WILLIAM ZETZMANN, CHAIRMAN OF STATE BOARD OF PUBLIC WORKS: Thank you, Mr. Alexander. Gen. Tyler, ladies and gentlemen: I am going to ask permission just to file my brief, I am not going to read it. However, I would like to say it is in favor of the immediate construction of the Alexander Seaway. I would like to take 30 seconds to say that as Chairman of the Pan American Fiesta Committee, we were to hold this exhibition in 1942, but due to world conditions it has been delayed until after the present conflict. I don't know of anything that would be finer than to celebrate the victory with the Pan American Fiesta at New Orleans and dedicate this channel at the same time. Thank you very much. (PRESENTS EXHIBIT XI).

MR. ALEXANDER: Our next speaker is Mr. DeWitt L. Pyburn, Director of Public Works, State of Louisiana.

MR. DEWITT L. PYBURN, DIRECTOR OF PUBLIC WORKS, STATE OF LOUISIANA: General Tyler, gentlemen: (READS EXHIBIT XII).

MR. ALEXANDER: Is Mr. Steve Quarles in the audience? Gen. Tyler, I desire to present Mr. Steve Quarles, President of the Central Trades and Labor Council.



STEVE QUARLES, PRESIDENT OF THE CENTRAL TRADES AND LABOR COUNCIL:

Mr. Chairman, Ladies and Gentlemen: As President of the Central Trades and Labor Council, I am here today representing some 75,000 members of the American Federation of Labor in the City of New Orleans, advocating and urging that this proposed seaway be completed at the earliest possible moment. I would like to call the attention of the committee that this is not a local proposition, but a proposition that carries with it throughout the central part of this nation - an outlet for the goods that are raised in this country. This seaway should have been built many, many years ago. We believe that now is the time that we should ask this government to complete a project that will give us an outlet to the sea. In doing this, we would only be carrying out the policy of our President in that Good Neighbor Policy with our friends in the southern countries. I am here today to have read into the record a resolution adopted by the Central Trade Labor Council of New Orleans, urging your committee to give it your serious consideration. Mr. Chairman, I want to thank you for the opportunity to appear before your meeting. (PRESENTS EXHIBIT XIII).

MR. ALEXANDER: Hon. Paul Maloney, Representative of the Second District.

HON. PAUL H. MALONEY, REPRESENTATIVE OF THE SECOND CONGRESSIONAL DISTRICT: General Tyler, I didn't know I was going to be called on to say anything, I thought I was going to do my work in Washington. There are two important things to be done in Washington before we can succeed in what we recommend. One is the authorization. I think we can get that through, and the next is the main thing, the thing that makes the mare go - money, the appropriation. Gentlemen, I think this is a fine project, a meritorious project. It means a lot to the city, it means a lot for Louisiana and New Orleans, and I want to say if there is anything I can do to further it, you can count on my fullest and heartiest support. Thank you.

MR. ALEXANDER: Gen. Tyler, I would like to present Mr. Bourgeois, Chairman of the Waterways Committee of the Association of Commerce.

MR. FRANK E. BOURGEOIS, FOREIGN COMMERCE COMMITTEE, ASSOCIATION OF COMMERCE: General Tyler and Members of the Board: It has been my pleasure to work with Gen. Tyler as a civilian on the Intracoastal Canal between the Industrial Canal and the Rigolets. General, I would like to offer my services in any way if I can be of help in the plans you may have on the channel to the sea which we are proposing today. (READS EXHIBIT XIV).

MR. ALEXANDER: Is Mr. Fred Pieper in the audience? General Tyler, may I present Mr. Pieper.

MR. FRED PIEPER, PRESIDENT OF THE INDUSTRIAL UNION OF THE COUNCIL COMMITTEE OF INDUSTRIAL ORGANIZATIONS: General Tyler, Members of the Board, ladies and gentlemen: I am here this morning to represent the workers of the State of Louisiana who are affiliated with the Congress of Industrial Organizations. I am here to speak in favor of and in support of the proposed seaway. This question has been given very careful and thorough consideration by our several organizations and has received the unanimous support of each organization, including the New Orleans Industrial Union Council, which is the central body speaking for all of the organizations in the Parish of Orleans and surrounding parishes. I don't believe that any good purpose can be served in stating our reasons in support of this project because I believe in the main they would be repetitious, and I think it will suffice to say that our people are pledged to support this project and are so pledged without qualifications. Thank you, sir. (PRESENTS EXHIBIT XV).

MR. ALEXANDER: I would like to call Mr. Chester Thompson. Mr. Thompson, Gen. Tyler, as you well know, is President of the Inland Waterways Corporation, the largest user of inland waterways in the nation.

MR. CHESTER C. THOMPSON, PRESIDENT, INLAND WATERWAYS CORPORATION: General Tyler, gentlemen: The Inland Waterways Corporation, operating the Federal Barge Line, is very much in favor of the new seaway, and use that outlet and inlet for traffic into New Orleans harbor. You read my letter into the record at the beginning of the proceedings, in which the Inland Waterways Corp. heartily indorsed the idea of the new seaway. However, General, I do want to reiterate the position taken in that letter referred to about the question of the locks on the Industrial Canal. The Inland Waterways Corporation is charged by the Act of June 3, 1924, with developing and conserving traffic on the inland water system of the country. Traffic on the Gulf Intracoastal Canal is regarded as inland waterway traffic, and we feel that some consideration must be given to enlarging the locks of the Industrial Canal, otherwise a serious bottleneck will occur which will impede not only deep water traffic, but traffic on the Intracoastal Canal in a manner that will operate to the detriment of the port of New Orleans as well as to the Inland Waterway. I know your Corps is very familiar with this situation, and I feel certain in the full consideration of the seaway that the Industrial Canal situation, the locks of the Industrial Canal, will not fail to have your consideration. It is the belief of the Inland Waterways Corporation as operators of the Federal Barge Line, and I believe that concern is

ared by other users of the canal, that even at the present time the locks of the Industrial Canal constitute a bottleneck to traffic on the Gulf Intracoastal Canal, particularly with the heavy movement of bulk petroleum products from eastern Texas points to the west coast of Florida. There seems to be some misunderstanding as to the status of the locks of the Industrial Canal. At the present time, the operators are penalized for use of that canal during after-dark hours. We believe that should the new seaway be constructed all penalties on the Industrial Canal have got to be removed if the full result is to be had. Let me reiterate again, that the Inland Waterways Corporation is strongly in favor of the new outlet to the sea as contemplated in this hearing, because we believe it means much to the full development of commerce between Latin America and foreign countries and the great Mississippi Valley in the south of the United States, in which the Inland Waterways Corporation is charged by law to provide adequate waterway service. Thank you.

MR. ALEXANDER: Mr. George W. Rappleyea, Chairman of the Legislative Committee.

