

that to show that the thing is being considered by the people in our State, and these people have their pumping equipment and everything there. It is now in operation in Texas, and they could move it over to Florida, and I think it might be of interest to know that.

The CHAIRMAN. I think it is of extreme interest, and it is one of the things we have been wanting to find out.

Mr. RANKIN. Colonel, which is the cheapest method of transporting oil, by pipe line, by railroad, or barge?

Colonel THOMPSON. Well, Mr. Congressman, according to a study which was made of the oil movement of the year 1937 water moved 87.92 percent of the oil at a cost per ton mile of 0.3063 mills.

Mr. CULKIN. Give me that figure again, please.

Colonel THOMPSON. 0.3063 mills per ton-mile.

Mr. RANKIN. All right.

Colonel THOMPSON. The railroads handled 2.07 percent at a cost per-ton mile of 0.01640. The pipe lines handled crude and handled 6.31 percent of the volume at a cost of 0.00477 per ton-mile; the pipe lines handled gasoline and handled 3.16 percent at a cost per ton-mile of 0.00527 mills. The trucks handled 0.055 percent at a cost per ton-mile of 0.04873.

Mr. RANKIN. And your barge transportation is cheapest, of course?

Colonel THOMPSON. Oh, yes; it is far cheaper.

Mr. CULKIN. That includes tanker movement up the coast, of course?

Colonel THOMPSON. That includes all water movement.

Mr. SMITH. Who prepared those figures that you gave, Colonel?

Colonel THOMPSON. Those figures were prepared for testimony before the T. N. E. C. in Washington in 1939, and they are found on page 274 in the testimony given before T. N. E. C.

Mr. CULKIN. Who gave that testimony?

Colonel THOMPSON. That testimony was given by a man by the name of Pugh.

Mr. CULKIN. That is the Sun Oil Co.?

Colonel THOMPSON. Yes; the Sun Oil Co. but the testimony was compiled by the American Petroleum Institute and not by the Sun Oil Co.

Mr. CULKIN. Less than one-third of a mill per ton-mile?

Colonel THOMPSON. About that; yes.

Mr. MILLER. The figures on the cost of moving oil by these various methods as given by the Chief of Engineers are as follows: 8 mills per ton-mile by rail; 1.25 mills per ton-mile by deep-draft tanker; 3 mills per ton-mile by pipe line; and 2 to 2.50 mills per ton-mile by barge.

The CHAIRMAN. According to that, the tanker is the cheapest, barge next, and pipe line next?

Colonel THOMPSON. Yes, sir; that is correct.

The CHAIRMAN. And then rail is next.

Colonel THOMPSON. Yes, sir.

The CHAIRMAN. It does not give it by highway truck?

Colonel THOMPSON. That will be still higher.

Mr. RANKIN. The cost of transporting oil by truck would be the highest, by railroad the next highest, by pipe line next, and water transportation would be the cheapest.

Colonel THOMPSON. Yes, sir.