

bottleneck is not officially adopted and commenced. Once informed that 6 months or 12 months from now transportation will be corrected most operators can plan a program which will sustain the productive capacity necessary for the Nation, and without this knowledge the industry will continue demoralized and a large number will be eliminated from the business. Regards.

From Los Angeles William B. Hubbard, Page Hubbard, and Asche, telegraphs as follows:

MAY 11, 1942—12:23 p. m.

D211 40 DL—Los Angeles, Calif., 11 956A.

HENDERSON COQUAT,

*Care Emergency Oil Transportation Association,*

*Stephen F. Austin Hotel, Austin, Tex.:*

Noticed with interest your efforts in regard to increasing efficiency war effort through developing means of oil transportation. Certainly this is most worthwhile objective. If anything I could do to help here, please advise. Meantime my best wishes for success.

Here is another from a movie star, who is also interested in the oil business, Mr. Charles W. Pidgeon, of Los Angeles:

MAY 11, 1942—12:34 P. M.

D 213 TWS paid 3—Hollywood, Calif., 11 1002A.

STEPHEN F. AUSTIN,

*Care Emergency Oil Transportation Association,*

*Austin Hotel, Austin, Tex.:*

Sincerely believe your association merits the patriotic support of every individual in the Nation, and I hope your efforts to solve the oil-transportation problem will meet with every success. Good luck.

Here is one from Mr. W. C. Shelton, vice president, Wellington Oil Co. of Delaware and director Realitos Oil Co., as well as director of the Anselma Oil Co.:

MAY 11, 1942—11 P. M. 12:22.

D209 28 DLC 10 extra—SW Los Angeles, Calif., 11 920A.

HENDERSON COQUAT,

*Care Emergency Oil Transportation Association,*

*Stephen F. Austin Hotel, Austin, Tex.:*

May success attend association's efforts to solve oil-transportation problem to industrial East, thus aiding country's war effort—

Those are from California.

I have a few observations which were sent to me yesterday from my associate, Mr. Henderson Coquat, chairman of this committee, first organized a few weeks ago, from which I wish to quote:

We need all the pipe-line carrying capacity we can get for oil; but we need the barge canal as an adjunct, and one that can carry many things (cotton, sulfur, potatoes, and other Gulf coast goods) that can't be pumped through a pipe line.

A barge canal would be the more democratic manner of carrying goods (oil, sulfur, cotton, potatoes, or other goods) that we could have, because a carrier would not need extensive capital to transport goods in this manner. It would permit the little man to do business in his little way at the same ratable cost as the big man in his big business.

If it was worth while to build a 2,000-mile intercoastal canal to haul ordinary goods in peacetime, it would seem doubly worth while to complete that canal to haul the vital supplies of oil, sulfur, cotton, and steel in wartimes.

And he gives me a slogan:

You can't keep 'em flying and floating and rolling unless you keep 'em fueled and greased.

Gentlemen, I thank you for your time, and I ask that you allow me to introduce those in the record, Mr. Chairman.

The CHAIRMAN. Yes, sir.