

(The matter referred to is as follows:)

EASTERN STATES PETROLEUM CO., INC.,  
New York, May 21, 1942.

HON. JOSEPH JEFFERSON MANSFIELD,  
Chairman, Committee on Rivers and Harbors,  
United States House of Representatives, Washington, D. C.

DEAR SIR: The Eastern States Petroleum Co., Inc., desires to go on record in favor of H. R. 6999, concerning which your committee is now holding hearings. H. R. 6999 relates to the improvement of the Gulf coast inland waterways and the construction of a barge canal across northern Florida.

Eastern States Petroleum Co., Inc., is one of the largest independent petroleum refiners in the country. Our refinery is located at Houston, Tex. We have always shipped the bulk of our refined products from Houston to the east coast and Middle West by water, using both tank steamers and barges. At the present time we are shipping products by barge to various points on the Mississippi River and to points on the intercoastal canal as far east as Port St. Joe, Fla.

We recommend that the present existing inland-waterways system on the Gulf be tied in with the present existing inland-waterways system on the Atlantic seaboard by constructing a barge canal across the northern end of Florida. This is the only practical method of permanently connecting the two great systems of inland waterways.

In view of the present emergency and to partly take care of the present shortage of petroleum products along the Atlantic seaboard, we recommend the construction of an oil pipe line from Port St. Joe, Fla., to Jacksonville, Fla. This would connect the two inland-waterway systems insofar as petroleum products are concerned. This pipe line could be constructed in a relatively short period of time and permit prompt deliveries of petroleum products to a large section of the Atlantic seaboard.

We are prepared to ship substantial quantities of petroleum products using this proposed pipe line. Other Gulf coast refiners would undoubtedly avail themselves of this method of moving their products.

We believe there is sufficient towing equipment and barges available to handle a movement of 50,000 to 60,000 barrels per day of petroleum products by this method if the pipe line were constructed.

Respectfully submitted,

EASTERN STATES PETROLEUM CO., INC.,  
By L. J. WALSH, Vice President.

HARRY PENNINGTON,  
San Antonio, Tex., May 26, 1942.

HON. JOS. J. MANSFIELD,  
Chairman, Rivers and Harbors Committee,  
House Office Building, Washington.

DEAR MR. MANSFIELD: The presentation from Mr. Secretary Ickes' office by Major Parten—I am sure Major did not prepare it—was so contentious in meticulous detail that I have thought it best to dismiss those contentions which even a deck hand on a towboat would know are erroneous, in favor of taking apart other and more important details.

This I have done in a letter directed to Major Parten, a copy of which is enclosed, and if you will kindly include this in record of hearing I believe that the needed movement of oil to the east coast will be expedited.

A copy is also being sent to Mr. Donald Nelson's office, to the Maritime Commission, to Florida Canal Authority, and others, including Col. Roy Miller and the Canal Association, Mr. Holland, our delightful friend at Houston.

Considerable smell arose from the 24-inch pipe-line matter projected by Mr. Ickes and aided by the Standard Oil Co., but you will note that I merely asked for copies of contracts which Mr. Ickes may have signed or may sign. Even in today's press, Harry Wiess, president Humble Oil & Refining Co., gives out a press release on telegrams sent to Mr. Nelson, Mr. W. L. Batt, Mr. William H. Harrison, of War Production Board; Senators Connally and O'Daniel, as follows:

"There is no other means by which the delivery of oil essential to maintain industrial operations on the scale required by the war effort may be assured." (Than by the big-inch pipe line.)