

month of March 1942, both by barge and by tanker, and I enclose herewith such list for your information. The name of each barge and tanker making delivery is shown, as well as the port of delivery and the volume of gas delivered.

Complete figures for April will not be available until about May 20, on which date I shall see that you are furnished with a similar list showing the actual facilities employed for deliveries of gasoline to Florida for the month of April 1942.

I specifically call your attention to the fact that in March heavy deliveries were made by barge to Miami. This long and dangerous towing is not at all necessary, as these barges could have made delivery on the west coast for transshipment of the gasoline by railroad or truck or through the intercoastal canal from Fort Myers to Stuart. The gallonage which could have been delivered to Florida by these same barges could have been largely increased by confining their delivery to Gulf ports.

In order that you may have a completed picture, consolidated by ports, of the March deliveries of gasoline, I am sending you such an analysis herewith. I will forward you a similar analysis covering April deliveries at the same time that I forward you the reports for April deliveries as promised above.

Last Sunday I went down to the port of St. Marks, just below Tallahassee, and found three loaded barges of gasoline tied up which had been there at that time for various periods of time. They were unable to discharge their cargo because the storage facilities were already filled. Yesterday afternoon, Friday, May 15, I caused another check to be made of this situation and found that two of said barges were still at St. Marks. It seems a terrible pity to have this waste of barge capacity and to have the tugboats, together with crews, twiddling their fingers at a time when their 100-percent efforts could be so well utilized. The whole reason for this tie-up is, of course, the fact that that portion of Florida east of the Apalachicola River is included within district 1 and is subject to the rationing.

St. Marks is the port of ordinary supply of many counties of West Florida from the Apalachicola River to the Suwannee River and even east thereof, and it likewise normally supplies many counties of south Georgia. We have been subjected, during these last weeks, to such incidents as having to see frequent haulings by truck through Tallahassee and other Florida points and through south Georgia points into nonrationed territory in Alabama and in Florida west of the Apalachicola River. I do not need to tell you that this kind of situation brings poor morale to our people who are showing themselves to be good sports and good Americans by living up to the rationing requirements, though they feel we are unjustly included within the rationed area.

I may add that I feel that Georgia is just as entitled to be excluded from the rationed area as are we, due to the facts just mentioned and also other further facts that most of the Georgia supply of gasoline is coming by the Plantation pipe line direct from Baton Rouge or by the southeastern pipe line from Port St. Joe, Fla., on the intercoastal canal and within the nonrationed territory.

The names of the tug and barges tied up at St. Marks yesterday which had been there for days were as follows:

1. Tug, *Dr. Spero*;
2. Barge, *Coastal No. 1*; capacity 4,500 barrels;
3. Barge, *Citizens No. 77*; capacity 9,000 barrels.

I am told by the Citizens Oil Co. that their storage capacity of 1,600,000 gallons at St. Marks is full, as is also their storage capacity at Freeport (800,000 gallons) and at Yankeetown (700,000 gallons). In the haste that was required, I was not able to secure the facts as to the tugs or barges tied up at other Florida ports, but I am satisfied that St. Marks is not the only Florida port at which this condition exists. Furthermore, it is getting worse, as the Citizens Oil Co. advises that 27,000 barrels of petroleum products were in transit east in various barges which, under the present rationing program, could not be unloaded but would simply add to the congestion and confusion when they arrived.

In addition to the above, I beg to advise that steel barges, which can easily be used for the hauling of petroleum products, were being actually used in the intracoastal canal by paper mills for the hauling of raw wood supplies, notwithstanding the fact that numerous wooden barges are available close by. The list of wooden barges furnished you on April 21 is not, of course, to date, but I am having a check-up instituted Monday, May 18, so that we will be able to supply you within a few days thereafter with a list of wooden barges actually available and unused on the Florida coast at this time.