Mr. De Bardeleben. There is nothing to stop you from doing it.

Mr. Rankin. That is what I am trying to bring forcibly to the attention of the gentleman from New York—that the amount of oil which you could carry over this canal if it were deepened—if you stopped everything else, would be almost unlimited.

Mr. Boykin. That is, if you stopped everything else?

Mr. Rankin. Yes; if you stopped everything else.

Mr. De Bardeleben. Yes, sir; that is right; there is no limit to it; the only thing is to widen the canal so the tows can pass safely and there is no danger of your tows colliding with each other.

Mr. Boykin. What else are they sending through this canal?

Mr. De Bardeleben. Iron, lumber, and steel.

Mr. Boykin. And salt and coal?

Mr. De Bardeleben. And salt cake.

Mr. Boykin. And salt cake?

Mr. De Bardeleben. Yes; salt cake and piling.

Mr. Rankin. In other words, you could take the entire oil supply of the United States through this Intracoastal Canal?

Mr. De Bardeleben. It is possible.

Mr. Culkin. With a 9-foot depth?

Mr. Rankin. No, sir; 12-foot depth. If you had a 12-foot channel there and the facilities I am speaking of—the barges and the tows to carry them—you could take through there, if you stopped taking everything else, the entire oil supply of the United States.

Mr. Culkin. What can you do with a 9-foot channel?

Mr. De Bardeleben. It would be 25 percent less than you could carry with a 12-foot channel.

Mr. Culkin. That would carry the whole production of the Texas oil fields?

Mr. De Bardeleben. We estimated that 60 tugs, with 240 barges, would move 120,000 barrels a day.

Mr. Culkin. What is the character of your towing outfit; they are Diesels, are they?

Mr. De Bardeleben. Yes, sir; they are all Diesels.

Mr. Culkin. How long are they?

Mr. De Bardeleben. The tugs are 85 feet long.

Mr. Culkin. What is their horsepower?

Mr. De Bardeleben. 600 horsepower.

Mr. Rankin. They do not have any locks to go through?

Mr. De Bardeleben. Yes, sir.

Mr. Rankin. There are no lifts?

Mr. De Bardeleben. There is a lift at Harvey, La., and that is because of the variation in the height of the Mississippi River.

Mr. Rankin. How much lift is it?

Mr. De Bardeleben. It may be 5 feet one day and the next day it may be 10 feet.

The Chairman. Where the canal crosses the Mississippi River it may be 10 feet higher one day than another.

Mr. Culkin. Do you think it would be advisable to build wooden barges or not?

Mr. De Bardeleben. They have worked, and they have built them for the last 100 years.

Mr. Culkin. But you seem to have gone into steel largely.