

tion, and the same auxiliary pump that is used on one line can be used for the other.

The CHAIRMAN. Tell me this: Let us suppose you lay three 10 $\frac{3}{4}$ -inch pipes; will one pumping station work all three of those pipes?

Mr. GERMANY. The same house, and the same—

The CHAIRMAN. Fuel?

Mr. GERMANY. The same supervision; no, not the same fuel, because you have to have additional pumps to keep all three of them going.

The CHAIRMAN. That is right.

Mr. GERMANY. But the same supervision, the same pumping gager and the same building can be used for all three of them. And there is no question in my mind but what we have enough second-hand pipe in Texas alone, that is paralleling lines, to do that without taking a joint of new pipe from any plant anywhere, or any fixtures or connections.

The CHAIRMAN. Mr. Germany, you have also made studies about steel for barge construction. Can you advise us as to whether or not there is any second-hand steel that you believe can be made available?

Mr. GERMANY. Yes, sir; there is empty storage in Texas that I think could be used, and I know that wooden barges can be had for transporting the heavy oils.

The CHAIRMAN. The oil and the gasoline?

Mr. GERMANY. Well, the wooden barges would not be suitable for gasoline.

The CHAIRMAN. I understand.

Mr. GERMANY. The steel barges should be used for the gasoline.

Mr. ANGELL. Mr. Germany, are the wooden barges satisfactory?

Mr. GERMANY. Well, I was in the oil business in 1925, and I hauled oil barges then, and those barges then were 15 or 20 years old, and I think some of those barges are hanging around there now, used for storage. They last a long time and are very satisfactory.

Mr. SMITH. How about wooden tugs?

Mr. GERMANY. Wooden tugs are very satisfactory. There is no reason why they should not all be made out of wood, except that economy has taught all of us that it is cheaper to build steel barges and steel tubs instead of wooden; but we are not thinking of it in terms of economy at this time.

The CHAIRMAN. We are just thinking of what we can get?

Mr. GERMANY. We are thinking of what we can get. And it is a shame to shut these plants down on the Atlantic coast, when we have enough oil to keep them going.

Mr. RANKIN. Mr. Germany, you said that the oil business has three principal phases: Production, refining, and transportation. Can you break them down and give us an idea of the relative cost of those three steps?

Mr. GERMANY. No; I do not want to get into that, because we would be arguing on it for the rest of the day. It has no vital part here, except that the man who buys the oil for his pipe line at this end [indicating] and sells the gasoline at this end [indicating] has all the advantage. If I have crude oil over here [indicating], I cannot sell it because I have no way of getting it over here [indicating].

Mr. RANKIN. How about the cost of refining as compared with the cost of production?