

Would you please send to me three copies of the record of hearing on your House bill 6999 when printed?

With every assurance of regard,  
Sincerely,

HARRY PENNINGTON.

1502 WEST MULBERRY AVE.,  
May 25, 1942.

Maj. J. R. PARTEN,  
*Director of Transportation,  
Office of Petroleum Coordinator,  
Department of the Interior, Washington.*

DEAR MAJOR: The problem of transporting oil to the east coast is becoming far too serious a matter to delay, and it was only after priority had been rejected on plate steel for a pipe line that I entered the matter, although this does not agree that a 24-inch pipe line is a solution, particularly as to time and quantity of oil transported.

To explain: Formulating an analysis December 15 and bringing it down to date each week, covering the movements of oil in our country and to foreign waters where our troops and those of our allies require fuelling, I sent a copy on April 15, 1942, to Mr. C. S. E. Holland, president Intracoastal Canal Association, Houston. Next day Mr. Holland telephoned to ask that this constitute an address before the association in meeting at Corpus Christi on April 18, celebrating completion of canal to that city, and placing me just after Maj. Gen. Eugene Reybold, and just before Hon. Jos. J. Mansfield, that both might hear.

And the Canal Association, which has worked just 37 years to get the canal as far as Corpus Christi, immediately began work anew—I say Providence gave us this association and the two canals, for they are surely valuable now.

Mr. Mansfield introduced his bill 9 days after the above meeting—and you are familiar with the sequence thereafter.

At an evening banquet of the above association General Reybold said in an address, that:

“ \* \* \* Few people realize the capacity of our inland waterways. The point was brought forcibly to my attention recently by a study which showed that if all the oil required to alleviate the shortage on the east coast were to move in barges over the Gulf Intracoastal Waterway, the resulting traffic would be well within the waterway's capacity. \* \* \* ”

A corollary is that as the Gulf Intracoastal Waterway has 9 feet of water from Corpus Christi to St. Marks, the Atlantic Intracoastal Waterway with its 12 feet of water will handle an even one-third more traffic.

Mr. Mansfield placed the above speech of General Reybold in the Congressional Record of April 23, 1942, should you wish a full copy.

Since General Reybold, surveys, estimates, constructs, operates, and maintains all of our canals as well as rivers and harbors, he can be taken at 100 percent of course, but being conservative as all our Chiefs of Engineers have been, from General Washington to this date (General Washington laid out the first canal in this country) I accept General Reybold at more than 100 percent. That, I believe, disposes of the question of capacity of our inland canals along the Gulf and Atlantic coasts.

I have sailed both these canals numerous times to Pensacola and to St. Marks, going outside to Tampa and past Fort Myers, across Florida and through Lake Okeechobee on canal, to Stuart on the Atlantic coast, and thence northward on this 6-foot depth waterway to Jacksonville where the depth increases to 12 feet to the terminus at Trenton, N. J., in the New York area. And each time, the log book of my motor yacht *Patsy Lamb* has entries in detail of all inland and all outside passages, including detailed record of locking through along the route, and of all varieties of traffic, the size of floating equipment, capacity, speeds, and so on.

For I have had in mind that when pipe-line rates from the interior to the Texas coast were reasonably low enough, these waterways would aid materially in moving all oil products and all other products—cotton, wool, mohair, cattle, sulfur, salt, hides to upper eastern markets and in return, cargoes of manufactures.

The traffic streams are adapted to barges. In normal times, tank ships carry cargoes on the Gulf-Atlantic run to the east coast and return in ballast; cargo ships carry manufactures on the south-bound run, and return almost entirely in ballast. But barges will carry hold loads of oil northward and deck loads of