

The CHAIRMAN. All of that has been completed, except across Florida, and from Corpus Christi to the Mexican border, a distance of 128 miles.

After you get to Trenton, N. J., there is a gap across New Jersey, where there is no water transportation.

Mr. Moore, can you tell us about that?

STATEMENT OF J. HAMPTON MOORE, PRESIDENT, ATLANTIC DEEPER WATERWAYS ASSOCIATION, PHILADELPHIA, PA.

Mr. MOORE. The part that is completed is from Trenton, N. J., to Miami, Fla., a distance of 1,435 miles.

Mr. RANKIN. What will it cost to dig a canal across that New Jersey stretch?

Mr. MOORE. If we go back to the beginning, the first report estimated the cost for a 25-foot canal across the State of New Jersey at \$45,000,000. For a 12-foot canal, which then was the first barge canal proposed, the cost was \$20,000,000. These are figures made by General Black, when he was on a board of survey, and when General Bixby reported that to the War Department, which was then presided over by Mr. Secretary Stimson, and which has been referred to special boards ever since.

Mr. RANKIN. That is the first statement we have had made to this committee as to the cost of this canal across New Jersey.

Mr. MOORE. The cost of a canal across New Jersey has been built up—and I say that not unkindly, because of the increased cost of labor, the increased cost of materials, and several other reasons, until \$200,000,000 is about the outside limit of the estimated cost at the present time.

Mr. PITTENGER. The propaganda people have fought that construction for years, have they not?

Mr. MOORE. We have been advocating it for 30 years.

Mr. PITTENGER. And you have been opposed by a lot of systematic propaganda?

Mr. MOORE. Yes; we have been opposed by interests of one kind or another.

Mr. PITTENGER. Selfish interests.

Mr. MOORE. Transportation interests, in part, and the railroads had a hand in the opposition to the canal across New Jersey.

Mr. RANKIN. Mr. Moore, I am informed by the clerk of the committee that there was a favorable report on this New Jersey canal in 1913, for a 12-foot channel, and the estimated cost then was \$20,000,000.

In 1920 the estimated cost was \$40,000,000 for a 12-foot channel.

Mr. MOORE. Yes; it has been going up steadily ever since, in a matter of estimates.

One of the leaders in the oil business in my city, whose name cannot very well be used at the present time, authorized me to say:

The east-coast section requires 1,500,000 barrels of oil per day. Of this amount approximately 700,000 barrels per day are now being delivered by tank cars; 130,000 barrels are being delivered by pipe line; and 80,000 barrels are being produced in Pennsylvania and nearby fields, making a total of something like 910,000 barrels.