MR. GEORGE W. RAPPLEYEA, CHAIRMAN OF THE LEGISLATIVE COMMITTEE:

Gentlemen of the Board: My remarks are very brief. We are interested in waterway legislation because we don't want any selfish projects that would divert funds from other projects that would serve most of the people throughout the United States. I have contacted many of the members, 220,000 over the United States, representing every club in the country. They are all in favor of this seaway for the reason that, as you know, we are aware that the Panama Canal had only one set of locks. Another set was authorized because the destruction of the single set would mean disaster. We realize that the Mississippi is a waterways reaching two-thirds of the United States, and the single outlet as it exists today is a national hazard. It is already on record the Germans have testified their submarines have entered the Mississippi River, and had they dropped sufficient explosives, it would have wrecked the port of New Orleans for many months. It would be the same as the largest theatre in the world having a single entrance. It spells disaster as long as there is only one outlet to the sea. For this reason our Association endorses this project as a measure of national protection.

MR. ALEXANDER: I would like to present Mr. Monasterio, representing the St. Louis Chamber of Commerce.

MR. J. M. O. MONASTERIO, ST. LOUIS CHAMBER OF COMMERCE: It is a novel

experience for me to appear in New Orleans representing an out-of-town business, having lived here the greater part of my life. However, when I was asked to come here representing the St. Louis Chamber of Commerce, I was asked to do that by two men who have since given their lives for their country. All of you remember reading of the tragic accident which took place Sunday, when our Mayor and President of the Chamber of Commerce lost their lives in an effort to promote the interest of aviation.

One of the outstanding things in the country today is the lack of preparation to meet postwar problems. I think the business interests of St. Louis feel that unless the proposed seaway is built, we will be giving definite proof that we are unconscious of the responsibilities which we will undoubtedly have after the war is over and victory is won. We in St. Louis look upon New Orleans as one of our public utilities. New Orleans is as important as our gas and light companies, our power companies and transportation companies. New Orleans is a port that must be placed in competition with other ports. It is our port, the entire Mississippi Valley, in the upper region of which St. Louis is located, is the greatest industrial, commercial and agricultural region in the United States, and we are deeply interested in the port of New Orleans, which is our port. There may be some doubts as to what part the United States will take in the postwar world, but I don't know of a single thing that would do more to bring about a greater trade between the republics of the Americas than the building of this seaway which would make New Orleans the greatest port not only in this hemisphere, but I feel one of the greatest in the world. Thank you very much.

MR. ALEXANDER: I wish to present Mr. John McKay, representing the Merchandise Warehousemen of New Orleans.

MR. JOHN MCKAY, REPRESENTING THE MERCHANDISE WAREHOUSEMEN OF NEW ORLEANS: (READS EXHIBIT XVI).

MR. ALEXANDER: General Tyler, I would like to present Mr. Severn Darden, Attorney, representing the Orleans Levee Board.

MR. SEVERN T. DARDEN, ATTORNEY, ORLEANS LEVEE BOARD: Gen. Tyler, Members of the Board: As Mr. Alexander stated, I speak on behalf of the Board of Levee Commissioners of the New Orleans Levee Board. Our Board has unanimously adopted a resolution favoring construction of the Alexander Seaway. I will not attempt to comment on the engineering aspects of this vast and important project, for the reason that it is beyond the category of

the practice of law, but I would like to state what our Board considers the keynote of this project. We feel that the present facilities to the Passes into the Port of New Orleans, while not obsolete, they are definitely inadequate, and as a great American once said: "In time of peace we should prepare for war," I say that the reverse is equally true - "In time of war we should prepare for peace." We should prepare for expansion in the world of commerce. We can anticipate a vast expansion of commerce between our country and Central and South America. We have even heard it discussed that Mr. Nelson Rockefeller has under consideration a project to build a 700-mile canal connecting the Amazon with the Orinoco, which will make it possible to bring cargoes of raw rubber from the wilds of Brazil through the Port of Barancas. Now, we have had an expansion of our other transportation facilities in America. We have seen the advent of stream-lined trains, we have passed through the dirt road stage of transportation in America, we entered the gravel road era, and we are now in the paved highway era. We know that with the vast industries that have been established in New Orleans, running into millions, that during the post war world these industries are going to be converted into permanent projects, and I cite the Higgins Plant and Consolidated-Vultee Plant. I know it to be a fact that Kelvinator, who first built that plant had plans for postwar world commerce with South America and they were going to convert that plant into an industry employing thousands that would have commerce with South America. So, I say that just as the gravel road and the dirt road era have passed out of existence, we must now think of waterborne commerce, and we feel strongly that in order to meet conditions that will follow the termination of this war, we should increase our port facilities and we earnestly urge that you make a favorable recommendation in the construction of the Alexander Seaway. (PRESENTS EXHIBIT XVII).

MR. ALEXANDER: In a few remarks I made this morning, I expressed the belief that this seaway was of equal benefit to the Mississippi Valley as it would be to New Orleans. To show you their interest, I have another gentleman I wish to introduce, the special representative of the President of the St. Louis Chamber of Commerce, Mr. Carl Giessow.

MR. CARL GIESSOW, ST. LOUIS CHAMBER OF COMMERCE: General Tyler, Members of the Board, gentlemen: I am the Director of the Traffic Bureau of the St. Louis Chamber of Commerce. I have held that position for slightly over eleven years. I have had some 36 years experience with transportation, 15 years of which I spent in New Orleans, part of the time with the Port Commissioners. I think I have personal knowledge of the problems which have confronted the

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users of the facilities of the Port of New Orleans and the problems which confront the ships using those facilities. I am not speaking from the New Orleans end at this time, although I know there are definite problems there which warrant correction from the standpoint of the port itself. Historically, Louisiana, a great many of the states of the Mississippi Valley and of the central west came into the union of the United States as a result of the insistence on the part of the early settlers in our central states for free access to the sea. It was that insistence for which they were ready to war that led to the Louisiana purchase under the administration of President Jefferson. We today in St. Louis, and I think I can well speak for the mid-west because I have other connections which bring me close to those people, while we have access to a number of ports by rail, the only port which gives us the benefit of cheaper water transportation is the port of New Orleans. Yet here we find conditions in the port and its access to the sea which are not as favorable as other ports of the country. We believe and insist that we are entitled to the benefits of transportation to the port of New Orleans which is the natural port for the Mississippi Valley, or at least a part of them on as favorable a basis as our competitors to other ports of the country which are natural to them. Thank you very much.

MR. ALEXANDER: Mr. Robert Quinn? Mr. Robert Soule? Not present. They were here this morning, but they left. Mr. Leo P. Arieux? Dr. Lloyd Landry? Mr. Alvin Johnson? General Tyler, ladies and gentlemen: Mr. Johnson, President, New Orleans Real Estate Board.

MR. ALVIN E. JOHNSON, PRESIDENT, NEW ORLEANS REAL ESTATE BOARD:  
General Tyler, ladies and gentlemen: (READS EXHIBIT XVIII).

