

July 16, 1945

Mr. C. R. Musgrave, Vice President
Phillips Petroleum Company
Bartlesville, Oklahoma

Dear Mr. Musgrave:

On May 23rd you wrote me relative to H. R. 2536, the Bulwinkle Bill. I obtained a copy of the bill and gave it some study. Hearings were being held on this measure in the Committee of the House to which it was referred, and I was hopeful that the Committee might make a report on the bill before we recessed and that the bill might even be considered by the House. However, apparently the Committee was especially busy with other matters, and consideration of this bill was temporarily delayed.

You wrote me again under date of July 6th and called my attention to the fact that I had not answered your former letter. Frankly, I do not know just what should be done about this bill. There are many features connected with it which I think are worthwhile. I do not know of any good reason at this time why I should not support it; but I have been reticent to declare myself either for or against the measure until I had the benefit of arguments pro and con on the subject. I do not like to go off half cocked on these measures, and I never have done so thus far. No man can know everything about every one of the six or seven thousand bills that have been introduced since I came up here January 3rd. We have been especially busy considering and acting upon the bills that have been pushed to the front, and which had to do primarily with different phases of the war situation; and I confess that they have consumed most of our time.

Congress is now recessing for a few weeks and I anticipate that this bill will not be brought to our attention until after we reconvene. I assure you that I shall be seriously concerned about the matter and shall give it every attention in the order in which it is presented to us.

PHILLIPS PETROLEUM COMPANY

BARTLESVILLE, OKLAHOMA

July 6, 1945

SUPPLY AND TRANSPORTATION

C. R. MUSGRAVE
VICE PRESIDENT


Honorable George B. Schwabe
House of Representatives
Washington 25, D. C.

Dear Congressman Schwabe:

For your ready reference there is attached copy of letter addressed you May 23, 1945, on the Bulwinkle Bill, H. R. 2536. At your early convenience I will be pleased to have an expression from you on this measure.

CRM:AL

Sincerely yours,


C. R. Musgrave

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PHILLIPS PETROLEUM COMPANY

BARTLESVILLE, OKLAHOMA

May 23, 1945

Honorable George B. Schwabe
House of Representatives
Washington 25, D. C.

My dear Congressman Schwabe:

Passage of the Bulwinkle Bill, H. R. 2536, now on the calendar of the House of Representatives, a measure to amend the Interstate Commerce Act to permit carriers, under the supervision of the Interstate Commerce Commission, to employ methods of establishing rates for the transportation of property without violation of the Sherman Anti-Trust Law, would be highly beneficial to the public. This statement is made in the light of more than thirty-five years' experience in the field of transportation as an employee of carriers and as a representative of industry in charge of transportation services.

The present Interstate Commerce Act had its inception in the Act to Regulate Commerce, approved February 4, 1887. The purpose of the Act was to insure for all shippers equal treatment in the matter of service and the charges for transportation service. As I recall the history of the original Act, which has been amended many times, the authors of the legislation were interested primarily in preventing the establishment of secret tariffs, and the granting of rebates and concessions to favored groups of shippers.

Thousands of tariffs containing millions of rates are filed annually with the Interstate Commerce Commission. It is not humanly possible for shippers, or members of the staff of the Commission, to scrutinize every tariff and every rate that goes into the files of the Commission. Under the provisions of the Bulwinkle Bill all interested shippers would have information on proposed rate changes and would be given an opportunity to present their views to the Rate Bureaus, and they would have sufficient advance notice of the filing of rates with the Commission to oppose the Commission's acceptance of tariffs containing rates inimical to their interests. If the carriers are denied the right to proceed in the establishment of rates, as provided in the Bulwinkle Bill, it would be possible to legally defeat the purpose of Sections 2 and 3, for example, of the Interstate Commerce Act as amended.

It is our opinion that enactment into law of the Bulwinkle Bill will be in the best interest of the citizens of the State of Oklahoma. As one of its citizens, and a representative of one of its greatest industries, I urge that you give this measure your full support and lend the influence of your office towards its passage and approval by the President at the earliest possible date.

CRM:AL

Sincerely yours,

ORIGINAL SIGNED BY:
C. R. MUSGRAVE