

Mr. CULKIN. What is the source of the gasoline in Texas? Is that north of Corpus Christi?

Mr. MILLER. It is all along the Texas coast. There are oil refineries even down in the Rio Grande Valley.

Mr. CULKIN. Where is the major source?

Mr. MILLER. You mean refineries?

Mr. CULKIN. Of gasoline.

Mr. MILLER. Refineries are located in the valley at Corpus Christi, at Ingleside, in the Houston area, in the Sabine district, and many in the interior of Texas.

The CHAIRMAN. How many counties have we in Texas?

Mr. MILLER. We have 254.

The CHAIRMAN. And all but 21 are producing oil.

Mr. MILLER. I think Colonel Thompson of our railroad commission told us that all except 21 are producing oil.

Mr. Chairman, I do not want to take up too much of the committee's time because we have many expert witnesses here who desire to be heard.

As I was saying, when the recommendation was made by the Chief of Engineers 2 years ago that the Intracoastal Waterway of Louisiana and Texas should be enlarged to a depth of 12 feet with a bottom width of 125 feet, the amount of commerce upon which that recommendation was based was less than half of the tonnage handled in the waterway last year.

I desire, at this point, Mr. Chairman, to put in the record some figures which I have just obtained from the office of the Chief of Engineers showing the total tonnage handled by the Intracoastal Waterway for the calendar year 1941. On that part of the canal which lies between the Mississippi River and the Sabine River the commerce totaled 13,806,255 tons, while the Waterway in Texas handled 11,522,538 tons, or a total for the entire canal of 25,328,793 tons for the calendar year 1941.

I call attention to the fact that when this committee adopted the Intracoastal Canal project and placed it in the River and Harbor Act of 1925, the action of the committee was based largely upon a report and the personal testimony before your committee of the late General Goethals, who was the consulting engineer of our association. He estimated at that time the immediate potential tonnage of the canal at around 6,000,000 tons.

He then went on to say that when the entire inland waterway system of the Mississippi Valley was completed, including the Chicago and Illinois waterway, the potential tonnage possibilities of the Intracoastal Canal would not be less than 12,000,000 tons annually.

And now even that very generous estimate has more than doubled. Of the total of 11,522,538 tons on the canal in Texas last year, 10,306,337 tons were handled just between the Sabine and the Houston-Galveston district, a distance of about 85 miles; but that part of the waterway serves the greatest petroleum refining section in the Nation, if not in the world. Between Galveston and Corpus Christi, a distance of 200 miles only 1,216,301 tons were handled because the canal was not completed. As a matter of fact, it was not finally completed south of Galveston until we celebrated its opening at Corpus Christi, a month ago today.