MR. ALEXANDER: General Tyler, might it be well to adjourn a while for lunch, it is 12:35? We could reconvene at about 1:30.

GEN. TYLER: How many more speakers do you have?

MR. ALEXANDER: A big list of them, probably 25.

GEN. TYLER: That's going to run late. Let's go on until 12:45.

MR. ALEXANDER: Mr. Armand Kreeger.

MR. A. S. KREEGER, CHAIRMAN OF THE RETAIL MERCHANTS' COMMITTEE, NEW ORLEANS ASSOCIATION OF COMMERCE: I am Chairman of the Retail Merchant's Committee, New Orleans Association of Commerce, and I am honored to present a resolution drawn up by our association advocating construction of the sea-way. With your permission, there is just one comment I would like to make with regard to the attitude of the retailers of New Orleans. The increase in retailing activity that is to be expected as a result of the construction

... a scaway should not for one moment be regarded as merely parasitic. We believe that because of special characteristics, the City of New Orleans can improve retail activity here at this crossroad of highway, railway and water and air traffic, and it will be of vast advantage to a wide expansion of our southern United States and will unquestionably promote our cultural and economic relationships with our Latin American friends. (HANDS EXHIBIT XIX)

GEN. TYLER: The meeting will stand adjourned until 1:30.

GEN. TYLER: Will you proceed with the meeting, Mr. Alexandor?

MR. ALEXANDER: General Tyler, I would like to present to you Mr. Walter Parker.

MR. WALTER PARKER, INTERIOR BUREAU OF ECONOMICS: General Tyler, I will take only about a minute. With your permission I will make a statement of fifty words and then file a brief in support of that statement. I am Walter Parker, Directing Economist of the Interior Bureau of Economics. In 1917 and 1918, under the direction of President Wilson, I served as assistant to the United States Secretary of Commerce for war time development and use of inland waterways. I have made a lifetime study of Mississippi Valley transportation economy. (PRESENTS EXHIBIT XX).

MR. ALEXANDER: General Tyler, it is now my pleasure to introduce a gentleman. He and his associates have taken an unusual amount of interest in this matter and let themselves to a very great degree in helpfulness - Dr. Lloyd Landry, President of the Young Men's Business Club of New Orleans.

DR. LLOYD LANDRY, PRESIDENT OF THE YOUNT MEN'S BUSINESS CLUB OF NEW ORLEANS: (READS EXHIBIT XXI).

MR. ALEXANDER: Is Mr. Robert Quinn here? Mr. Robert Soule? Mr. H. S. Fisher? Mr. Leo P. Aricux? Mr. Warren Miller? General Tyler, Mr. Warren Miller representing about 17 civic clubs in New Orleans.

MR. WARREN V. MILLER, PRESIDENTS COUNCIL OF CIVIC CLUBS: General Tyler: I have the honor of representing the civic clubs of New Orleans which is the body which coordinates practically all of the civic bodies of New Orleans doing altruistic work in the city. This organization has caused many improvements in our civic life, furnishing the manpower for the various civic drives that go on in the City of New Orleans. It is not merely a resolution passing body. It does not do anything it doesn't back up. One of the ideas of this organization is that it should not pass resolutions until it is thoroughly familiar with the subject. We see eye to eye with Mr. Alexander on this

seaway. It is needless to go into the many arguments which you are going to hear time and time again today, and therefore I will merely present on behalf of the council the unanimous resolution adopted on June 28, 1943. Thank you. (PRESENTS EXHIBIT XXII).

MR. ALEXANDER: Is Mr. George Soule here? General Tyler, it is a pleasure to present Mr. George Soule, President of the Cooperative Club.

MR. SOULE, PRESIDENT OF THE COOPERATIVE CLUB: General Tyler, Mr. Alexander, ladies and gentlemen: We of the Cooperative Club here in New Orleans are made up of 175 business executives from private business enterprises. At a regular meeting held July 1, 1943, we unanimously passed a resolution in favor of this new seaway. I am sure it will be of untold value to the City of New Orleans, State of Louisiana, and the 23 states that make up the Mississippi Valley. I am not going to take up any more of your time, as I know you have many more people to hear from, so I am just going to present our resolution and hope it will be acted upon favorably. (PRESENTS EXHIBIT XXIII).

MR. ALEXANDER: Mr. Henry J. Karl? Mr. Melville Lamar? Mr. A. W. Hermann of the Kiwanis Club?

MR. A. W. HERMANN, PRESIDENT, KIWANIS CLUB: The Kiwanis Club of New Orleans, an organization composed of business and professional men selected because of their outstanding ability in their Professional business, passed on Tuesday, July 27th, a resolution favoring deep tidewater seaway between the Port of New Orleans and the Gulf of Mexico. This resolution was not adopted until after a committee had given it careful consideration and attention, and upon the recommendation of the committee it was acted upon by the membership in a unanimous way, giving their approval to the resolution which I am not going to read, but which I am going to file into the record as a part of the proceedings. The members of the Kiwanis Club are not engineers - we have a few engineers in the club, however, they are business men who can see the wisdom and justice of asking for a deep tidewater seaway to the Gulf of Mexico, in order to afford to the City of New Orleans and the 22 states that move most of their commerce through this port, giving to them a safer and more reliable passage than we have at this time. We will file in the record this resolution. Thank you very much, General. (PRESENTS EXHIBIT XXIV).

MR. ALEXANDER: General Tyler, I have the pleasure of introducing Mr. George Schneider.

MR. GEORGE E. SCHNEIDER, INDUSTRIAL COMMITTEE OF THE ASSOCIATION OF



: General Tyler: It is my privilege as Manager to present to you the resolution of the Industrial Committee of our Association, a committee whose function it is to enhance the industrial prosperity of our community. The resolution speaks for itself, and I present it to you for your favorable consideration. (PRESENTS EXHIBIT XXV).

MR. ALEXANDER: Mr. Furman Pearce? Mr. George Plant? Mr. W. H. Grant? Mr. C. C. Walther?

MR. C. C. WALTHER, SECRETARY, NEW ORLEANS TOASTMASTERS' CLUB: I am here representing the Sales Managers' Council of the Association of Commerce, and likewise the President of the Toastmasters' Club. I had hoped our First Vice-President would present the resolution to you; however, with your kind indulgence, I would like to present at this time the resolution of the Sales Managers' Council of the Association of Commerce. On behalf of the Sales Managers' Council I would like to mention the fact that I am an independent business man, not an employee of the Association of Commerce, and I speak for a membership of 100 sales managers representing local and national organizations here in New Orleans. We as Sales Managers are not Engineers. We did, however, consider this resolution, referred it to a committee, asked for a report, received it, and approved it unanimously. Today, we would like to present that resolution for your consideration in behalf of the City of New Orleans and all it speaks for in the future. (PRESENTS EXHIBIT XXVI).

