Mr. GERMANY. Well, I never have been in the refining business. My business has always been transportation and production, and I cannot give you any costs on refining.

There is one thing that I do want to say, that I forget awhile ago, if you will pardon me for just a minute.

I do not know whether I told you the time that would be required to build this 10¾-inch line. Now, I am not talking about priorities and things of that kind; but as an oil man, with oil over here [indicating] to sell and a place over here [indicating] to sell it, under normal conditions I could take my crew and put that pipe line in in 90 days and have plenty of time to spare, and be running that oil through it.

Mr. SMITH. How about three parallel lines?

Mr. GERMANY. You can build three parallel lines much quicker in proportion than you can build one.

The CHAIRMAN. How long do you estimate it would take to provide the necessary barges?

Mr. GERMANY. That barge question and the line question should be built up simultaneously. The barges should be built at the same time that the line is being built, and just as soon as you get your line completed you should have enough barges to start the movement of oil from that one line.

Now, that depends entirely upon whether you have turned over to you the material to build these barges. We could build about 30 steel barges a month, I think, with the organizations that I have been working with—some contractors that we have been figuring with, to see what they could do in a given time. And that second-hand steel is not in use anywhere at all. It is standing empty and not being used by anybody.

Mr. RANKIN. You say you could build this line in 3 months. You mean from Carrabelle to the St. Johns River?

Mr. GERMANY. That is right.

Mr. HALL. Mr. Germany, what would be the rate of movement of this gasoline by pipe line as compared with barge? Would it be much faster?

Mr. GERMANY. No, sir. Of course it depends on the size of the pipe line, the amount of pressure you maintain in your pipe line, and also on the number of barges, the amount of space you have, and the speed with which you can travel. There was one erroneous thing that got into the record, I think, about the speed of these barges. The speed of these barges is close to 4 miles.

Mr. HALL. That is what I am getting at.

Mr. GERMANY. I think somebody said it would be 2 miles an hour, but that was up-the-river speed that they were referring to at that time, I think. We have barges now moving from Port Arthur, Tex., to St. Joe, which is near the place you refer to, Carrabelle, and they take 9 days over and 6 days back; 9 days loaded and 6 days back to Port Arthur. You have about the same haul from Jacksonville up to Norfolk. You have about the same distance up to Norfolk, and it will take about the same time—about 10 days. You see, your movement either way in that canal is much faster than it would be on the river, where you have to buck the current.

Mr. HALL. My question is this: Would it move across faster by pipe line than barge line?