

Colonel THOMPSON. May I say that Maj. J. R. Parton, of the Office of the Petroleum Coordinator as Transportation Director, is most well informed on this subject. We think the Department is very lucky in getting him because he is an independent oil man from our State that is experienced in these problems.

The CHAIRMAN. He is going to be here the day after tomorrow.

Colonel THOMPSON. Major Parton?

The CHAIRMAN. Yes.

Mr. RANKIN. How many oil tanker cars did you say there are in the United States today, Colonel Thompson?

Colonel THOMPSON. There are 45,000 of them in use today, and 15,000 more that are being gathered in to be used.

Mr. RANKIN. How many days does it take for them to turn around?

Colonel THOMPSON. Well, there are 45,000 that are in use, and there will be 15,000 more, and it takes about 16 days for the turn-around.

Mr. RANKIN. How many gallons do they hold?

Colonel THOMPSON. I do not know.

The CHAIRMAN. They hold 225 barrels.

Colonel THOMPSON. I am sure I do not know that either.

Mr. RANKIN. It takes 16 days for the turn-around?

Colonel THOMPSON. For the turn-around; that is, from the Gulf points. There is a proposal to build a 24-inch pipe line from somewhere in the east side of Texas straight to New Jersey, and I want to say that that project certainly should go through also. It has no conflict with the intracoastal canal whatever, and both of these projects are highly desirable and are very greatly needed. I refer to the one that Mr. Ickes has been talking of building for more than a year or two.

Mr. CULKEN. What happened to that? Was that knocked off in the W. P. B., is that the situation?

Colonel THOMPSON. I think priorities were refused on it twice. I understand it is up again now.

The CHAIRMAN. Since then I understand they have proposed to make it of thinner steel, roll it thinner to make it go further.

Colonel THOMPSON. I do hope that the members of the committee get it through, because it is badly needed, and also this intracoastal canal is badly needed, and the pipe-line project across the unfinished part of the canal is certainly needed. We have the oil, and the people up here need it badly, and our people as well as the people of other States get revenue from the oil and gasoline that is sold. I noticed in the morning paper yesterday the State of New Jersey was losing seven and a half million dollars a month on its gasoline tax, and every other State is doing the same. Our whole State economy is tied up in the prosperity of the oil business.

Mr. GREEN. I have in mind that this takes one-hundred-odd miles of 8-inch pipe to complete this pipe line. They could go to Cedar Key, Fla., which has a splendid 12-foot harbor, and cut across to Palatka which has a 13-foot harbor on the St. Johns River. They could put in that 8-inch pipe across there, a distance of about 80 miles and begin immediately to syphon the oil across the peninsula.

The CHAIRMAN. How would they get to Cedar Key?

Mr. GREEN. Through the open Gulf.

Colonel THOMPSON. I understand that they have applied for permission, and that they are just awaiting approval to do that. I offer