

pipe-line program and the barge program and the tank-car program that we have, by any one of the various methods that we supply in the vicinity of Pittsburgh or western Pennsylvania, so that they can all pump east.

Mr. CULKIN. Now, where does your proposed line go; to Philadelphia?

Major PARTEN. The 24-inch pipe line that I mentioned a few moments ago originates at Longview, Tex.; it goes thence to Salem, Ill., which is somewhat off of an air line, but it is justified by reason of the strategic center that Salem is, and it can tie into many other trunk lines so as to give flexibility. It goes thence to Philadelphia, or a point just out of Philadelphia; I believe it is called Phoenixville; and then to Bayonne, N. J.

Mr. CULKIN. Let me ask you this question: Assuming you get priority, how long will it take to build this line?

Major PARTEN. Six months to Salem, and another six months to Philadelphia and Bayonne.

Mr. CULKIN. It will take a year to do it?

Major PARTEN. Well, we will get a lot of benefit out of that line the moment it gets to Salem, because we are faced with a very critical situation of crude-oil shortage in Illinois today, and it is going to be more critical this winter. That line, delivering 300,000 barrels to Salem by December 1, would contribute greatly to the supply of the east coast in many respects. In the first place, it would rehabilitate the supply of crude oil for the refineries in that vicinity and for consumption in that vicinity, in the face of a rapidly declining production in Illinois. Second, it will contribute by reason of the shorter tank-car haul, and therefore greater effectiveness from, there to the east coast. It will contribute by reason of the shorter barge haul up the Ohio River to Pittsburgh and by pipe line or tank car to the east coast. That line will make a great contribution the moment it is completed to Salem, and our purpose would be to complete that line to Salem first, and build it as rapidly as possible.

Mr. CULKIN. Is Illinois rationed now?

Major PARTEN. There is no rationing in what we call district 2-A, which includes Chicago.

Mr. CULKIN. I am naturally thinking in terms of New York, which is rationed now.

What is the volume of petroleum products going up the Mississippi and the Ohio now, and what is the value of them; do you know?

Major PARTEN. Well, of course, you have to figure port to port. A few weeks ago we were delivering into Pittsburgh by barge only 26,000 barrels per day. We have an industry committee which is what we call an interdistrict industry committee, composed of two men from the New York district, two men from the Chicago district, and two men from the Houston district, that are working now and promise us within the next few days a complete report of the port-to-port movement during the last year, not only on the Mississippi system but on the inland waterway. When we get that, I can give you a better answer than I can now. But the movement to Pittsburgh is about the best figure I can give you in respect of all-the-way movement.

Now, we expect to increase the movement to Pittsburgh greatly within the next few months.

Mr. CULKIN. That is, by water?