I want to present Mr. A. M. Cowen, Vice President, New Orleans Toastmasters' Club.

MR. A. M. COWEN, EXECUTIVE VICE PRESIDENT, TOASTMASTERS' CLUB:

The Toastmasters' organization is a chapter of the international organization of the same name and it is just what the name implies. We had as a topic of our discussion this seaway which is being discussed today. It was discussed at quite some length and we are all very much in favor of the passing of this project and getting it underway as quickly as possible. (PRESENTS EXHIBIT XXVI-A).

MR. ALEXANDER: Mr. Gerald Schober? Mr. W. H. Grant? General Tyler, it is a pleasure to introduce Mr. W. H. Grant, Secretary of the Exchange Club.

MR. W. H. GRANT, SECRETARY OF THE EXCHANGE CLUB: General Tyler, ladies and gentlemen: As Secretary of the Exchange Club of New Orleans, I have been requested to present this resolution passed by the Exchange Club at our regular meeting August 3. It is believed that the Engineers are familiar with the engineering problems and the Exchange Club as a civic organization presents this resolution to you to express our feelings as a civic organization. (PRESENTS EXHIBIT XXVII).

ALEXANDER: General Tyler, it is a pleasure to introduce Mr. M. A. Mathieson, Vice President of the Pennsylvania Shipping Company.

MR. M. A. MATHIESON, VICE-PRESIDENT OF THE PENNSYLVANIA SHIPPING COMPANY: I feel that this project has the very enthusiastic support of all shipping companies. I represent two companies, the Pennsylvania Shipping Company and the Keystone Interest, all of Philadelphia, which operates 31 ocean going tankers, and for which the Gulf Shipping Company is our local agent; and we as operators, definitely favor carrying out the proposed project, recommending that the channel be made amply wide to safely take care of any and all passing traffic. (EXHIBIT XXVIII). I am an advocate of this route as proposed. It should have the very enthusiastic support of everyone concerned.

GEN. TYLER: May I ask you a question? Would your tankers go in through this channel and lock into the river?

MR. MATHIESON: Going to Baton Rouge we would use the lock, sure. The Mississippi River has always been a nightmare to all of us.

MR. ALEXANDER: Mr. Hamilton? Senator Nunez? General Tyler, it now gives me a great deal of pleasure to introduce one of our steadfast friends of the Mississippi Valley - Mr. Lachlan Macleay, President of the Mississippi Valley Association.

MR. LACHLAN MACLEAY, PRESIDENT OF THE MISSISSIPPI VALLEY ASSOCIATION: Before presenting my statement for the Mississippi Valley Association, I want to file this letter from Mr. Herman Mueller, Secretary and General Manager of the Port Authority of the City of St. Paul, in which he says: (READS EXHIBIT XXIX), and also reads (EXHIBIT XXX).

MR. ALEXANDER: General Tyler, our next speaker will be Mr. W. J. Hartson, President of the New Orleans Insurance Exchange.

MR. BILL McENERNY, NEW ORLEANS INSURANCE EXCHANGE: General Tyler, members of the board, ladies and gentlemen: My name is Bill McEnerny. I am representing the New Orleans Insurance Exchange. This Exchange comprises 100 insurance agencies operating in the City of New Orleans. It also takes in all the brokers and solicitors as well as a total number of 7500 people employed in the stock insurance business. We join with the other organizations, with the industrial and with the financial interests of this city in endorsing this proposed route, and we hope, Gen. Tyler, it will be the considered opinion of your Board that you give to us this route, and if you give it to us, General, we in turn will turn back to you by increased commerce something of vast wealth to the community, to the State and the nation.

our resolution herewith. (PRESENTS EXHIBIT XXXI).

MR. ALEXANDER: Mr. John Berni, President of the Building Trades Council, and representing 16 affiliated labor councils.

MR. JOHN BERNI, PRESIDENT OF THE BUILDING TRADES COUNCIL: Mr. Chairman, members: On behalf of the Building Trades Council and its affiliated local unions, we have studied the problem and we of the laboring people have doped it out and figured it to be of great and vital interest to the City of New Orleans - that this waterway come to our great city. On behalf of the affiliated local unions and the Building Trades Council, we are 100 per cent behind this movement. (PRESENTS EXHIBITS XXXII, XXXII-A thru XXXII-H).

MR. ALEXANDER: Gen. Tyler, in inaugurating this campaign of education on this subject about four months ago, in starting this plan I thought the best thing to do first was to tackle the hardest crowd there was. So, we took it up with the Steamship Association. If those gentlemen approved it, it should be good. If they turned it down, there was an argument. They are directly interested in dollars and cents, but they know whereof they speak. Their navigators and captains know what they are talking about. I take great pleasure in presenting Mr. Solon Turman, representing the Steamship Association.

MR. SOLON TURMAN, REPRESENTING THE STEAMSHIP ASSOCIATION: General Tyler, Members of the Board, ladies and gentlemen: My name is Solon Turman, Executive Vice President of the Lykos Bros. Steamship Co. I wish to read a resolution of our Association which comprises all of the deep sea steamship lines of this port, I might say all of the steamship interests. This resolution also reflects the sentiments of our firm as well as those of the other members of the Association. I would like to read the resolution. (READS EXHIBIT XXXIII).

GENERAL TYLER: What is the idea of the Association as to the proper dimensions of this channel?

MR. TURMAN: That is a rather difficult question to answer, for the reason that we are anticipating that the canal you would dig would not only take care of the present type vessel now being built with their drafts, but even larger vessels which may be developed in the post-war world. I would not like to hazard a guess. I should think under present conditions a channel of 45 ft. with at least a 600 ft. bottom width. I think the bottom width is equally as important as the depth of channel.

GENERAL TYLER: Thank you, sir.

MR. ALEXANDER: I would like to read a telegram just received from Mr.

H. F. deBardeleben. (READS EXHIBIT XXXIV).

MR. ALEXANDER: At this time it gives me great pleasure to introduce one of my numerous bosses, Mr. K. W. Berry, President of the Whitney National Bank and President of the New Orleans Clearing House Association.

MR. K. W. BERRY, PRESIDENT, NEW ORLEANS CLEARING HOUSE ASSOCIATION:

General Tyler: As a banker and representing the New Orleans Clearing House, I am not inclined to express any opinions on the engineering phase of the project, but we have given consideration to the importance of the development of the ship canal to the sea and on behalf of the Clearing House Association I am authorized to state that we adopted a resolution which will go into your proceedings here, in which the officers of the Association are directed to be of any assistance they can in furthering the project because we feel that it would be of inestimable value to this community in the handling of the present trade to this port to have a ship canal to the sea. Secondly, it would provide very much needed industrial sites on the tidewater for industrial development we anticipate and hope for in this southern area and particularly New Orleans, and in the third place, we feel if better facilities are provided it would serve as a possible inducement for an even better flow of trade to and from the Mississippi Valley in a post-war period. As the Association has indicated in their resolution, if there is any way in which we can cooperate in obtaining that canal with Federal assistance, we want to be there and help along. (PRESENTS EXHIBIT XXXV).

