

Mr. WALKER. We talked with several people in the Navy, sir. Supplies and Accounts. The head of the petroleum reserves; we had a conference with the Bureau of Yards and Docks and a number of others.

Mr. HALL. Would you care to put into the record the names of those who approved this project?

Mr. WALKER. If it is not considered by the Navy as a confidential document, which I do not think it would be, we will be glad to put the report in the record.

The man who signed the report is now at sea.

Mr. HALL. I think it should be made a part of the record if it is not a confidential report.

Mr. PETERSON. On the question of facilities to extend the terminus of this pipe line, I would like to have permission to insert in the record a letter which I have received clearly setting forth that facilities will be made available.

Mr. GREEN. Without objection, it will be made a part of the record. (The letter referred to follows:)

PORT WENTWORTH CORPORATION,
New York City, May 19, 1942.

Hon. HUGH PETERSON,
House of Representatives, Washington, D. C.

DEAR MR. PETERSON: You will recall the action and proceedings that have taken place from time to time in connection with a proposed crude-oil pipe line from Wichita Falls to Savannah and the application that was filed by Trans-American Pipeline Corporation, of which Mr. Aldace Walker has been the moving spirit. A hearing was held on this project before a special board of the Interstate Commerce Commission appointed by Mr. Eastman. Although the decision of the board and Mr. Eastman was not in favor of the plan, the whole subject was more or less left open, and I understand that Trans-American has filed a new application with the War Production Board for priorities covering the required tubular steel.

In the afternoon papers of yesterday and the morning press today I note that the President has ordered an investigation into the possibility of relieving the oil shortage by construction of one or possibly two pipe lines, and there apparently was a conference held with the President by certain "congressional leaders," but, except for Senator Barkley, the articles do not mention the names of these leaders. The statement is made, however, that the Senate adopted resolution authorizing the Senate's Commerce Committee to make full investigation and study of the methods of utilizing the Nation's inland waterways for the transportation of petroleum and other products. It is also stated that the House Committee on Rivers and Harbors began a series of public hearings on proposed legislation authorizing simultaneously the construction of a pipe line across Florida and the digging of a barge canal from Port Inglis on the Gulf side to connect with inland waterways reaching Boston.

An aide to Coordinator Ickes stated that an application to War Production Board for steel priorities would be made a part of an over-all report to War Production Board on transportation dislocations.

Nothing appears in any of the articles referred to about the pipe line from Texas to Savannah, which is a crude-oil line as distinguished from gasoline lines, with which these other projects are concerned.

While Port Wentworth Corporation has no financial interest in the Trans-American line, we do have a profound interest in this project because of its terminus at Savannah. As you know, we have an ample amount of industrial lands (about 2,500 acres) out of which sites could be selected for the storage tanks, and access thereto by the pipe line could be provided by a right-of-way of the Savannah & Atlanta Railway, which, as you know, is controlled by us. Furthermore, there is a large and extensive existing dock on deep water—that of National Gypsum Co.—that can be made available for tankers and barges, which dock and property are immediately adjacent to the sites aforesaid.

I testified at the hearing before the special board stating these facts, and also stating that in the event no other oil company were interested in constructing a