IN THE OIL FIELDS

Office: 6241 W. H. PECK Residence 2442

Oil MARKET QUOTATIONS

Pennsylvania	$6.10	Homer	$.15
Canada	3.35	Illinois	1.50
Corning	2.75	Kansas & Okla	1.50
Cabell	3.02	Haskins	2.75
Somerset	2.75	Corsicana heavy	1.75
Bagdad	1.75	Corsican light	2.00
North Lima	2.10	Electra	2.50
South Lima	2.00	Henrietta	2.00
Indiana	2.45	Ranger	2.50
Plymouth	2.45	Moran	2.00
Princeton	2.45	Burkburnett	2.10
Bull Bayou	2.15	Hewitt	2.00

Crude Oil Products

Refiners report following prices:

56-58 Gasoline	21½c
60-65 Gasoline	24½c
65-72 Gasoline	30c
48-52 Naphtha	13c
Kerosene	13c
Gas Oil	7½c
Fuel Oil	7½c

Tank Wagon Price Up in Ohio

The Standard of Ohio advanced the price of gasoline and kerosene one cent per gallon yesterday, in Ohio, which, while it helps some, does not nearly cover the advance in freight from the mid-continent field, which is the principal source of supply for refined products used there.

Hostile Committee Appointed

R. L. Welch, general secretary of the American Petroleum Institute, has notified refiners in the mid-continent field that he has suggested a partial list of those who are to be invited to attend a conference on the subject of the recent advance in freight rates, and so far as he has gone, mentions the following. It is a fair nine, and against them there is a battery fully equal to the occasion, without anything back of the short stop position. Look at the line-up:

Gulf refining company, the Standard Oil company of New Jersey, The Texas Company, The Sun Company, The Standard Oil company of Indiana, The Standard Oil company of Ohio, The Mid-West Refining company.

And against them, is Cosden & Co. and the Empire Refineries, with the Union Oil company of California, and the Independent Petroleum Marketers association of Los Angeles, neither of whom are eligible according to refiners' here, on the players' bench.

Once upon a time "Babe" Waddell pitching for Darlow, Wisconsin against a prof nine of team made up of big leagues representing Washington or some other sea port town, lost his temper and Babe, and retired to play longer with his back field behind him. There was nothing else to do but run them all off the lot and then Babe struck for the opposite between one after the other and soon his own came about 19 to nothing. It would be might's easy with the one or two refiners mentioned, who have no pipe lines and are thus interested in a "flat rate" increase to emulate Mr. Waddell's example. All it needs is a fighting man or two as back of them would be the entire country, which believes in competition and an even break for the little fellow in the mid continent field.

David whipped Goliath easy because his cause was just.

It is under the caption of the "Increase in Freight Rates," that Mr. Welch makes the above announcement, and says "that the board of directors of the Petroleum Institute met at New York on August 31, to act upon the request of the Western Petroleum Refiners association and others; that a conference be called under the auspices of the institute for the purpose of discussing and a possible agreeing upon substitutes for the horizontal increase in freight rates on petroleum and its products recently prescribed by the interstate commerce commission."

He states that the refiners' position is as follows: "If our industry can be united, we believe that the commission and the railroads will alter the form of the advance on petroleum and petroleum products so as to modify the percentage advance. This can be done by one of two methods; first, the adoption of a flat advance, and second, the adoption of a percentage advance with a flat amount as a maximum. While long-haul shippers would prefer a flat advance, it is probable that the only basis upon which the industry could unite would be the percentage established for all traffic, with flat maximum. This was what the railroad administration did for grain and livestock in 1918."

The above is the summary of the refiners' position as presented by Clifford Thorne, the logic of which is perfect and the position he takes is impregnable. Mr. Welch, however, states plainly that the board of directors does not propose to call a meeting to take up the refiners' side of the question, but suggests that a committee be appointed, or rather a conference be held, the board reserving the right to make its recommendations later on, or sometime in the dim future.

"It is a cast-iron cinch, that nothing can be expected from the American Petroleum Institute," is the way the subject is summed up by E. R. Perry of Cosden & Co. and in this he is backed up by all the refiners in the mid-continent field.

"We should employ proper counsel and bring the matter up before the interstate commerce commission, without waiting for other help," is the opinion of W. L. Kistler, head of the Producers & Refiners corporation. Asked how Senator Bailey would do, he said, "he is a lawyer that would win the case."

Fred Lehmann, jr., secretary of the Western Petroleum Refiners association, is also out with a statement in which he makes no suggestions nor draws any conclusions, but does say that the pipe lines are looking out for themselves, for which they cannot be blamed. Mr. Lehman in his time was a great college athlete, and the chances are when he won it was by more aggressive tactics than he is displaying nowadays in behalf of the refiners.

Pat Mallen, president of the Western Petroleum Refiners association, will be here the latter part of September, and right now he is much in demand. E. E. Schock is on his vacation in the Adirondacks and he also is badly wanted. It was he who first became of the fact that he had a refinery in St. Louis, and was thus affected by the new rate, kicked in with the pipe lines, but when he listened to the attorney for them all to sing the assertion "we don't care how much the railroads charge for carrying oil just so it is on a percentage basis," rose up in wrath like an honest man and disowned the whole bunch. His services now would be a help.