MR. ALEXANDER: I am very happy at the crowd we have had today. I am very thankful to the gentleman I am going to introduce next - I will leave that to you to figure out - Mr. O. D. Cloakey, President of the Advertising Club of New Orleans, and a very great help to us.

MR. O. D. CLOAKEY, PRESIDENT OF THE ADVERTISING CLUB OF NEW ORLEANS:  
(READS EXHIBIT XXXVI).

MR. ALEXANDER: I have the pleasure of introducing Mr. A. M. Fromherz, President of the American Society of Civil Engineers, local Chapter.

MR. A. M. FROMHERZ, PRESIDENT OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS, LOUISIANA SECTION: General Tyler, Members of the Board, ladies and gentlemen: In presenting the resolution of the Louisiana Section, American Society of Civil Engineers, I will read the conclusion: (Reads from EXHIBIT XXXVII). From that statement, it is apparent that the Louisiana Section of the American Society of Civil Engineers does not approach the problem from the engineering or the technical side because we leave that to the U. S. Engineers entirely,

but we do approach it from the viewpoint of just plain common sense as citizens of the community. Rather, we use the term "horse sense" because most of the great ports of the world are tidewater ports, and New Orleans is certainly the port in the greatest valley of the whole world. We think that port should be able to do just about anything necessary to handle whatever should come through it, whether it be for tidewater purposes or any other purpose at all, and it is strictly from horse sense or common sense that we present the resolution. (PRESENTS EXHIBIT XXXVII).

MR. ALEXANDER: I have the pleasure of introducing Mr. Paul F. Jahncke, representing the American Society of Military Engineers.

MR. PAUL F. JAHNCKE, DIRECTOR, AMERICAN SOCIETY OF MILITARY ENGINEERS: General Tyler, members of the board, ladies and gentlemen: I am handing you a resolution which was unanimously adopted at the regular meeting of the Louisiana Post, Society of American Military Engineers, held on July 12th, unanimously approving the tidewater seaway and channel to connect the Port of New Orleans in a direct route with the Gulf of Mexico. In handing this resolution to you, I should like to have the privilege and opportunity of adding a few remarks. (READS EXHIBIT XXXVIII & PRESENTS EXHIBIT XXXIX).

MR. ALEXANDER: Our next speaker will be Mr. Walter Schroeder, President of the New Orleans Rotary Club, another one of my bosses.

MR. W. W. SCHROEDER, PRESIDENT OF THE NEW ORLEANS ROTARY CLUB: General Tyler, I am pleased to present our resolution to you at this time. (READS EXHIBIT XL).

MR. ALEXANDER: General, I have a letter I would like to present at this time, and I would like to read it. This letter is from one of the most important men we have in New Orleans, Admiral Bennett, commanding the Eighth Naval District. Admiral Bennett has a representative here acting as an observer, Comdr. A. George Volck. I have asked Commander Volck if he wanted to make any comments, but he said no. Admiral Bennett has authorized that this letter be used at this hearing. It is addressed to me as Chairman. (READS EXHIBIT XLI).

Our next speaker is Mr. Charley Kerr, Secretary of the Louisiana Engineering Society.

MR. CHARLES M. KERR, LOUISIANA ENGINEERING SOCIETY: General Tyler, gentlemen: The Board of Directors of the Louisiana Engineering Society at its meeting on July 5th met and proposed and approved the following resolution which I will read to you: (READS EXHIBIT XLII).

This resolution as I say was approved. Unfortunately, sufficient time has not elapsed for us to take a vote of the society. This society numbers some

600 men and according to the rules and regulations, these resolutions must come up before two meetings. At a meeting in Baton Rouge this resolution was introduced and met with favorable reception. On next Monday night, the 9th, this resolution will come up and a final vote will be taken. Directly upon taking this vote we will notify the proper authorities of the result. May I add a personal note, that I am strongly in favor of the project and look forward to its success.

MR. ALEXANDER: Our next speaker will be Mr. Ole K. Olson, representing the Louisiana Architects Association.

MR. OLE K. OLSEN, LOUISIANA ARCHITECTS ASSOCIATION: I am a member of the Louisiana State Architects Association. I am neither the President, the Secretary nor Treasurer. The President was supposed to come to present this resolution, but he had to leave, so I was asked to take his place. This resolution has been passed in favor of the construction of the tidewater seaway, and in passing this resolution, we want to make it very plain that it is not for personal reasons. Just like the Engineers, it is not for what we can get out of it personally, but for what humanity in general can get out of it, for the benefit of the State of Louisiana and the entire middle west. For the benefit of everybody we have passed this resolution, and it is my pleasure to pass it on to General Tyler, hoping it will be acted upon favorably and hoping they will do so - the sooner the better. (PRESENTS EXHIBIT XLIII).

MR. ALEXANDER: Our next speaker will be Mr. Harold E. Meade, Chairman of the Members Council of the Association of Commerce.

MR. HAROLD E. MEADE, CHAIRMAN OF THE MEMBERS COUNCIL OF THE ASSOCIATION OF COMMERCE: General, members of the board, ladies and gentlemen: I am here representing the Members Council of the Association of Commerce, an organization consisting of some 500 top business executives in the City, and for obvious reasons which have been repeated here many times they have authorized me to present their resolution. I take pleasure, sir, in doing it.

(PRESENTS EXHIBIT XLIV).

MR. ALEXANDER: The next speaker will be Mr. J. Gordon Lee, representing the New Orleans Contractors Association.

MR. J. GORDON LEE, REPRESENTING THE NEW ORLEANS CONTRACTORS ASSOCIATION: General Tyler, members of the committee, ladies and gentlemen: I appear before you as President of the New Orleans Chapter of the Associated General Contractors of America. We have met and considered the Alexander Seaway, and heartily endorse it. We have prepared a resolution which I respectfully

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submit for the records. (PRESENTS EXHIBIT XLV).

MR. ALEXANDER: Mr. R. B. Harding, Junior Chamber of Commerce? Some of our proponents of this canal, General, in addition to boosting this canal are trying to win this war and they are now working. I have seven resolutions from different associations of the C.I.O. which I would like to present, whose members couldn't be here. Also the Police Jury of St. Bernard Parish was not able to be here this afternoon. (PRESENTS EXHIBITS XLVI to LIV).

MR. ALEXANDER: Is Mr. John Klerer here? Are there any other gentlemen here supposed to speak on this for the East side Canal whose names I have not called? I presume there are not.

General Tyler, I have one letter here to put in the record from the Louisiana Manufacturers' Association. (READS EXHIBIT LV).

