

Colonel TEXTOR. Yes, sir; on the route that the barges would sensibly follow on the 12-foot offshore route.

Mr. RANKIN. Now, the only danger there would be would be where the submarine came to the surface at night and approached the vessel. In that event, the minimum depth at which they could operate in that way would be within how many miles of this route?

Colonel TEXTOR. That would vary depending on the angle from which they approached. When they are offshore where the underwater shelf is fairly uniform, they could not get very close to it.

Mr. RANKIN. How near could they come?

Colonel TEXTOR. Within 4 or 5 miles.

Mr. RANKIN. They could not get within range?

Colonel TEXTOR. I think not, except along the northern portion of the route, where there are various small inlet channels having deeper water.

Mr. RANKIN. Under those conditions, would you consider this route comparatively safe from attack by submarines, and a route that would be easy to protect?

Colonel TEXTOR. If judiciously navigated; yes, sir.

Mr. DONDERO. I want to ask if Colonel Textor will be here to testify later.

Colonel TEXTOR. Yes, sir.

Mr. DONDERO. You represent the Corps of Army Engineers?

Colonel TEXTOR. I represent General Reybold.

Mr. DONDERO. I will defer any questions to Colonel Textor until he appears again.

Mr. MILLER. At this point—and I hope it will not provoke further discussion—I would like to read into the record a statement made before this committee on April 1937 by General Pillsbury, at that time Assistant Chief of Engineers. I read from the hearings on the bill, H. R. 6150, page 447, the following statement by General Pillsbury:

Now, of course, when it comes to transporting oil to the Navy, the savings might be of importance, but the more important aspect, I would judge, was the question of vulnerability to submarines, and there the danger lies on the Atlantic coast, and probably not on the Gulf coast or in the Florida Straits.

Mr. DONDERO. When was that statement made?

Mr. MILLER. In April of 1937.

Of course, there have been submarine attacks in all those waters.

Now, Mr. Chairman, we are fortunate this morning to have, at your request and invitation, a gentleman who, I think, is as well qualified as any official of the Government to give the committee an over-all picture of the oil situation throughout the country. It is my pleasure to present Mr. Robert E. Allen, who is an assistant to Mr. Davies, the Deputy Petroleum Coordinator.

The CHAIRMAN. We will be glad to hear Mr. Allen at this time.

STATEMENTS OF ROBERT E. ALLEN, AND EDWARD B. SWANSON, OFFICE OF PETROLEUM COORDINATOR FOR NATIONAL DEFENSE

Mr. ALLEN. Mr. Chairman, my name is Robert E. Allen, and I am Assistant Deputy Petroleum Coordinator for War.

The situation which I wish to discuss with you this morning—and for the opportunity of discussing it, I wish to thank you—is one which