

Mr. ALLEN. That is being moved.

Mr. RANKIN. That field is much closer to the seacoast than to the Texas field, and the economic situation in the Mississippi field is probably about as bad as that in Texas.

It seems to me our immediate and most important interest is in getting this oil and gasoline to the Atlantic seaboard, and you have several hundred miles less distance to bring it from the Mississippi or Louisiana fields than from the Texas fields.

Mr. ALLEN. I would like to say with respect to that, Congressman, that as to Mississippi's present production of 90,000 barrels daily that is its maximum production. That is being moved principally to the East at present, but it is a relatively small amount to meet the essential requirements.

Mr. RANKIN. You say that is its maximum production. In January they produced 92,900 barrels a day, and I was informed the other day that that had gone up to 100,000 barrels, and was rapidly increasing, with new wells being brought in.

Whether that is the maximum or not, it is more economical to bring the oil from the Mississippi field than to bring it from some field 500 or 600 miles further west.

Mr. ALLEN. That is true.

Mr. RANKIN. You do not have to cross the Mississippi River.

Mr. ALLEN. That is the reason it is being brought to the East. But 100,000 barrels a day of Mississippi oil, I would like to point out, is only at the most one-twelfth of what is needed.

Mr. RANKIN. That is true, but you spoke of bringing 100,000 barrels a day from the East Texas field.

In the Louisiana field, the production is 341,000 barrels a day, and I presume a portion of that oil is produced on the east side of the Mississippi River.

Mr. ALLEN. Yes, sir; a considerable portion is refined on the east side. A very considerable amount of refined products are moved in tank cars.

Mr. RANKIN. Were you in the oil business before you came here?

Mr. ALLEN. Yes. I came from Canada, where I had charge of conservation in Canada.

Mr. RANKIN. Were you in a private oil company before that?

Mr. ALLEN. Some years ago.

Mr. RANKIN. Which company were you with?

Mr. ALLEN. My last petroleum connection was with the old predecessor of the Continental Oil Co.

Mr. RANKIN. What was the name of that company?

Mr. ALLEN. It was called the Continental Oil Co., but I want to point out that it was not the present Continental Oil Co., which resulted from a merger.

Mr. RANKIN. You pointed out about the different methods of transportation of oil, and one method you have mentioned is the barge line. Is not that less than a third of the cost of the oil tankers?

Mr. ALLEN. Depending upon the length of the movement, both in terms of money and in steel.

Mr. RANKIN. It has proved to be, I will say, about one-third, or probably less than one-third of the cost of transportation by tank cars. Is not that correct?

Mr. ALLEN. Yes, sir; tank cars are the most expensive.