

Major PARTEN. We must, because we have lost our ocean transportation. We have no choice.

Mr. CULKIN. I am not talking about the coast; I am talking of internal transportation.

Major PARTEN. Inland water?

Mr. CULKIN. Yes.

Major PARTEN. No; the long-haul transportation inland is not necessarily cheaper than pipe-line transportation. Now, short haul is very cheap.

Mr. CULKIN. But when it gets to the public it is more expensive, apparently, and something must intervene; is not that true?

Major PARTEN. I am not prepared to pass on that now.

Mr. CULKIN. The fact is that the various streams and waterways are open to everybody; anybody that wants to go on a stream can do it?

Major PARTEN. That is true, as I understand it.

Mr. CULKIN. And with specialized carriers, particularly to the East and to a considerable extent in the West, gasoline has been carried at a very low rate; is not that true?

Major PARTEN. Well, I would say, if I understand your question, that inland water costs have always been relatively low, and they are regarded so. Personally I am glad to see the inland waterways open, and I hope they stay open. I hope they continue to improve.

Mr. CULKIN. The railroads, as nearly everybody says—although I have not heard you pay tribute to them—are doing a magnificent job, but they are pretty well loaded to the gills now, are they not?

Major PARTEN. I will say they are doing a big job in petroleum right now.

Mr. CULKIN. I understand; but they are up to capacity now, according to General Somervell.

Major PARTEN. I think we cannot expect a great deal of increase in petroleum by rail on the east coast.

Mr. CULKIN. You have got to get relief from some other source?

Major PARTEN. We have got to get relief from some other source; that is right.

Mr. CULKIN. I am greatly interested in getting gasoline to the East, and I do not play up my own State. I think it is most important for the war effort.

Now, you gave the distance from the Mississippi to Pittsburgh or, say, Shreveport to Pittsburgh. How far is that?

Major PARTEN. I gave two distances from Texas to Pittsburgh.

Mr. CULKIN. And what did you make it?

Major PARTEN. The water distance from the nearest port of Texas, which is Port Arthur, would be over 2,200 miles. The air line or approximate pipe-line distance from Texas, which would be again the nearest port—

Mr. CULKIN. What would that be?

Major PARTEN. That would be from Longview, Tex., the nearest point at which this line could tie into a network of pipe lines over Texas and directly into the East Texas oil field, which is the greatest oil reserve on the continent.

Mr. CULKIN. It is suggested that the pipe line could be constructed to Shreveport.