

a lot of oil in Texas. We have many systems of railroads and pipe lines running generally northeast from Texas, through Oklahoma, Kansas, and Illinois into that consuming area and the Chicago area.

Mr. SCHULTE. I grant they will for the present, but what about the situation in the future?

Major PARTEN. Well I dare say that when the war ends and we get back to normal conditions we will go back to our forms of practice of good economy and move by tankers and tank cars to the East coast.

Mr. SCHULTE. That is what I mean.

Major PARTEN. And we will go back to water transportation with tankers.

Mr. CULKIN. Major, were you one of the parties to a proceeding in which the Interstate Commerce Commission refused to issue a certificate of convenience and necessity to truck carriers?

Mr. EBERLE. Do you have reference to the situation down there over the Plantation Pipe Line in the Carolinas?

Mr. CULKIN. Mine was a general question. I understood that the I. C. C. refused such a certificate.

Mr. EBERLE. Our information is that in that area the I. C. C. has now granted a certificate. Those independent truckmen have combined into a nonprofit corporation, and have obtained a certificate permitting them to haul as common carriers.

Mr. CULKIN. But the Interstate Commerce Commission had previously made a contrary finding.

Mr. EBERLE. Yes, sir; in conformity with the tariff which was then in effect, and which they had to recognize.

Mr. CULKIN. I heartily endorse the utilization of those facilities. I have no quarrel with them, but we do not want to tie the thing up so that the Government and the people will have to pay through the nose when the gasoline shortage is over and when existing water facilities will be available for use, even if they are used only as a yardstick.

Major PARTEN. We are quite in agreement with you on that point. Furthermore, whatever State regulations are a barrier to petroleum movements, we have appealed to many State regulatory bodies with reference to modifying their regulations so as to allow trucks to operate through the different States. For instance, as a result of conferences with many Governors, mostly in Eastern States, those regulations have been modified.

Mr. CULKEN. Of course, a good deal of that is statutory law, put on the books by the railroads for the purpose of killing the truck competition.

Major PARTEN. That is true—no; I do not know that that is true. I would like to correct that.

Mr. CULKEN. I will take it on my own shoulders. That was a true response, according to Mr. Eastman, who was more or less a son of the railroads because of his long-time environment for a long time. He did not ask for the extension of those regulations to any relation other than transportation.

The CHAIRMAN. I would like to have your opinion on one phase, referring to this proposed pipe line from Longview, Tex., to Philadelphia, which would be a 24-inch pipe line: Let us suppose that in the course of time peace should be restored, which all of us hope for,