

Mr. GREEN. What Mr. Rankin is getting at is that you could protect them for 100 miles with a convoy very much easier than you could for 1,000 miles.

Mr. RANKIN. Yes; and the weather hazard would be almost infinitesimal, so that you could provide a canal across the Florida Peninsula and within 15 months that would virtually solve your problem, together with the pipe line the gentlemen are talking about.

Mr. HALL. Except for the submarine hazard.

Mr. RANKIN. Except for the submarine hazard; yes.

Colonel THOMPSON. Thank you very much, Mr. Chairman, and gentlemen of the committee.

The CHAIRMAN. Colonel, we are very much obliged to you.

Colonel THOMPSON. Thank you very much, Mr. Chairman, for the invitation to appear here.

The CHAIRMAN. Yes, sir.

Mr. MILLER. Of course, it is true that petroleum and its products probably constitute a most important commodity from the standpoint of the war effort and the national defense, but there are many other commodities in the southwest, particularly from Louisiana and Texas, which are moving in tremendous volume, and which even now require a much larger channel. I desire now to present Mr. Henry De Bardeleben, who has pioneered in barge service on the intracoastal waterway, and is probably as familiar as anyone is with reference to the tremendous tonnage now moving through the canal and the difficulties which are being encountered by reason of the inadequate channel dimensions. Mr. De Bardeleben, of the Coyle Lines of New Orleans.

#### STATEMENT OF HENRY F. DE BARDELEBEN, REPRESENTING THE COYLE LINES, NEW ORLEANS, LA.

The CHAIRMAN. Proceed in your own way, Mr. De Bardeleben.

Mr. DE BARDELEBEN. Mr. Chairman, our company has been engaged in this type of work since 1865, and we have pioneered here in the waterway along the Gulf coast.

In 1934 over this waterway we handled about 18,000 tons. In 1941 we handled over 1,200,000 tons. We operate between Corpus Christi and Apalachicola. Last year we had sailings between New Orleans and Houston, Tex., every 18 hours, one out of Houston every 18 hours on the average. The distance in that line is some 410 miles. That part of the waterway is 9 feet deep and 100 feet wide. Our line connects New Orleans with the combined carriers from the Ohio, the upper Mississippi, and the Mississippi River, the Cumberland River, and the Warrior River that takes barges on to Texas points.

We handle principally oil, steel, pipe, sulfur, salt cake, petroleum in bulk, petroleum in packages, and petroleum coke. Petroleum coke is used in the manufacture of aluminum.

Last November our regulated carriers' committee filed a report and compiled information on all of these waterways as to what they were doing, and I will just give you briefly a few of the facts that were brought out in this report. One was that the movement of gasoline in 1941 over this waterway increased 183 percent. Another was that the movement of crude oil increased 18 percent, and that