

Mr. PENNINGTON. Depending on the equipment. If you have low freeboard barges you could not.

Mr. CULKIN. That is what I mean. Could those low freeboard barges go across there?

Mr. PENNINGTON. No. I think you would have to have higher freeboard than they furnish for intracoastal work.

You see if you noticed on those pictures some of the barges were almost just about 1 foot of freeboard. They would not do in the Gulf almost anywhere. But those barges could be built for that particular service. There is oil being towed across there now.

Mr. CULKIN. I hope you will go back home and join Mr. Folk's association.

Mr. PENNINGTON. I belong to it.

By the way, I wish to add that I am appearing here representing the San Antonio Emergency Oil Transportation Committee and also in behalf of the Intracoastal Canal Association.

I want to also say before this committee that we are in very friendly hands, I think.

The CHAIRMAN. We thank you.

Mr. MILLER. Mr. Chairman, I do not want to prolong the argument with reference to the railroads, but I would call the committee's attention to the fact, which they can verify by reference to the hearings held before it last year, that I do not recall a single case where a meritorious water project was being considered by this committee that it was not vigorously opposed by the railroads. Representatives of the railroads time and again stated their position before this committee, which was substantially this: That there was a surplus of transportation in America; second, that the railroads were fully equipped and prepared to furnish all of the necessary transportation; and, third, that the American public should be required to use the services of the railroads without reference to cost.

I think members of the committee will agree that that is a fair statement of their position.

Mr. PITTENGER. And, fourth, that these waterway projects would cost the taxpayers money which would be a waste of money.

Mr. MILLER. Of course. And now what is the situation? The railroads while doing a good job are utterly incapable of meeting the situation. And the position taken by them before this committee is largely responsible for the serious transportation problem which exists in America today, and which is going to be infinitely worse as the days and weeks go by.

Mr. CULKIN. And they have less importance now than they did in 1918?

Mr. GREEN. And in that connection I remember a pamphlet which was passed out by the American Association of Railroads that even brought forth the totally erroneous statement to the effect that Florida and all the States down there would be made a desert if a canal was put across that State.

Mr. MILLER. Of course, as the members of this committee know no representative of a waterway organization ever appeared before you advocating a waterway as a substitute for any other kind of transportation.