GENERAL TYLER: I will file this in the record.

MR. ALEXANDER: Mr. Harold Iley will speak for the Propeller Club,

MR. H. R. ILEY, PROPELLER CLUB OF NEW ORLEANS: General Tyler, members of the board, ladies and gentlemen: Our President, Mr. Furrman B. Pearce, the signer of this resolution, is on his way over but is evidently being delayed. He is trying to sail ships carrying supplies to our men in the far corners of the world. The Propeller Club of the Port of New Orleans, for your benefit, is an organization dedicated to the advancement of the American Merchant Marine. The Propeller Club of the Port of New Orleans, as the organization is known, is one of 83 organizations throughout the world, 68 of which are in the United States, and 15 in foreign ports, some in captive countries, made up of men, American citizens, who are dedicating their efforts to promoting and advancing the interests of American Merchant Marine. Consequently, the members of the Propeller Club of the Port of New Orleans are vitally interested in this proposed canal since it means a great deal in time, money, and manhours in peace or war time for the men on ships which operate in this port. We respectfully submit this resolution, and ask very respectfully that you give this project your approval. (PRESENTS EXHIBIT LVI).

MR. ALEXANDER: Anyone else who has not been called upon? If not, I am going to read my brief for the Dock Board. (READS EXHIBIT LVII).

General Tyler, may I present Mr. Rappleyea? He is a representative and will speak for Mr. Andrew J. Higgins, Sr.

MR. GEORGE W. RAFFLEYEA, REPRESENTING HIGGINS INDUSTRIES, INC.: I have 5 briefs for Carl deMontluzin and 5 briefs for Mr. Higgins. Unfortunately Mr. Higgins could not come this afternoon, much as he would have liked to. I



will merely read one page of what he intended to say and file the brief. (READS FROM EXHIBIT LIX). He has asked me to impress upon you that no one in New Orleans thinks in bigger figures than he does, and he is certainly in favor of a 40-foot channel to the sea, but if a 30-foot channel can be obtained for five million dollars in 12 months, give it to us so that we will not be bottled up if anything should happen to the Industrial Canal Locks and bring the war effort for New Orleans to a standstill, and after that we can proceed to deepen it to 40 feet and widen it as we like. The Higgins formula is to think big but keep it simple. (PRESENTS EXHIBITS LVIII & LIX).

MR. ALEXANDER: I have the pleasure to introduce Mr. Pradillo, representing the Industrial Development Committee, New Orleans Association of Commerce.

MR. A. E. PRADILLO, INDUSTRIAL DEVELOPMENT COMMITTEE, NEW ORLEANS ASSOCIATION OF COMMERCE: (READS EXHIBIT LX).

MR. ALEXANDER: General Tyler, I am now requested to present the resolutions and endorsements of organizations that couldn't be represented here personally today:

Forwarding Agents & Freight Brokers Assn. (EXHIBIT LXI)

Junior Chamber of Commerce (EXHIBIT LXII)

Mid City Kiwanis Club (EXHIBIT LXIII)

Electrical Association of New Orleans (EXHIBIT LXIV)

Marine Pipe Fitters and Helpers (EXHIBIT LXV)

United Gas, Coke & Chem. (EXHIBIT LXVI)

Southern Tug and Barge Co. (EXHIBIT LXVII)

Crescent Eed Company (EXHIBIT LXVIII)

Woodward, Wight & Co. (EXHIBIT LXIX)

Southern Yacht Club (EXHIBIT LXX)

United Celotex Workers (EXHIBIT LXXI)

Carrollton Lions Club (EXHIBIT LXXII)

American Society of Mechanical Engineers (EXHIBIT LXXIII)

I also have to present to you one set of Item clippings for July 27, 1943, I also would like to put in the record the attendance today, of cards showing the name of the party here, his connection, and in most cases, I think, he has voted "I do" or "I do not". One man didn't vote, he is undecided. There are 486 cards. (PRESENTS EXHIBIT LXXIII - A).

Now, it is going to be my pleasure to introduce some of our friendly enemies, apparently, Mr. W. R. Toledano of Jefferson Parish.

W. R. TOLEDANO, POLICE JURY, PARISH OF JEFFERSON: First, let me congratulate Mr. Alexander for the preparation of his case. We all agree that New Orleans needs a tidewater canal; the only thing we disagree on is that perhaps we might need two, and the place where this canal goes. I want to thank the committee for its indulgence. I didn't know I was going to last him out, but I did.

We represent a body of men who are interested in the canal to run from Westwego - and Westwego is in the Port of New Orleans - to a point off of Grand Isle, which is a distance of only 45 miles. At 50 miles you hit 46 ft. of water. We are not going to get up here and tell this committee any of our engineering difficulties or any of the difficulties that they are going to run into, because they know those things better than we do, but we figure that the canal on the west bank of the river is the most economical, the most practical, and will better serve the City of New Orleans.

Mr. Alexander is wrong, I am a citizen of New Orleans and not Jefferson Parish. I am representing the interests on that side of the river, but it is for New Orleans and Westwego is in the Port of New Orleans. I would like to introduce to you today and let you hear from Mr. John Fleury, the District Attorney from Jefferson Parish.

MR. JOHN FLEURY, DISTRICT ATTORNEY, JEFFERSON PARISH, LA.: General Tyler, members of the board, ladies and gentlemen: I represent 10 public boards in the Parish of Jefferson, and incidentally we have 60,000 people in that parish. We are here to submit to the Engineers our proposal for this ship canal. In the Port of New Orleans, strange as it may seem, and believe it or not, 56 per cent of all the exports going out of the port of New Orleans come from the west bank of the Parish of Jefferson in the Port of New Orleans. The canal we propose is a straight canal that constitutes, as one of the speakers said today, the shortest distance between two points, Westwego to Grand Isle. The distance is approximately 50 miles. It cuts down the distance between the mouth of the river and the Port of New Orleans some 65 miles if this canal should be built, and our canal is to be constructed according to our proposal almost entirely on land. There are practically no engineering problems, because out in this section it is all open land, very little woods and because the canal could be built mostly on land, it would eliminate the problem of keeping the channel open as is the case where you have channels out in the Gulf of Mexico. Incidentally, alongside of this proposed canal you will find thousands of acres of undeveloped lands that

purchased cheap. (HANDS EXHIBIT LXXIV). I would like to file this with the Engineers.

MR. TOLEDANO: It is my pleasure at this time to present Mr. John J. Holtgreve of the Parish of Jefferson.

MR. J. J. HOLTGREVE, POLICE JURY, PARISH OF JEFFERSON: (READS EXHIBIT LXXV). I humbly submit this on behalf of Jefferson Parish.

MR. TOLEDANO: It is now my pleasure to present Dr. Charles F. Gelbke, Mayor of Gretna, La.

