

tunately, we are in the season now that calls for little heater oil, because the houses do not have to be heated now; but we are very much concerned about next winter.

The CHAIRMAN. That is in terms of tons. It takes about 6 barrels to a ton.

Major PARTEN. It takes about 6 barrels to a ton; yes, sir.

The CHAIRMAN. That would be six times that much, expressed in barrels, and the coastwise shipment into Boston was over 3,000,000 tons in 1940.

Major PARTEN. Is that coastwise?

The CHAIRMAN. Yes. The amount of crude petroleum was 2,246,280 tons, of tanker oil, 296,586 tons, and of light oil, 656,759 tons.

That is quite a lot of oil going into Boston, and much of that, presumably, was from South America.

Major PARTEN. The relationship of those figures, as I remember them, when I came here last August, is like this. At that time we were hauling from the Gulf coast to the east coast 1,470,000 barrels, and about 300,000 barrels were from South America.

Mr. DONDERO. Major Parten, if you have statutory authority now to build these pipe lines such as you have suggested, do you feel that you have statutory authority to build a pipe line across Florida, without this bill?

Major PARTEN. I was speaking of statutory authority from the standpoint of getting rights-of-way.

As I understand the law, under the Cole bill the United States could not be held up on the question of rights-of-way. That is what I had reference to.

Mr. DONDERO. We have Public Act No. 197, passed in June 1941, which gives the President the authority to build pipe lines anywhere he wishes, if they are connected with national defense.

Major PARTEN. That is the act to which I refer. That is correct.

Mr. DONDERO. He could have built a pipe line across Florida, if he had found it to be necessary, without any further action on the part of Congress.

Major PARTEN. That is true, if we can get the steel. The line we propose to build across Florida would be a second-hand line. We know where that line is, and we know it could be built.

Mr. SMITH. Referring to the situation in the Pacific Northwest, I was gratified to hear you say that the situation there is improving. We are due to have rationing start there on the first of June. How long do you think that is apt to continue?

Major PARTEN. I would not hazard a guess as to that particular area. When I said the situation is improving, I would not like to say that we are safely out of the woods. You have another situation there where you have always been dependent on tankers. We are doing everything possible to substitute tank cars, and to some extent motor trucks, on long hauls.

Some authorities say that is not feasible, in view of the rubber shortage. But there were 111 truck-trailer loads of gasoline that went into the Pacific Northwest. There were also 28,500 barrels of products that went in there in tank cars, in about 2,300 tank cars. Our stock position is better out there than it is on the east coast.