

Mr. CULKIN. But that will go, in your judgment, to about 50,000,000 tons if the capacity is expanded?

Mr. DE BARDELEBEN. I would not say that would be the capacity of it.

Mr. CULKIN. You think it is greater than that?

Mr. DE BARDELEBEN. Yes, sir; probably it is.

Mr. RANKIN. How fast does the traffic move on this canal?

Mr. DE BARDELEBEN. Our boats with an average of 3,000 tons make from 3 to 3½ miles, depending on the weather and the winds.

Mr. RANKIN. How long are the barges?

Mr. DE BARDELEBEN. They vary in size. Our tows are limited to four barges. That is one reason we want the canal improved. The United States Army engineers say no tow shall exceed 750 feet in length.

Mr. RANKIN. How long are those barges that you use?

Mr. DE BARDELEBEN. The barges are from 175 feet to 195 feet in length, and the width is from 26 feet to 45 feet.

Mr. RANKIN. If the gentleman from New York is a mathematician he can figure out how many tons pass a given point in a given time.

Mr. CULKIN. I am sorry, I will have to leave the gentleman to his own mathematics.

Mr. RANKIN. The gentleman from New York asked for this information.

Mr. CULKIN. Are you through, Mr. Rankin?

Mr. RANKIN. Yes.

Mr. CULKIN. How about the bottoms you have there now? Can you do more work now with the existing bottoms, or will you need additional bottoms?

Mr. DE BARDELEBEN. Do we need additional bottoms?

Mr. CULKIN. Can you do more work with the present bottoms at the present time?

Mr. DE BARDELEBEN. The only way to get more capacity out of our present equipment is to deepen the canal so as to be able to load the barges to their complete capacity.

Mr. CULKIN. How many tons would that be per barge?

Mr. DE BARDELEBEN. It would vary depending upon the size of the barge. Some barges might take 100 tons more, and some might take 50 tons more per barge. In other words we load the barges now 7 feet 6.

Mr. CULKIN. What I am getting at is what you can carry with your present bottoms, and how much you can increase the present tonnage carried?

Mr. DE BARDELEBEN. I am not in a position to answer that question on petroleum products. As far as other products are concerned I would say that east bound the barges are moving to the full capacity of the draft that they are now permitted to load to. If they can be loaded to deeper draft you would automatically increase it 25 percent.

Mr. BOYKIN. Do you know whether it would be safe to do that?

Mr. DE BARDELEBEN. I certainly feel that should be done—

Mr. BOYKIN. How much do you think could be towed in a tow now?

The CHAIRMAN. But they have a regulation on that.

Mr. BOYKIN. Sometimes they change their minds if you show them you can do it better.