

around the Florida cape. As a matter of fact, boats cannot go around there now.

Captain RUDE. No, sir. That is what they have been trying to get away from, or trying to get away from the submarine menace.

Mr. RANKIN. Even without the submarine menace, those barges could not go around through the Gulf of Mexico, through the Florida Strait; but, of course, with the submarine menace, it would be a terrible hazard.

Captain RUDE. Yes, sir. These smaller vessels could not go around the Florida cape.

The CHAIRMAN. These vessels are like the ones carrying coal to Norfolk.

Captain RUDE. Yes, sir.

Mr. RANKIN. I believe that if the submarine menace was not there, these barges that would travel through the intracoastal canal could not go around the Florida cape.

Captain RUDE. No, sir.

The CHAIRMAN. If there is nothing further, we thank you very much for your statement.

Mr. MILLER. Mr. Chairman, I would like to insert in the record a telegram addressed to me by Munger T. Ball, president of the Sabine Transportation Co., Inc., at Port Arthur, Tex., a concern which has been engaged in towing oil for many years. This telegram refers to the use of wooden barges for the transportation of oil.

The CHAIRMAN. I suggest that you read it.

Mr. MILLER. The telegram reads as follows:

PORT ARTHUR, TEX., May 15, 1942.

ROY MILLER,

*Mayflower Hotel, Washington, D. C.*

Concerning practicability using wood barges for petroleum service intra-coastal canal. For many years wood barges were used to transport heavy fuel and crude oil on the inland waterways of Louisiana and Texas and see no reason why with good construction they cannot be used again. However effectively use wood barges will require more careful navigation on the congested waterways and the regulating of the method of towing, also a modification of the present population act to reasonable interpretation is necessary. Further, an assurance from the Coast Guard Bureau Marine Inspection and Navy that the present life limit of wood barges in bulk petroleum service would be extended so owners could expect to recover cost of construction. Sorry cannot be at hearing Monday; extend to Congressman Mansfield my regards and best wishes for a constructive successful hearing.

MUNGER T. BALL,

SABINE TRANSPORTATION CO., INC.

Mr. MILLER. Mr. Chairman, I now desire to present—I was about to say our star witness, but I will say one from among our galaxy of witnesses.

The CHAIRMAN. He is one of the stars.

Mr. MILLER. Yes, sir. I wish to present Col. Ernest O. Thompson, of the Texas Railroad Commission, which not only has the supervision of all transportation facilities in Texas, but is also the State authority which regulates the oil industry. It is the opinion of most of us in Texas that no one in the country knows more about the production and transportation of oil than does Colonel Thompson. May I ask, Mr. Chairman, that Colonel Thompson be permitted to finish his initial statement so it may be in connected form, and then have questions by members of the committee?