

I also desire to offer a letter of the same date addressed by the chairman of this committee to Mr. J. J. Pelley, president of the Association of American Railroads.

(The letters referred to are as follows:)

OCTOBER 2, 1941.

HON. HAROLD L. ICKES,
*Administrator, Oil Administration,
Department of the Interior, Washington, D. C.*

DEAR MR. ICKES: I have been reading in the newspapers with a great deal of interest what you and Mr. Pelley have been saying about the oil and gasoline situation in the East.

In order to remedy conditions and, at the same time, avoid the large expenditures of money and steel necessary for a long pipe line half way across the continent, you could connect the Gulf Coast Inland Waterway and the Atlantic Coast Inland Waterway with a pipe line from the vicinity of Fort St. Joe, Fla., to Jacksonville, Fla.

I am informed that the Southeastern Pipe Line Co. at Atlanta, Ga., estimates that the above-mentioned pipe line could be constructed in from 30 to 90 days, would be 235 miles long, would require 50,000 tons of steel, and would cost about \$12,000,000. With such a pipe line an additional 200,000 barrels of oil or gasoline per day could be moved from the Gulf Coast to the Atlantic seaboard over the intracoastal waterways. We will never be able to handle the tonnages required for our defense program until we make full use of our waterways which have been planned and executed to meet such demands as we now have.

Yours sincerely,

J. J. MANSFIELD, *Chairman.*

OCTOBER 2, 1941.

MR. J. J. PELLEY,
President, Association of American Railroads, Washington, D. C.

DEAR MR. PELLEY: I have been reading in the newspapers with a great deal of interest what you have been saying about railroad tank cars being available for the relief of the oil and gasoline shortages along the Atlantic seaboard, and I see in the papers this morning that there are not available as many tank cars as there was thought to be in the first place.

You could solve your dilemma by hauling oil and gasoline only across Florida. In this way it could be transported by barge from the Gulf coast to Port St. Joe, Fla. From this point the tank-car service could move via the Apalachicola Northern Railroad to River Junction, Fla., or to Climax, Ga., and from River Junction to Jacksonville via the Seaboard Air Line, or from Climax to Jacksonville via the Atlantic Coast Line. One of these routes is 287 miles long and the other is 317 miles long. With some additional terminal facilities (costing about \$2,700,000) an additional 200,000 barrels per day could be transported via this combination rail-and-water route from the Gulf coast to the Atlantic seaboard. Obviously, a much smaller number of tank cars would be required to move oil about 300 miles than would be required to move the oil halfway across the continent.

Yours truly,

J. J. MANSFIELD, *Chairman.*

Mr. MILLER. I also offer for the record a letter dated March 11, 1942, addressed to the President of the United States by the chairman of this committee, and the President's letter in answer thereto, dated March 25, 1942.

(The letters referred to are as follows:)

COMMITTEE ON RIVERS AND HARBORS,
HOUSE OF REPRESENTATIVES, U. S.,
Washington, D. C., March 11, 1942.

THE PRESIDENT,
The White House.

MY DEAR MR. PRESIDENT: You are, of course, familiar with the increasing use of our inland waterways due to the rapidly expanding production program and the almost complete cessation of coastwise steamship services. The tonnage