

Therefore, there is at the present time a shortage of 600,000 barrels per day which could be helped materially by tankers or barges if our waterways from the Gulf to New York City were in a condition to handle it. The tanker supply at the present time is nothing. Our waterways are either not completed or are too shallow a draft to accommodate the tankers or even such barges of the type that would normally use the New York State Barge Canal. If this 600,000 barrels daily were now available, the rationing of gasoline would not be necessary to the extent which the newspapers inform us it is to be carried.

We have on the Delaware River alone a capacity for 400,000 barrels per day, to say nothing of the other million barrels that might be run in the Baltimore, New York, and Boston areas. If we had adequate waterways from the Gulf of Mexico to our Atlantic coast inland waterways, such a condition would not exist. You may also make the statement that two of the largest refineries in Texas are now shut down or virtually so, due to their inability to move their finished products to the east-coast area. So this situation that exists is not only depriving the east coast of material that it wants, but is causing refineries in the Texas area, who have plenty of crude, to shut down due to the piling up of finished products that cannot get to the points where they are useful and needed.

The CHAIRMAN. Thank you, Mr. Moore. Mr. Miller, will you continue with your statement?

STATEMENT OF ROY MILLER, ACTIVE VICE PRESIDENT, INTRACOASTAL CANAL ASSOCIATION OF LOUISIANA AND TEXAS—
Continued

Mr. MILLER. Mr. Chairman, of course the completion of the canal from Trenton, N. J., to New York is a part of the broad comprehensive plan which, carried out, some day will give us a protected inland waterway from Maine to Mexico.

The presence here this morning, Mr. Chairman and gentlemen of the committee, of a large number of people from the Southwest and the Gulf coast is itself evidence of the importance of this legislation.

Such a project, as proposed in the bill introduced by the distinguished chairman of this committee, would certainly be a sound economic proposition under any normal set of circumstances. It becomes of tremendous importance at this time as a war measure, since it will bring at least a modicum of relief in one of the most serious situations that ever confronted our country.

Those of us who are here to support this measure do not offer it as a special remedy, a single remedy or panacea, for this very, very serious situation. We do think, however, and we believe the testimony which will be presented will show that it does offer at least one very economical method of relief which can be obtained probably in a shorter period of time than any other proposal.

We have down in the great Southwest, the terminus of this great inland waterway system, the major portion of the oil production of the United States. Texas today is producing nearly half of the total oil supply of the country, and there is within the confines of the State over 52 percent of all of the petroleum reserves of the Nation.

As a member of our Texas Railroad Commission said recently, we are being drowned in gasoline and oil down there, while in this part of the country there is a dearth of that very necessary and essential commodity.

As you, Mr. Chairman, and members of the committee know, the proposal in the bill before you does not involve so much new thought and material as one might first observe. As a matter of fact, there is