

By the utilization of inland waterways for the transportation of petroleum products, sulfur and other commodities of that kind which are produced in great abundance in the Southwest we will relieve the railroads and probably prevent almost certain congestion of transportation in the next few months, which is absolutely sure to happen unless something of that kind is done.

I cannot give you the exact figures, but when coastwise service was available a large part of the sulfur production of Texas and Louisiana moved to points along the Atlantic seaboard and the Pacific seaboard by steamship. That method of transportation is now completely out, so that instead of handling little sulfur comparatively the railroads are now called upon to handle practically all of it with the exception of that which is moved by barge up the Mississippi River into the Pittsburgh district, the Chicago district, and to the Great Lakes points. I am not prepared to give you exactly the number of freight cars and locomotives which are now engaged in the transportation of sulfur, equipment which normally is employed in the movement of other products, but I can assure you that the figures are tremendous. In the great industrial areas of Norfolk, Philadelphia, Baltimore, Wilmington, and the Delaware River district there are tremendous quantities of sulfur consumed, several hundreds of thousands of tons annually. In normal times that sulfur was taken by coastwise steamboat to Norfolk, Baltimore, Wilmington, Philadelphia, New York, and other Atlantic seaboard ports, at a very low cost per ton. The rail transportation cost is several dollars a ton. Of course, the cost of moving it goes into the war program, and cost in that connection is not so important now. If water transportation could be supplied for these heavy basic raw materials like oil and sulfur, the saving in transportation costs would be tremendous, shortage would be prevented, and an enormous amount of railroad equipment would be released to render needed service of the character the railroads are designed to render.

Mr. CULKIN. Incidentally, it will make a net saving of from \$6 to \$8 a ton on the transporting of this product, which, in the long run, when peace does come, will be a great saving to American industry and to the American people.

Mr. MILLER. It would be interesting if some statistician could accurately figure out how much more the consuming public of this area or the United States as a whole, but particularly those on the eastern seaboard, are now paying because of the cost of transporting gasoline, oil, and sulfur and other commodities of that sort which are products which normally only move by water.

Mr. CULKIN. And which should move by water.

Mr. MILLER. And which should not be moved any other way and which would not be moved any other way if the facilities for moving them were provided.

Mr. CULKIN. The public does not know that, and I do not think many fellows in Congress realize it.

Mr. MILLER. I think this matter is of such tremendous importance, and I think it has such a very definite relationship to the war effort and winning the war that I sincerely trust the members of the committee will take a broad view of this project and not attempt to say which part of it shall be done first, and what part of it shall be done last. The truth is that if we had completed a 12-foot inland