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INTRACOASTAL CANAL ASSOCIATION OF LOUISIANA AND TEXAS

ORGANIZED BY C. S. E. HOLLAND AT
VICTORIA, TEXAS, AUGUST 8, 1905

SECOND NATIONAL BANK BUILDING
HOUSTON 2, TEXAS

May 26, 1950

To the Officers, Directors
Subscribers, and Members,
Intracoastal Canal Association
of Louisiana and Texas

Gentlemen:

This is an interim report on the prospects for the continued progress of the Intracoastal Canal and related projects in Louisiana and Texas during the next fiscal year.

As you of course know, the appropriations bill each year must undergo a long legislative process before final enactment. This year's bill, for instance, has already been under consideration about four months, and its present status is that it has passed the House and has been considered by the Senate Committee, and awaits action on the Senate floor. It must yet pass the Senate, and since the Senate bill will no doubt be materially different from the House measure it must then be sent to conference committee for an adjustment of differences. Several more weeks will no doubt elapse before the bill reaches the President's desk.

Since the bill has passed the House, however, it is possible to evaluate our prospects with reasonable accuracy, and it is gratifying to note that substantial progress is assured for the next fiscal year on the Intracoastal Canal system. The House bill appropriates \$3,000,000 for Gulf Intracoastal Waterway, New Orleans District (as compared with \$2,500,000 in last year's bill), and appropriates \$1,500,000 for Gulf Intracoastal Waterway, Galveston District (as compared with \$550,000 in last year's bill).

Related projects in Louisiana and Texas also were allocated funds in the House bill. In Louisiana, \$500,000 was appropriated for the Calcasieu River and Pass, \$650,000 for the Pearl River, and \$60,000 for the Waterway from Empire to the Gulf. In Texas, \$750,000 was appropriated for the Trinity Channel to Liberty, \$1,000,000 for the Sabine-Neches Waterway, and \$750,000 for the Houston Ship Channel.

"FROM THE MISSISSIPPI TO THE RIO GRANDE" - - AND "FROM MAINE TO MEXICO"

A NATIONAL TRANSPORTATION FACILITY

CONNECTING LOUISIANA AND TEXAS WITH THE MISSISSIPPI AND ITS TRIBUTARIES, AND THE ATLANTIC SEABOARD
VIA FLORIDA, IN ACCORDANCE WITH THE MANSFIELD BILL, H. R. 6999

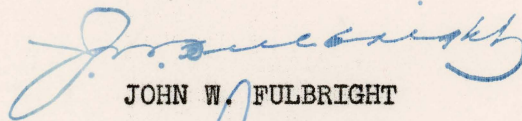
The \$3,000,000 contained in the bill for the Gulf Intracoastal Waterway in Louisiana will be devoted to continuing construction on the important Algiers cut-off and lock; and the \$1,500,000 earmarked for the Gulf Intracoastal Waterway in Texas will be divided among projects at three important points on the system. The second southern terminus of the Canal, the Arroyo Colorado channel to Harlingen, will be completed, though not more than \$150,000 is expected to be required; and the remainder will be devoted to construction starts on two projects: the cut-off route of the Intracoastal Canal at Aransas Pass and Corpus Christi Bay, and the conversion of the Colorado River floodgates into locks.

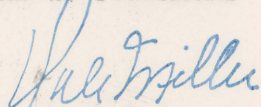
These appropriations must yet be approved by the Senate, or, if changed, must be subject to adjustment in conference committee, but we have reason to believe that the amounts eventually appropriated in the final bill will not be less than the figures now contained in the House measure.

The Senate Appropriations Committee has not yet made public its own recommendations, but there is a strong possibility that additional funds will be recommended in the Senate bill for other meritorious projects in the Intracoastal Canal system.

We shall report to you further as soon as more information is available. Meanwhile, your officers will continue to exert every effort to advance the progress of the Intracoastal Canal and its related projects.

Sincerely,


JOHN W. FULBRIGHT


DALE MILLER

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