

Major PARTEN. Well, Longview is only 60 miles west of Shreveport.

Mr. CULKIN. Is that on the river?

Major PARTEN. Shreveport is on the Red River. It is not navigable.

Mr. CULKIN. Well, is not that cutting out the navigational phase of this entirely, not touching on the Mississippi with the pipe line?

Major PARTEN. Well, this pipe line will cross the Mississippi at some point near Cairo. But I mentioned two pipe lines just now. There is a Helena line in our program—a line that will go to Helena and deliver about 50,000 barrels a day of gasoline which will be barged up the Mississippi and Ohio Rivers to Pittsburgh. There is another products line from Texas which will carry about 60,000 barrels a day of gasoline and heater oil to the vicinity of Paducah.

Mr. CULKIN. The way I reason is this: We are extremely anxious to get this product to the East in order to supply the urgent needs from every angle.

Major PARTEN. I appreciate that, sir.

Mr. CULKIN. And Texas wants to supply this product.

Major PARTEN. I appreciate that, sir.

Mr. CULKIN. And why could not a pipe line be run from the East Texas field to Shreveport and then send it by boat?

Major PARTEN. Well, as I said a while ago, the Red River is not navigable. I lived in Shreveport for 13 years myself.

Mr. CULKIN. I am suggesting that it might go by pipe line to Shreveport and then by barge up the Mississippi and the Ohio.

Major PARTEN. But Shreveport is not on the Mississippi River.

The CHAIRMAN. It is on the Red River.

Major PARTEN. And the Red River runs northwest and southeast, instead of northeast and southwest.

Mr. CULKIN. It is not navigable?

Major PARTEN. It is not navigable; no, sir. There have been many attempts to make it navigable in times past, but it is a difficult river to handle. It is filled with sand bars and shifting banks. I have seen that river shift at one time as far as a quarter of a mile in 3 days.

Mr. CULKIN. Thank you very much, Major. I have been greatly interested and pleased with your highly intelligent presentation of the matter.

The CHAIRMAN. Major Parten, I notice from the reports here that the shipments of oil into Boston are quite enormous, and I was surprised at the figures. In 1940 the reports show that the imports, presumably from South America, amounted to 950,000 tons, mostly fuel oil.

Major PARTEN. Yes, sir.

The CHAIRMAN. The imports of crude oil were 188,658 tons, and fuel oil, 765,373 tons. Now, if war conditions prevent the importation of these oils hereafter, then the consumption of domestic oils in the East would be increased, would it not?

Major PARTEN. Well, of course we are so violently short today of transportation that we have had to reduce consumption on the East coast, and we take it that until we can get our overland transportation substitute fully to take care of what we formerly got by tankers, or sufficient to supply our needs, we are going to have to have a continued reduction of consumption. Now, that reduction of consumption thus far has been largely in gasoline and in heater oil. For-