

the way around there, provided we do not go back into the tanker business; and, of course, all oil people realize that the tanker business is out until a long time after the war because when the war is over we are going to have to take our tankers and supply the countries that have lost their oil supply, and for that reason the canal is going to be a very necessary adjunct to the transportation of oil and will release the tankers for service in other places.

Mr. HALL. From that I take it you do not believe the barge can compete with the tanker?

Mr. GERMANY. Oh, no. Tanker transportation will be cheaper, and always has been.

Mr. RODGERS. How about the pipe line?

Mr. GERMANY. The pipe line cannot compete with the barge. The barge will be cheaper than the pipe line, just as the tankers are cheaper than the barge line.

Mr. RANKIN. Not only will we have the job of supplying these countries that have lost their oil, but at the present rate of destruction nearly all the tankers will be lost to us so far as our oil transportation is concerned.

Mr. GERMANY. That is the point. It will be a number of years after this war is over before we will have the chance to use these tankers for this kind of transportation, in my opinion.

Mr. PITTENGER. As a matter of fact, there has been so much destruction already that it will be many years before we get back to our normal transportation?

Mr. GERMANY. Your question answers itself.

The CHAIRMAN. Thank you, Mr. Germany, very much.

Mr. MILLER. Mr. Chairman, I want to present for a brief statement Mr. John M. Fouts, of Fort Worth and Dallas. Mr. Fouts is president of the Trinity Improvement Association and is familiar with the general transportation situation and the oil industry in the Southwest.

#### **STATEMENT OF JOHN M. FOUTS, PRESIDENT, TRINITY IMPROVEMENT ASSOCIATION, FORT WORTH, TEX.**

Mr. FOUTS. Mr. Chairman, I am representing the Trinity Improvement Association, with offices at Fort Worth, Tex. The businessmen and farmers and ranchers have formed this organization for the purpose of working out our transportation situation in the Southwest.

We have adequate transportation in all forms, with the exception of waterways. We have no improved waterway in the Southwest territory; therefore our organization is centering its activity at the present time on the improvement of the Trinity River for navigation and flood control.

We are also interested in the inland waterway and coastal waterway system of the Nation. We are one organization that has endorsed every waterway project in the United States that has been recommended by the United States Corps of Engineers.

We feel that in developing a system of inland and coastal waterways—it matters not where that waterway may be—it will benefit the Southwest, because of the fact that that territory is going to use some of our products and in turn we are going to use some of the products in the territory to be affected by the improvement.