

Mr. SHINKLE. There is the Tinsley field, in Mississippi, and there are one or two other small fields where a great deal of exploratory work is being done now. There are structures or formations that are subject to further development.

The proven reserves have increased a great deal in the last 2 years or so, and they are still increasing. With the present production and the proven reserves that may exist subject to development, I think, gives good assurance of maintaining production.

Mr. RANKIN. There are new wells being brought in at the present time?

Mr. SHINKLE. Yes.

Mr. RANKIN. In the Mississippi field?

Mr. SHINKLE. Yes.

Mr. DONDERO. If there is a hundred thousand barrels available, you would still have a supply above that necessary for this line?

Mr. SHINKLE. Yes.

Mr. DONDERO. Of about 30,000 barrels per day?

Mr. SHINKLE. That is right.

Mr. RANKIN. And then besides the 40,000 barrels produced daily in Louisiana east of the river.

Mr. SHINKLE. Yes; that is right down on the waterways.

Mr. PETERSON. I would like you to tell me whether or not facilities exist east of the Mississippi River now independent of these so-called big oil interests, for the delivery of this oil to the markets?

Mr. SHINKLE. The Mississippi fields have no trunk pipe lines. The oil moves out to one or two—I am not able to recall—refineries in tank cars, which provides an additional outlet. There is no pipe line.

Mr. PETERSON. This is the only pipe-line facility that has ever been proposed for that field?

Mr. SHINKLE. It is the first trunk line for Mississippi. Of course, development has been inhibited because of the fact there were not assured outlets for the additional production.

Mr. ANGELL. As I understand your position, the purpose is to give oil service to the eastern seaboard?

Mr. SHINKLE. That is the point in this whole project. We will bring the oil to the inland waterways, which has access to the east coast area.

Mr. ANGELL. Do you anticipate having any trouble getting the pipe and other facilities necessary?

Mr. SHINKLE. No.

Mr. ANGELL. For this oil line?

Mr. SHINKLE. No; I do not think so. It is going to take a little time to build the barges. I think, as far as crude oil is concerned, it may be wooden barges. Of course, we hear a great deal about the hazards of wooden barges, but we know that for a long time we did not have anything but wooden barges. As late as 1920 I was building wooden barges on the Texas Gulf coast to carry crude oil. They are quickly built; they do not cost much; they are relatively small and require a relatively small amount of power.

Mr. PETERSON. Have you any figures to show the relative cost and the relative amount of strategical material required to build this project, not only the pipes but to get the oil to the actual consumer, in comparison with the other proposed pipe line?