DR. CHARLES F. GELBKE, MAYOR OF GRETNA, LA.: Mr. Alexander, General Tyler, ladies and gentlemen: This deep channel idea to the sea is no new one. In my way of thinking it has never been considered a post-war project. It has been discussed for a good many years, and, in my mind, has been an absolute necessity for a long time, and had it been completed before the war, would have been of great service in this great conflict. I would be the last one in the world to raise my voice detrimentally to the City of New Orleans. I would be the first one to raise my voice to benefit my people, particularly when we are benefiting the City of New Orleans. I think the deep waterway from Westwego to Grand Isle will bring New Orleans within about 45 miles of the Gulf, but the other channel, as I understand it, will take you 82 miles from New Orleans to the Gulf. The distance from Chandeleur Islands to Grand Isle is about 20 miles. You have already added to your service the difference between 40 miles and 80 miles, which means added travel for ships.

I want to compliment the Board of Commissioners for the wonderful energy and enthusiasm put into this meeting. It has been a revelation and a pleasure to hear from the various speakers, but I am sure when the committee boils this down they are going to take nothing but cold facts. I feel it can all be settled in a few minutes on a business basis as to which is the most economical for industrial people, and I am absolutely satisfied there will be no doubt left in their minds that the Westwego project will be the best. When this road is completed, you will have the greatest surf bathing in the United States 60 minutes of the City of New Orleans. That would be another added feature to the reason why this project should be built from Westwego to Grand Isle. Industrially I think we rank just about 50 per cent with the City of New Orleans, and the City of New Orleans didn't develop so quickly until the west bank of Jefferson Parish brought it along. It is an undisputed fact, socially and otherwise, we are about the same geographically. We believe as much in the people of New Orleans as they believe in us. I want it

ed that I am conscientious in this matter. This thing has been boiled out a good many years ago. While we have been talking about it, while we have been resolutin', Houston has gone ahead and given Texas the Houston Ship Canal and given the City of New Orleans a shake-up for the business. It is late to speak about post-war things, let's speak about what we should have been doing years ago. We wouldn't want to fight another world war before we get a deep water channel. I know they aren't going to read all those resolutions, I wouldn't if I was on the committee. Thank you gentlemen.

MR. TOLEDANO: We thank the committee for its patience. We know that it is an engineering problem and we are all of one accord. We want a deep sea channel - we don't mean barge canal - we mean ship canal, and we think we have a proposition that will appeal to the engineers, but above all we want a canal for New Orleans. We need it. It's necessary. I want to again congratulate Mr. Alexander on the amount of work he has put into this. We thank the committee for its patience, and we thank you.

GENERAL TYLER: Is there anyone else?

MR. G. H. RATHE: I would like to ask you a number of questions as a matter of information. I have been following this channel for 55 years.

GENERAL TYLER: Give your name to the reporter, please.

MR. G. H. RATHE: My name is G. H. Rathe. I am a citizen of New Orleans and I have been interested in these channels for the past 55 years. That brings me back to a time when I was a pretty young man. What I would like to know is what you are going to do with the Mississippi River and all these channels? We have been handling the business all along. Is it in anticipation of increased business? Well, gentlemen, I believe you all have the wrong angle on this thing. This is an agricultural section, and unless you begin to develop your agriculture - cotton, sugar, rice, you can't go to work and get big industries here to compete with Henry Ford, General Motors, General Electric and others. You first have to go to work. We are rolling in gold, but until, as Governor Jones stated, we develop the resources we have without competition, we cannot develop industries. I am a citizen of New Orleans. I have lived here and I have been in charge of some pretty big projects, handling 30,000 people and two hundred million dollars. We all know there is a river around New Orleans as great as the Mississippi or any other channel, and you don't have to spend one nickle to develop that river. The tide doesn't go up and down and it is only 18 miles from the Gulf. Just picture the Standard Oil Company 18 miles from the Gulf instead of 200 miles. What a difference

... would be. It is the Atchafalaya River. When Morgan built the road out of New Orleans going west, he designated Morgan City as a port of entry, but somehow it was diverted. So, that is something to get quick action on. If you don't, private industry is going to step in and kill your channel on the other side of the river. In 1921 it came pretty near to a head. It was just a question of one individual and he wasn't ready to talk. He controlled the land. I am not trying to throw anything into this project of yours, but it's going to blow up in Congress like the Florida Channel. It will be hung up there in the same old '76. So, I merely call your attention to this river. Whether it looks good or not, it is up to someone to get started.

GEN. TYLER: Is there anyone else who wants to discuss any other route, or wants to discuss either of these routes? Anyone present from the Railroads wishing to make a statement? Anyone present from the Bar Pilots Association or River Pilots Association?

MR. RENE CLERC, BOARD OF PORT COMMISSIONERS: General Tyler, I am expecting some papers from Washington to file a brief. They should be here tomorrow, and I ask that I be granted several days to prepare that brief.

GENERAL TYLER: That will be alright, sir. If there is no one else to be heard, the hearing is adjourned.

Letter from Upper Mississippi Waterway Association dated Aug. 3, 1943, is attached as EXHIBIT LXXVI, received after the hearing.

Letter from Intracoastal Canal Association of Louisiana and Texas, undated, attached as EXHIBIT LXXVII.

OUTLET FROM THE MISSISSIPPI RIVER  
AT NEW ORLEANS, LOUISIANA, TO THE  
GULF OF MEXICO

LIST OF PARTIES TO WHOM NOTICE WAS  
SENT OF PUBLIC HEARING TO BE HELD ON  
5 AND 6 MARCH, 1947, IN ROOSEVELT  
HOTEL, NEW ORLEANS, LOUISIANA

