

This overland supply by substitute methods of transportation has increased since early December, when only about 56,000 barrels per day were so moved to the east coast, until the week ending May 9, when approximate average daily deliveries in barrels were made as follows:

	<i>Barrels per day</i>
By tank car	650,000
By pipe line	125,000
By inland barge	64,000
Total overland movement in district 1.....	839,000

as represented by movements on May 9.

I might say that the report which came in yesterday showed the tank-car movement for the week just ended. It showed a movement of about 684,000 barrels per day, which, of course, would increase that total by about 30,000 barrels.

This supply necessarily is transported long distances. It must come from the Midwest and the Southwest. The sources of supply in Illinois, particularly, and other Midwest States have been heavily taxed. This has been necessary because of the shorter haul to the east coast. Resultant production decline in the Midwest compels us to depend more and more upon the far Southwest for supply, from which normally came about 1,300,000 barrels per day to the east coast by tank ship.

All available overland facilities are continuously engaged by maximum utilization to supply the east coast deficiency.

The transportation problem with which the Office of Petroleum Coordinator is faced today is the development of ways and means of increasing this movement another 500,000 barrels per day to meet the necessary requirement.

The CHAIRMAN. About how many barrels per day did you say by tank ship?

Major PARTEN. About 1,300,000 barrels. That was the normal supply by tank ships prior to the war.

I might point out that that is regarded as the minimum essential requirements, to carry our war program and to furnish the necessary civilian supply incident to the war program, with underrationing, and without any allowance for pleasure driving.

It presents a difficult task, yet one that can be performed in time by rearrangement of present facilities to producer greater efficiency and fuller utilization, but it will inevitably require some additions to present facilities, involving new steel. While there is no way physically possible to meet the east-coast deficiency overnight, yet it is the purpose and the plan of the Office of Petroleum Coordinator, in co-operation with other Government agencies, to meet the responsibility of this supply within the shortest period of time possible.

The solution of the problem is sought through a combination of methods, as follows:

(a) Further development of tank-car deliveries by making additional cars available to east-coast service.

(b) Rearrangement of the uses of the motortruck, particularly to serve the short haul, so as to release and make tank cars available for the long-haul east-coast service.

(c) Expansion of inland barge equipment and rearrangement of location and routes of inland barges, as will be made possible by the pipe-line program, which is to be discussed later.