

Of course, it is the desire and purpose of the Office of the Petroleum Coordinator to make maximum use of motortrucks, tank cars, inland barges of all available types, and power equipment in this program. The usage of these facilities is, however, controlled in our plan by rule of sheer efficiency.

The bill before this committee calls for the construction of a 24-inch pipe line across Florida. It is our considered opinion that the limiting factors that surround the use of the inland barge make impossible the supply of the 24-inch pipe line on the west coast of Florida by this method. The Office of the Petroleum Coordinator favors the construction of either an 8-inch or a 10-inch pipe line to be built across Florida immediately, originating at Port St. Joe to terminus on the waterway near Jacksonville to carry from 40,000 to 60,000 barrels per day of products. It is believed that this volume of products can be distributed and usefully used along the eastern coasts of Florida, Georgia, South Carolina, and North Carolina, and thereby avoid the otherwise necessary off-take from the Plantation pipe line, to allow such pipe line to operate more nearly to capacity to its terminus, thereby saving transportation. Such a products line could be supplied at Port St. Joe alternatively by inland barge or by protected tankers. Our office has under consideration a proposal to build such a pipe line made by industry involving the relocation of a pipe line now in Texas. This matter is in a negotiating stage in cooperation with the Office of Defense Transportation.

The Office of Petroleum Coordinator recognizes the general and long-range utility of the proposed canal and waterway improvements contained in the bill. However, the requirement of approximately 2 years to build this canal would not make it helpful in the solution of the east coast supply problem which must be solved in a much shorter time. Certainly the widening of the Gulf Intracoastal Canal would be helpful in the movement of petroleum eastward from Texas but again the time factor should be considered in any conclusive appraisal of this phase of the project in connection with the solution of the immediate problem.

I thank you.

Mr. PETERSON. How long would it take to build the pipe line from Longview, Tex.?

Major PARTEN. That pipe line will be built in two sections—one from Longview to Salem, Ill., and we believe that section can be built in 6 months; and from Salem, Ill., on to Philadelphia and Bayonne, it will take another 6 months to build it. That would supply 300,000 barrels of crude oil into the Illinois Basin, where production is rapidly declining at present due to overtaxed conditions. That would be very helpful in bolstering up the southeast section next summer. We believe that the line to Salem must be completed before winter.

Mr. PETERSON. I was very much impressed with your statement with reference to the movement of oil per ton of steel that would be used.

Major PARTEN. That was not true, I might say, prior to the war conditions. Tankers in normal times were more efficient than pipe lines prior to the war conditions. Tankers in normal times are more efficient than pipe lines.

Mr. PETERSON. That being true, why is it that we have not been able to get any action on the proposed pipe lines and canal? If