

off the flanks of the long sea lanes used by the deep-draft tankers. In other words, normal peacetime considerations are for the moment out of the window.

Transportation by shallow-draft barge brings us back to the subject of inland waterways—and to the artery which we are dedicating today, this extension to the Gulf Intracoastal Waterway.

A few moments ago I quoted some figures for the normal cost of moving oil by rail, by deep-sea tanker, and by pipe line. Let me complete that set of figures by stating that an average cost for the transport of oil by shallow-draft barge over long hauls is 2 to 2½ mills per ton-mile. You will recall that this is slightly in excess of the cost by deep-sea tanker; but below the cost by either pipe line or rail. In fact, the cost of barge transportation is so low as to be very attractive at any time. I am sure that even under peacetime conditions, we would have witnessed a constant increase in oil traffic on inland waterways.

Mr. MILLER. I also desire to insert in the record an Associated Press article appearing on the front page of the Washington Post of today, with reference to the sinking of ships on the Atlantic coast and in the Gulf of Mexico since Pearl Harbor.

(The matter referred to is as follows:)

[Washington Post, May 18, 1942]

ATLANTIC SINKING SINCE PEARL HARBOR TOTAL 191

(By the Associated Press)

Long-range Axis submarines knifing at Allied supply lines in the Atlantic sank 16 United Nations vessels, it was officially reported last week—boosting announced Allied sinkings in that area since Pearl Harbor to a total of 191 ships.

Three other merchantmen were heavily damaged but reported still afloat—two having been towed safely to port and the third last seen burning fiercely and drifting out to sea.

The tabulation:

	Week of May 11-27	Since Pearl Harbor
Off the United States.....	9	101
Off Canada.....	2	26
In the Caribbean.....	2	48
In the Gulf of Mexico.....	2	4
Off South America.....	1	12
Total.....	16	191

The CHAIRMAN. What is the total number mentioned in that press report?

Mr. MILLER. One hundred and ninety-one.

The CHAIRMAN. Does that include all of them?

Mr. MILLER. That includes 101 off the United States, 26 off Canada, 48 in the Caribbean, 4 in the Gulf of Mexico, and 12 off South America.

The CHAIRMAN. The total was what?

Mr. MILLER. One hundred and ninety-one since Pearl Harbor.

Mr. JOHNS. I was very much interested in that statement, and I intended to ask how many were sunk. Can you give an estimate of the value of the ships and the oil lost?

Mr. MILLER. I cannot give that, but there will be some other gentlemen appearing later who doubtless can.

The CHAIRMAN. I recently talked with Admiral Lane with regard to tankers, and he told me that they cost from \$2,500,000 to \$3,000,000 each. The vast majority sunk have been tankers of large size. Those