

there are no arbitrary figures, if I may use that word, in this material. I think you may rely upon the general picture that I have given you.

Thank you very much, Mr. Chairman and gentlemen.

The CHAIRMAN. We will be glad to have you furnish the additional information.

Mr. CULKIN. Mr. Buckman, I do not know whether you mentioned it or not, but what will it cost to build a 12-foot barge canal across Florida?

Mr. BUCKMAN. The estimate of the Army engineers—and that is the only estimate that I have—made in their report to Congress for a 12-foot sea-level canal was \$54,000,000. You will find that in House Document 194, Seventy-sixth Congress; is not that correct?

The CHAIRMAN. I thought it was \$39,000,000.

Mr. BUCKMAN. That is for the lock canal.

The CHAIRMAN. No; the lock canal was \$19,000,000.

Mr. BUCKMAN. It was \$19,000,000 for a 9-foot lock canal, if I remember correctly, Mr. Chairman.

The CHAIRMAN. Yes; that was a 9-foot canal.

Mr. BUCKMAN. And the sea level 12-foot canal was \$54,000,000.

Mr. RANKIN. How many more barges could go through a sea level canal than through a lock canal?

Mr. BUCKMAN. Substantially a good many more. Locks, of course, impede the canal.

I felt it wise, and I trust the committee will agree with me, to leave with the engineers the decision as to whether this is to be a lock or a sea level canal. Personally I should prefer a sea level canal, because I think it is less liable to bombing, and so forth, and I think the critical materials and steel for the locks would fall out of the picture. But I am content, and I trust the committee will be content, to leave that question to the judgment of the Chief of Engineers. There will not be a great difference in the cost. What you leave out in excavation you put into the locks. There is some difference in favor of the lock, but there is not a great deal, as General Markham testified.

Thank you, Mr. Chairman.

The CHAIRMAN. Thank you, Mr. Buckman.

Mr. MILLER. Mr. Chairman, I ask permission to put in the record a letter addressed to the chairman by Mr. L. J. Walsh, vice president of the Eastern State Petroleum Co., 63 Fifth Avenue, New York, endorsing the provisions of the bill. This company is a large independent operator and has a large refinery at Houston, Tex.

I would like also to ask permission for Mr. Harry Pennington, of San Antonio, Tex., who has already appeared before your committee, to file an additional statement which I think will contain information of value to the committee and to the Congress, analyzing the statement made to the committee by Maj. J. R. Parten, Director of Transportation of the Office of the Petroleum Coordinator. I have seen some of the figures which will be contained in this statement. I think it will be valuable to the committee; and I ask permission for Mr. Pennington to file it.

The CHAIRMAN. Yes; that will be all right.