The bottleneck overland in oil transportation from the midcontinent to the east coast is over the Allegheny Mountains, for there has never been much pipe-line capacity there since the first wrought-iron pipe line was built by independents. There is no bottleneck from midcontinent fields to the foot of these mountains, for there is now ample excess pipe-line capacity which can move enough oil to fill a line, 24 inches, across the Alleghenies. Then there is the Mississippi, paralleling these existing pipe lines, a second means of transporting far more than the 250,000 barrels which a 24-inch pipe line could move across the Alleghenies.

And thus a new 24-inch line, from Henderson to Salem, would form but a third and therefore completely unnecessary and useless means of moving oil northward from midcontinent fields to the foot of the Alleghenies. As you know, far more pipe-line capacity has been erected than needed, due to rates being so far above costs, which caused each integrated unit to build its own lines regardless, and the same policy of economic waste should not be followed by Government.

It is so plain that a 24-inch line is not necessary from Henderson to Salem, and so plain that a line is needed only from a point on the Mississippi at Cairo or on the Ohio at Cincinnati, with connections to existing pipe lines, that will carry oil across the mountains to the east coast, that I believe no argument is further necessary.

In your testimony you did not set out who was to operate the line proposed by the Secretary of the Interior, and what disposition would eventually be made of the line. This is quite important; will you kindly let me have these details promptly?

Jerry Sadler, member, Texas Railroad Commission, issued a press release blaming Senator O'Daniel for blocking a through 24-inch pipe line, Texas-Bayonne, but did not say just how this was done or why, although I am inquiring now of the Senator. As a matter of fact, to eliminate politics from war considerations, I do not believe Senator O'Daniel can be accredited with this—he has not been in office long enough to gather sufficient strength, although he may and I feel sure will eventually exert some influence on whatever he believes to be right—but this is not a political speech for or against. Will you please send to me any contract or contracts that have been or will be signed by the Secretary of the Interior, or any other governmental authority, as to the operation of and final disposition of the 24-inch line, should the same be constructed with Federal aid?

As a matter of fact, Mr. Donald Nelson, in his position of guarding misuse of materials critically needed for war, has denied the great quantity of steel needed for a 24-inch line, and alined with him, I am sure, are the Navy, the Army, the Maritime Commission, whose needs for steel are imperative.

Would you please advise just how the estimate of steel for the 24-inch line has been so greatly reduced? The only way that the 750-pound inlet pressure, which you mentioned, can be maintained and the weight of steel reduced is by placing the pumping stations closer together than usual, thinning the line-pipe walls gradually as pressure along the line lowers, from pumping station to pumping station. This would reduce the steel requirement for line pipe, but would greatly increase the number of Diesel engines and the great plunger-type line pumps—robbing Peter to pay Paul, so to speak.

It was difficult to gather the meaning of your testimony wherein you said that 6 months would be required to complete a 24-inch line from Henderson to Salem and then 6 months Salem to Bayonne until you clarified, in answering a question of one of the members of the committee, that a total of 1 year would be required to begin deliveries of oil through the line. This means, I take it, that you say 1 year would be required to complete a line from Salem across the Alleghenies to Bayonne.

Pipe-line construction is in the open, and like all open construction work cold and snow slows work down and most times closes work down. Progress would be extremely difficult in the mountainous sections of this line, and work would necessarily close down from the middle of November to the middle of April, or about 5 months of the year. A greater part of the pipe-line trench would necessarily be in rock excavation, a trench 4 feet 6 inches wide in which to snake the line for avoiding rupture from expansion and contraction, and 6 feet deep to get below the frost line—4 feet down to the top of the 24-inch diameter line. You know, of course, that blasting rock is far slower than digging a trench with a pipe-line trenching machine in soft formation other than rock.

And thus I do not believe it humanly possible to complete a 24-inch line across the Alleghenies within less than 18 months' time from the beginning of construction to the pumping of oil through the line.