

and tanker service should be resumed. In that event, would that pipe line be extinct or without value?

Major PARTEN. No, sir; that pipe line will be available for other needs. It will have a value other than as an oil carrier; it will have a value as a products carrier, as a natural-gas line, and it can be used for a number of different things.

The CHAIRMAN. You understand that the gas line would run through a great coal region, and you would get tangled up with all sorts of troubles.

Major PARTEN. It could be used for many things. I think that line would be valuable as a products of crude oil carrier through Illinois, or through that great concentration of population in the area from St. Louis to Chicago, where there is great demand for petroleum. Their supply never has been self-sufficient, and the demand is still increasing. I think there is a very definite value in that line, particularly a strategic value from the military standpoint. This line would connect up the three great producing, refining, and consuming areas east of the Rocky Mountains. It would connect with the great refining area on the east coast, and with the great refining area from Chicago to St. Louis, and also with the great refining and producing areas of the Southwest.

Mr. DONDERO. Do you know that Michigan is in the United States and that the great city of Detroit is located there?

Major PARTEN. Michigan is a great State and Detroit is a good city. The point is that if something happened to the production or refinery supply by an attack on the east coast, the line could feed the products into the east coast to satisfy war needs, even though it might be feeding crude oil in the beginning. If something happened to our refineries on the Gulf coast, the line would still operate without interference because it does not start at the Gulf coast. I think that line would have great military and strategic significance.

Mr. CULKIN. Can you estimate when we will regain control of our coastal waters?

Major PARTEN. No, sir.

The CHAIRMAN. The general course of that proposed pipe line almost parallels the Ohio and Mississippi Rivers, where we have a cheap method of transportation by water, according to the evidence that has been presented to us by experts. It occurs to me that it ought to go through some other territory that is not now served, and by what I believe would be a more efficient route.

Major PARTEN. We have considered that question, and that thought caused a lot of industrial representatives in the pre-war days to be doubtful about the advisability of building that pipe line; but today we are not concerned so much with the case of whether we are merging waterways with pipe lines, because we are thinking in terms of getting the supply with the least possible delay. That is No. 1, and No. 2 is that in the final analysis, I think there is a bigger advantage in linking up those three great areas. We could bypass Illinois by building direct from Texas to Philadelphia, and save a few miles of pipe, but there is quite an advantage in hooking up those three great areas. You could hook up the Texas area with those other areas, and through the network of pipe lines from the Texas field, it could be hooked up even with Oklahoma and New Mexico, for