- The Chief of Engineers, U. S. Army, Washington 25, D. C. (15 copies)  
Col. Ernest Graves, Office of the Chief of Engineers, U. S. Army, Washington 25, D. C.  
The Board of Engineers for Rivers and Harbors, No. 2 New York Ave., N. W., Washington 25, D. C. (50 copies)  
Beach Erosion Board, Little Falls Road, N.W., Washington, D. C.  
The District Engineer, New Orleans District, Corps of Engineers, War Dept., Foot of Prytania St., New Orleans, La. (2 copies)  
The Division Engineer, Lower Mississippi Valley Division, Corps of Engineers, War Department, P. O. Box 80, Vicksburg, Mississippi (10 copies)
- ✓ Hon. John H. Overton, United States Senate, Washington, D. C., and Alexandria, La.  
Hon. Allen J. Ellender, United States Senate, Washington, D.C., and Houma, La.  
Hon. F. Edward Hebert, House of Representatives, Washington, D. C., and 600 New Federal Building, New Orleans, La.  
Hon. T. Hale Boggs, House of Representatives, Washington, D. C., and 826 Fern St., New Orleans 18, La.  
Hon. James Domengeaux, House of Representatives, Washington, D.C. and Lafayette, La.  
Hon. Overton Brooks, House of Representatives, Washington, D.C., and 614 Linden Avenue, Shreveport, La.  
Hon. Otto E. Passman, House of Representatives, Washington, D. C. and 1510 S. Grant St., Monroe, La.  
Hon. Henry D. Larcade, Jr., House of Representatives, Washington, D. C., and Opelousas, La.  
Hon. A. Leonard Allen, House of Representatives, Washington, D.C., and Winnfield, La.  
Hon. James H. Morrison, House of Representatives, Wash. D. C. and Hammond, La.  
Hon. James H. Davis, Governor of Louisiana, Baton Rouge, La.  
Mr. DeWitt L. Pyburn, Director of Public Works, Baton Rouge, La.
- U. S. Dept. of Commerce, Foreign-Trade Zones Board, Washington, D. C.  
The Chairman, Federal Power Commission, Washington, D. C. (4 copies)  
Federal Power Commission, Neil P. Anderson Bldg., 7th and Lamar Streets, Fort Worth, 2, Texas (2 copies)  
Federal Power Commission, 10 Forsyth St. Bldg., Atlanta 3, Ga. (2 copies)  
Commissioner of Public Roads, Public Roads Administration, Washington 25, D. C. (4 copies)  
District Engineer, Public Roads Administration, Baton Rouge, La. (2 copies)  
Director, Fish and Wildlife Service, Department of the Interior, Merchandise Mart, Chicago 54, Ill. (2 copies)  
Fish and Wildlife Service, Department of the Interior, Washington, D. C.  
Fish and Wildlife Service, Department of the Interior, Glenn Bldg., Atlanta, Ga. Attn: Mr. Roy Moore, Asst. Regional Director (2 copies)  
The Commissioner, General Land Office, U. S. Department of Interior, Washington, D. C.  
The Commissioner, Bureau of Reclamation, U. S. Department of Interior Washington, D. C.  
Land Use Coordinator, Department of Agriculture, Room 111, Administration Bldg., Washington, D. C. (7 copies)  
Chief, Soil Conservation Service, U. S. Department of Agriculture, South Bldg., Fourteenth and Independence Ave., S.W., Washington, D. C.  
Chief, Forest Service, South Bldg., 13th Street and Independence Avenue, S. W., Washington, D. C.  
Director, Southern Forest Experiment Station, U. S. Department of Agriculture, McFadden Place, R. R. 3, New Orleans 19, La.  
U. S. Public Health Service, Federal Security Agency, East Third and Kilgour Streets, Cincinnati 2, Ohio.  
The Regional Consultant, U. S. Public Health Service, 302 U. S. Marine Hospital, New Orleans, La.  
U. S. Public Health Service, 210 State Street, New Orleans, La.  
U. S. Coast and Geodetic Survey, Customhouse, New Orleans, La.

leous:

Mr. Theodore Brent, 401 Broadway St., New Orleans, La.

Mr. Rudolf S. Hecht, Financial Consultant, Hibernia Building,  
New Orleans, La.

Mr. John Klorer, Engineer, 8300 Panola Street, New Orleans, La.

Mr. Ernest B. Norman, Newton Hwy., Aurora Plantation, New Orleans, La.

Mr. A. Sidney Nunez, Realtor, 804 Union Street, New Orleans, La.

Mr. Leander Perez, District Attorney for Plaquemines and St. Bernard  
Parishes, American Bank Bldg., New Orleans, La.

Mr. G. H. Pierson, Jr., Attorney, Whitney Building, New Orleans, La.

Mr. John Riess, Contractor, Carondelet Bldg., New Orleans, La.

Mr. Alvin T. Stumpf, c/o John Stumpf Sons, Gretna, La.

Mr. Albert G. Thomas, Dredging Contr., Canal Bldg., New Orleans, La.

Mr. Francis Williams, Attorney, Canal Building, New Orleans, La.

Mr. A. L. Willoz, Chief Engineer, Orleans Levee Board, New Orleans, La.

Mr. A. B. Wood, Gen'l. Supt., Sewerage and Water Board, New Orleans, La.

OUTLET FROM THE MISSISSIPPI RIVER  
AT NEW ORLEANS, LOUISIANA, TO THE  
GULF OF MEXICO

SUPPLEMENTAL LIST OF PARTIES TO  
WHOM NOTICE WAS SENT OF PUBLIC HEARING  
TO BE HELD ON 5 and 6 MARCH 1947, IN  
ROOSEVELT HOTEL, NEW ORLEANS, LOUISIANA.

Governmental:

Fish and Wild Life Service, Department of Interior, 1100 Decatur St.,  
New Orleans, La.  
District Engineer, Corps of Engineers, War Department, Vicksburg, Miss.  
District Engineer, Corps of Engineers, War Department, Memphis, Tenn.  
District Engineer, Corps of Engineers, War Department, Mobile, Ala.  
District Engineer, Corps of Engineers, War Department, Galveston, Texas

Civic and Commercial Interests:

American Sugar Refining Co., 132 N. Peters St., New Orleans, La.

Celotex Corporation, Richards Building, New Orleans, La.  
Chamber of Commerce, Vicksburg, Miss.  
Chamber of Commerce, Memphis, Tenn.  
Chamber of Commerce, Greenville, Miss.  
Chamber of Commerce, Natchez, Miss.  
Chamber of Commerce, Lake Charles, La.  
Chamber of Commerce, Mobile, Ala.

Godchaux Sugars, Inc., Carondelet Building, New Orleans, La.  
Gulf Refining Co., Maison Blanche Building, New Orleans, La.

Hendry Corporation, Dredging Contrs., Harvey, La.

Intracoastal Canal Association, Houston, Texas.

Junior Chamber of Commerce, 315 Camp Street, New Orleans, La.

Louisiana-Texas Freight Bureau, H. N. Roberts, Chairman, Dallas, Texas.  
Louisville and Nashville Railroad Co., Whitney Building, New Orleans, La.,  
and Nashville, Tennessee.  
Luckenbach Gulf Steamship Co., Inc., Whitney building, New Orleans, La.

Olsen Dredging Co., Harvey, La.

Pan American Petroleum Corp., 944 St. Charles Ave., New Orleans, La.  
Pan American Shipping Co., Board of Trade Annex, New Orleans, La.

Southern Bell Telephone and Telegraph Co., 820 Poydras St., New Orleans, La.  
Southern Railway System, Terminal Station, New Orleans, La.  
Standard Dredging Corporation, Whitney Building, New Orleans, La.  
Sternberg Dredging Co., Pere Marquette Bldg., New Orleans, La.  
Strachan Shipping Co., American Bank Bldg., New Orleans, La.  
Stevens and Company, Dredging Contrs., Whitney Bldg., New Orleans, La.

United Dredging Co., Whitney Building, New Orleans, La.

Western Union Telegraph Co., Inc., 334 Carondelet Street, New Orleans, La.