

tankers carry from 75,000 to 125,000 barrels of oil or gasoline. Small ones operating in the Gulf carry about 50,000 barrels, and it would cost a little over \$2,000,000 to build a small one. As for cargo ships, it is hard to state what their cost would be under war conditions.

Mr. MILLER. I would like also to place in the record a copy of a letter dated September 3, 1941, addressed to Rear Admiral Emory S. Land, Chairman of the Maritime Commission, by the chairman of this committee, calling attention to the very proposal which is now embodied in the bill you are now considering.

(The letter referred to is as follows:)

SEPTEMBER 3, 1941.

REAR ADMIRAL EMORY S. LAND,
*Chairman, Maritime Commission,
 Commerce Department Building, Washington, D. C.*

DEAR ADMIRAL LAND: I have been much interested in the newspaper accounts of your testimony with reference to transporting gasoline to the eastern seaboard of the country given before the Senate Special Committee Investigating Shortage of Gasoline.

Apparently you advocate transporting oil in seagoing concrete barges towed by tankers, this in order to conserve for defense purposes the steel that would be required for a pipe line from the Oklahoma oil fields to Greensboro, N. C. Have you given consideration to moving gasoline from the Texas Gulf coast and from Baton Rouge, La., via the intracoastal canal?

There are gasoline refineries at Brownsville, Corpus Christi, Beaumont, Port Arthur, and Houston, Tex. The oil reserves stored in Texas, aggregating 52 percent of the oil reserves of the entire country, feed oil by pipe lines into the refineries on the coast of Texas. A pipe line from Oklahoma feeds oil into the refineries of the Standard Oil Co. of New Jersey at Baton Rouge, La.

There is now an intracoastal waterway with depths from 9 to 12 feet from Corpus Christi, Tex., to Apalachicola, Fla., and from Jacksonville, Fla., up our eastern coast to Trenton, N. J. From Philadelphia and the Delaware River barge traffic can go outside up to New York and Boston. Baton Rouge, La. is, of course, connected to the Gulf and to the Intracoastal Waterway by the Mississippi River. Gasoline could be transported in canal barges from Texas and Baton Rouge to the eastern end of the Gulf Coast Intracoastal Canal near Apalachicola, Fla., transferred there to a new pipe line or to railroad tank cars for transportation to Jacksonville, Fla., and be carried in canal barges from Jacksonville north up the eastern seaboard of the United States. There is a railroad from the terminus of the Gulf Coast Waterway to Jacksonville, or a relatively short pipe line could be constructed. The cities along the intracoastal canals are Galveston, New Orleans, Mobile, Jacksonville, Savannah, Charleston, Wilmington (N. C.), Norfolk, Washington, Baltimore, Philadelphia, and Trenton.

Cities in the Mississippi Valley that can now be supplied by means of its waterways are Vicksburg, Memphis, St. Louis, Rock Island, Minneapolis, Chicago, Cairo, Nashville, Chattanooga, Louisville, Cincinnati, and Pittsburgh.

The inland waterways referred to above with a depth of 9 feet or more have an almost unlimited capacity of carrying barges. A considerable quantity of gasoline is now carried north from Baton Rouge by barges on the Mississippi River, but a great deal more could be carried on this river, on its tributaries, and on the intracoastal waterways mentioned. I suggest that you consider building barges and towboats for our inland waterways. In many respects inland-waterway transportation has advantages over seagoing transportation for defense purposes, and an almost unlimited number of depots could be located along our inland waterways.

I enclose herewith a map showing the principal inland waterways of the eastern half of the United States.

Yours sincerely,

J. J. MANSFIELD, *Chairman.*

Mr. MILLER. I would also like to include in the record a letter dated October 2, 1941, addressed to Hon. Harold L. Ickes, Administrator, Oil Administration, by the chairman of this committee.