

The railroads cannot do the job themselves. They are finding the problem too hard to solve, although Mr. Pelley last year told the Senate committee that they could carry everything in sight and that there would be no problem in transportation. That was in connection with the pipe-line discussion, when they said that pipe lines were not necessary. That is what the railroads said.

Mr. Fouts. Mr. Chairman, in concluding my statement, I want to say that I have the highest regard for this committee, and I appreciate it, and the people of this Nation appreciate the valuable work you are doing in trying to establish that other form of transportation, inland and coastal water transportation, for the people of this Nation. I am sure that the people are finding that out, and they appreciate it, and they appreciate what every man is trying to do along this line. We appreciate it very much.

I thank you very much, Mr. Chairman.

The CHAIRMAN. We thank you, Mr. Fouts.

Mr. ROY MILLER. Mr. Chairman, for the record I would like to submit these figures as to the total amount of money appropriated by the Federal Government for the construction and maintenance of all waterways and ports in Texas since the beginning until June 30, 1911. The total amount is \$167,590,142.15. That is the total expenditure for all time by the Federal Government upon the construction and maintenance of the Texas waterways.

Mr. CULKIN. Can you give me the figures of the tonnage which originated in Texas, say, 2 years ago?

Mr. MILLER. I can give you round figures. The total tonnage on the Texas waterways in 1910 was between 7 and 8 million tons. It has now reached a total of around 100,000,000 tons annually in a normal year.

I might say that studies which have been made by experts would indicate that the total saving to the producers and consumers of Texas each year exceed the annual total expenditures on these waterways by the Federal Government since the very beginning.

Mr. CULKIN. Is that just for Texas alone?

Mr. MILLER. Yes; that is just for Texas alone?

Mr. CULKIN. How about the consumers in the hinterland?

Mr. MILLER. It would be almost impossible, I imagine, to estimate that.

Mr. CULKIN. Is it not a fact that some oil company brings petroleum products up the coast, as has been shown here, at about five-eighths of a mill per ton-mile? That would make a considerably greater saving than the one-fifth, would it not?

Mr. MILLER. I think the figures placed in the record by General Reybold show that the relative cost is between an average of 2 mills per ton mile for barges as against 8 mills per ton mile for railroads, having to do with the transportation of petroleum products alone.

Mr. Chairman, I have here a tabulation of some very interesting figures showing the distances between principal points on all of our inland waterways in the Mississippi waterway and the Gulf intra-coastal canal and the Atlantic intracoastal canal which, I think, might be of interest to have in the record.