

Mr. CULKIN. No. Of this 140,000,000 tons that originates in the Gulf of Mexico, including coastwise, what proportion of that would you say would use this proposed canal?

Mr. ALEXANDER. I could not answer that.

Mr. DONDERO. Of the 140,000,000 tons, how much is oil and petroleum products?

The CHAIRMAN. My recollection is about 80 percent of it.

Colonel Textor, have you the figures on that? My recollection is that about 80 percent of it is oil and gasoline.

Colonel TEXTOR. It is about 80 percent.

Mr. DONDERO. My purpose in making that inquiry is that we had some evidence this morning to the effect that when this war is over the movement of oil will return to tankers, because that is the cheapest method of transportation, or to a competitive barge line. Do you think it will be economically sound to build a barge canal if the major portion of this tonnage is oil?

Mr. ALEXANDER. Yes; I think so.

Mr. DONDERO. You think it would still be justified?

Mr. ALEXANDER. That portion that would be useful on the route would be used in southern Florida.

Mr. DONDERO. That was my object in finding out what portion of the tonnage was oil and what portion was other commodities.

The CHAIRMAN. If I may suggest a further answer, the tonnage in the coastwise trade practically all goes to New York. That which would be consumed below New York would probably use the canal anyway; if it is consumed from Norfolk down it would probably use the canal.

Mr. ALEXANDER. Furthermore, these tankers are going to be put in overseas trade for a good while after the war. They will need all they can get, as well as cargo ships.

We have one other thing that we should think about. Before we get through with this war we may have greater difficulty with submarines, and we have not got the answer to them yet. We may want to use that canal for the movement of articles of defense through that protected area.

Mr. DONDERO. One more question. What would be your advice to this committee as to what should be done under existing circumstances?

Mr. ALEXANDER. Put a pipe line across Florida and barges to this terminal and dump the barges on the other side until you build a canal, as quickly as possible.

Mr. DONDERO. Would you advise that we also use Mississippi oil?

Mr. ALEXANDER. Do everything you possibly can.

We are particularly acquainted with the canal system in New Orleans. We have the Mississippi River and its tributaries spreading out everywhere. We have the greatest system of inland waterways, which with the intercoastal reach from New Orleans into various areas, to almost any part of the United States.

In fact, at one time a number of years ago when we had a little publicity notice in the papers New Orleans was the second port, Los Angeles copied it and said if New Orleans wanted to do that, we cannot advertise that way. We would let New York do it.

Mr. CULKIN. That is one of the problems of the country, the development of these sectional jealousies.