

wells up too much this oil will disappear as unrecoverable oil as we were before creating waste. That is the danger in this present situation.

Now, in removing oil, answering that question, it is very simple in moving oil over these waters—

Mr. CULKIN (interposing). Except for submarines it would be all right.

Mr. PENNINGTON. Not in the inland waters.

Mr. CULKIN. I do not mean in the inland waters.

Mr. PENNINGTON. Of course, you won't have that situation in the inland waters. Mr. Hitler is the one we will have to watch in the outside waters.

There is a limit of tow of 750 feet on the Gulf Intercoastal Canal and on the Atlantic Intracoastal Canal a limit of width of 45 feet. But barges are being moved now 300 feet long and 45 feet wide, two of them in one tow.

Observing those locks and the time for locking a tow through you can see that a canal with 9 feet of water and a 12-foot canal on the east coast will now handle 500,000 barrels a day with ease.

Mr. CULKIN. That is by reason of intervening locks they are slowing it down?

Mr. PENNINGTON. Any canal is a check.

Mr. CULKIN. That is what I understood you to say.

Mr. PENNINGTON. In sailing the Rhine in Europe the locks are always limited. They have a tug to jam them in, push them in so they can hardly close the gates they are so crowded. Always the limit of a canal is locking capacity.

These locks are already built with 12 feet over the water sill.

Mr. CULKIN. Which one are you speaking of now, the Gulf Intra-coastal?

Mr. PENNINGTON. All the locks.

Mr. CULKIN. I know; but I understood you to say there was only one.

Mr. PENNINGTON. There is just one.

Mr. CULKIN. That should not be very heavily trafficked. How many are there on the Atlantic Coast Waterway?

Mr. PENNINGTON. The South Mills locks down in the Dismal Swamp and the Tidal locks at Great Bridge.

Mr. CULKIN. Those are just to take care of the tide?

Mr. PENNINGTON. Yes.

Mr. CULKIN. They should not be formidable on this movement?

Mr. PENNINGTON. No. Then in addition to those two locks the only lock we have is the Harvey locks.

Mr. CULKIN. Where is that?

Mr. PENNINGTON. That is going to New Orleans from Corpus Christi.

Mr. CULKIN. But it goes up the Mississippi River?

Mr. PENNINGTON. Oh, no.

Mr. GREEN. No; it does not.

Mr. CULKIN. Oh, I see.

Mr. PENNINGTON. No. That is a lock up anywhere from 4 to 15 feet. Then you get into the Mississippi down below New Orleans to the Industrial Canal locks. Then it goes through Lake Borgne, Lake Pontchartrain, and to the dead end of St. Marks.