

Mr. RANKIN. It is less than one-half of the expense of transporting by pipe line.

Mr. ALLEN. In small pipe lines.

Mr. RANKIN. So you would be in favor of the completion of this barge line across Florida in order to give us an unbroken barge route from the border of Mexico around to the Atlantic seaboard?

Mr. ALLEN. I would like to say at this time that I feel that I am trespassing on the time of Major Parton, our director of transportation, and an expert on those subjects, who has been called to appear before the committee tomorrow. I would prefer, if I may, not to touch upon something which will be covered by Major Parton as an expert on barge and marine transportation. I am not going to pose as an expert on canal or barge movements myself, and would only be taking Major Parton's time, so, if I may, I would like to keep on the general subject.

Mr. ANGELL. Mr. Allen, you have not said anything about the Pacific Northwest, Oregon, and Washington. What is the situation there?

Mr. ALLEN. In the Pacific Northwest the situation is one as to which British Columbia, Vancouver, and Victoria have been completely supplied with oil from California by means of tankers. Railroad transportation is being used to some extent, but the main reliance is still upon tankers, and actually a limited number of tankers are now moving oil to an effective and satisfactory degree into that area. We are trying to arrange so that will continue.

Mr. ANGELL. But a good many of the tankers have been drawn away from that territory to take care of the eastern situation and elsewhere due to the loss of so many tankers by submarines.

Mr. ALLEN. The situation is just a little reversed, because at present our main tanker requirements are in the Pacific, and I mean the Pacific broadly, and the reduction of tanker service in the Northwest has resulted from withdrawing them for military use, principally.

Mr. ANGELL. Have you given any attention to the possibility of constructing wooden barges to supplement that service to take oil from the California oil fields north into Oregon and Washington?

Mr. ALLEN. Our office has made and is making a study of that, and that is a point that Major Parton will touch upon tomorrow.

The CHAIRMAN. Mr. Allen, can you tell us how much steel is in a tank car?

Mr. ALLEN. I would like to ask Mr. Swanson if he can answer that.

Mr. SWANSON. I cannot answer that; I do not know.

The CHAIRMAN. A tank car holds 225 barrels, does it not?

Mr. ALLEN. Yes; the larger ones.

The CHAIRMAN. With 80 cars to a train, that would be 18,000 barrels in a train. I was wondering how much steel would be necessary to convey those 18,000 barrels.

Mr. ALLEN. I am informed, Mr. Chairman, that the average of the larger tank cars is about 60 tons of steel and cast iron.

The CHAIRMAN. How much steel in an ordinary river barge?

Mr. ALLEN. About 130 tons, I think.

The CHAIRMAN. And they will hold how many barrels?

Mr. ALLEN. Nine thousand barrels is about the average barge capacity as they are constructed these days, with some larger and some smaller.