

account of restricted transportation has cut his production down to only 8 days out of the month, on the same basis per day that he had on the 30-day period.

Now, you can imagine the kind of situation his bank is in at this time. That is the case of one particular individual, but it applies to practically all of those 6,000 men down there. They are not kicking about the restricted production; they are not kicking about the price; they are not kicking about having to adjust their program to the war program; but they do insist that some method ought to be provided by which the people who need the oil and gasoline would have the right to get it.

Now, that is what I came up here to do. I am pleading for those 6,300 people for some relief; every kind of relief we can get from our Federal Government. But it occurs to us that this method of moving oil by barge to one coast of Florida and across to the other coast by pipe line, and then up by barge, is the quickest way that that can be done.

Mr. MILLER. How long do you estimate it would take to build that pipe line?

Mr. GERMANY. That pipe line should be built out of second-hand pipe, say in standard sizes, 8-, 10 $\frac{3}{4}$ - or 12-inch pipe, all of which pipe is available, and none of which will have to be manufactured by the steel plants.

Mr. DONDERO. Would that be adequate?

Mr. GERMANY. That will be adequate if you put enough of those pipe lines across the peninsula.

Mr. MILLER. How much oil could be transported?

Mr. GERMANY. The 10 $\frac{3}{4}$ -inch pipe will transmit about 50,000 barrels of crude oil per day, and we might set up a union of say 200 barges of 50,000 barrels per day through one 10 $\frac{3}{4}$ -inch line, and you can multiply that just as many times as you need crude oil and bring it on that canal, because the engineer here testified that 450,000 barrels could be moved easily by barge in the canal. So the only limitation would be the number of pipe lines that would be constructed across that peninsula.

Mr. DONDERO. Would that meet the barge lines on the intracoastal and Atlantic-coast line?

Mr. GERMANY. The intracoastal and the Atlantic-coast line; and, of course, they would be divided so that each would take the load.

Somebody said something about the loss of time in getting that oil across Florida from one barge to the other. All pipe-line people know that you do not lose any time. By the time you get this barge loaded over here, this barge is loaded on the other side, because your line is full of oil, and stays full of oil; and when you empty this barge on the west coast of Florida you have loaded a barge over on the east coast of Florida, or put it in steel storage, which is the same thing.

Now, that program can move as many times 50,000 barrels as you want to build 10 $\frac{3}{4}$ -inch lines across there.

The CHAIRMAN. Can you put three lines in the same channel?

Mr. GERMANY. Oh, yes. The overhead cost, of course, as any of you businessmen know, diminishes with the number of lines you run through that same line, because you have to have a telephone line, and you have to have auxiliary pumps, extra pumps, at each booster sta-