There is one man who might be brought in in this emergency and who is as familiar with the game as anybody in the world, and who could make the case better and more effective than any other, and that is D. W. Moffett of Cosden & Co., who is just a Kansas product with no national reputation, but were he turned loose before the Interstate commerce commission there would be a re-consideration of the whole proposition, and that at once. Backed up by the fact that right is right and will prevail, Mr. Moffett is absolutely invincible.

Murder!

The American Petroleum Institute announces that it has succeeded in getting a rate of 1 1-2 cents per mile on tank cars owned by refiners, and that coal and coke cars net the owners thereof the same amount; stock cars, 1 cent; chicken cars, 1 1-2 cents, and beer and ice refrigerator cars 1.7 cents per mile.

Somebody ought to get a rubber hose and load it with bird shot and put some of these would-be associations out of business, if this is the best thing they can do for tank car owners, where tank cars cost four times as much as coal cars, and twice as much as chicken cars, and "beer cars" ditto.

Mr. Welch states:

"The advisory committee of the association of railway executives has now approved the following rates as recommended by the committees of the American Railroad association, covering mileage allowance on privately owned equipment other than standard refrigerator cars:

"Tank cars 1 1-2 cent per mile; coal and coke cars, 1 1-2 cents per mile; stock cars 1 cent per mile; Arms palace stock cars, present rate of 1 cent, used in freight service, per mile to be continued; live poultry cars, 1 1-2 cents per mile; beer and ice refrigerator cars, not equipped with ice bunkers, ice boxes or brine tanks, 1.7 cent per mile.

"The advisory committee has also directed the general secretary to proceed to file a joint tariff covering mileage allowance on all classes of privately owned equipment, effective at the earliest date practicable.

"The committee appointed at the Chicago conference on May 4, 1920, having the above matter in charge, consisting of Clifford Thorne, H. B. Felton, F. W. Boltz, Max Epstein, R. L. Welch, has been called to meet at New York on Wednesday morning, September 8, at the offices of the American Petroleum Institute, at 11 o'clock (New York daylight saving time), to determine what action, if any, shall be taken either before the American Railroad association or the interstate commerce commission to increase the mileage allowance given.

"R. L. WELCH,
"General Secretary."

Deep Tests at Claremore

It would appear from the list of owners of leases in the vicinity of Claremore that some of the best of them are of the opinion there is going to be a real oil field paralelling the Verdigris river on the east side and many deep tests are starting. The Dixon Oil company got their production in 30-22-16 on the Eaton farm at approximately 600 feet, and now there is a deep test starting in the northwest of 5-21-16 on the Tolbert farm, which is a mile and a half southeast of the Dixon Oil company's production, which is rated at from 18 to 35 barrales to the well.

The Starr-Kane syndicate is drilling a deep well on the John O. Mitchell farm, south of the center of 35-22-15. Unknown parties are starting a test for the same sand on the Silk farm in 15-21-15.

W. H. Roeser has a showing of gas enough when ignited to burn the oil down in 11-21-16 on the Dickinson farm which is east of Claremore.

The Betty-Ruth Oil Co. has a 20-barrel well on the Chambers farm in 8-21-16, which is directly west of the city and within the city limits. This after a shot of 40 quarts.

The Warren Oil company of Sapulpa have 17 producing wells in 24-22-15 and are continuing their drilling operations. They are all in the 950 foot sand.

Another deep test is being drilled in southeast of 26-22-16 north of Claremore, and the general impression is that the wells drilled in by the Dixon oil company mark the beginning of much activity. Waite Phillips owns the adjoining acreage on the south.

The Sinclair "Gusher" Increases Production

A steady flow of 1,625 barrels through the 8-inch into the flow tank, was the record made yesterday by the big Sinclair well located on the Walker farm in the center of the west line of the northwest of the northeast of 13-32-4w. This is the first gauge taken, it having flowed wild since the pay was struck Thursday.

CONTINUED ON NEXT PAGE

With the Oil Men

George T. Thomas, secretary of the Okeya Oil company, returned yesterday from New York where he went to escort his mother who arrived Monday from Burton-on-Trent, England, who will spend a month with him before returning home. George F. Kelley of the same company returned last week from his vacation which he spent at his old home in Birmingham, Ala.

J. R. Mangan, head of the pipe line department of the Sinclair Oil & Gas Co. is back from his vacation in the Colorado mountains, and says "No wonder that the Sinclair stock has gone up, with the pipe line in operation; they are making more money than ever they expected to make when it was built."

C. E. Strouveile of the Savoy Oil & Gas Co. leaves tomorrow night for a two weeks business trip to New York city. While there he will attend the quarterly meeting of the directors of that company.

George F. Brigham is back from St. Louis where he has been looking after the settlement of a law-suit involving the use of tank cars owned by his concern, the North American Tank Car Co. and the Indiahoma Refining company. Mr. Bringham says a settlement was effected which was entirely satisfactory.

M. J. Munn, prominent Tulsa geologist is spending a couple of weeks vacationing in Hot Springs, Ark., where he went to join his family, who have been there for several weeks.

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5 3-16 in. 17-lb. casing.	5 3-16 in. 17-lb. casing.
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