

Survey Shows 'Inch' Lines Can't Relegate Coal Industry

NATION'S FUEL DEPENDENT ON MINES' OUTPUT

Converting Furnaces for Oil is Biggest Hurdle.

By JIM CARROLL
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HOUSTON, Tex., Nov. 22.—Don't count on the Big Inch and the Little Big Inch pipelines as an ace in the hole in the coal strike. But they aren't needed.

The oil industry can ship as much oil by tanker as eastern areas need. The industry has its own big fleet of tankers now operating, and the maritime commission has at least 273 additional ships laid up in its reserve and still others for sale as surplus.

The big hurdle is not lack of oil; it is conversion of coal furnaces into oil. That can't be done quickly or in appreciable numbers.

Oil men point out that the East is now getting the vast bulk of its oil by tanker, drawing on Gulf coast fields and refineries, as well as on foreign sources.

Dream Not True

But the pipeline picture is not so promising. Plenty of people had thought that two men with a wrench apiece could take over the famous Inches, fill them with Texas natural gas, or with oil, and push John L. Lewis practically off the map.

A survey, however, shows that dream just won't come true.

In a tight spot on an emergency basis, the pipe (now empty) lines could be made ready to carry enough gas to take care of the commercial and domestic requirements of a city as big as Toledo.

With much more expense and work, the lines after some time could meet the normal requirements of a Cleveland.

But as big as Texas is, and as huge as are the 24-inch Big Inch and the 20-inch Little Big Inch lines, they wouldn't make a dent in the nation's needs.

Reject 16 Bids

Gas experts here say that the two lines, one originating at Longview, Tex., and the other at Beaumont, Tex., could carry 4000 million cubic feet of gas daily, maximum.

If that gas directly displaced coal, it would equal only 16,000 tons of coal daily. But Mr. Lewis' miners turn out about two million tons a day.

As far as taking care of a city as big as Toledo in an emergency, the war assets administration considered a plan like that, and shuffled it off the table when it rejected all 16 bids made for the \$113,700,000 Big Inch and Little Big Inch lines.

Tennessee Gas & Transmission had offered to use the lines temporarily this winter to meet any fuel shortage in the East long before the strike.

Tennessee could have shifted 50 million cubic feet of gas into one of the two government lines, transported it to southern Ohio or southwestern Pennsylvania, and then put it into distribution through lines owned by Ohio Fuel Co., the East Ohio Gas Co., and the Manufacturers' Light & Heat Co.

Mention Heating Oil

United Gas Pipeline didn't make the same offer, but it could do a similar emergency job to meet the fuel shortage—also 50 million cubic feet a day.

Individually, those two sources of supply would have provided natural gas fuel for 150,000 people apiece—hence, together they could have handled Toledo.

Frequently the matter of fuel oil is brought up—why not transport heating oil Big Inch into the New York-Philadelphia area and become more independent of Mr. Lewis in this way?

Figures show that heating oil (which can't compete with coal in industry but can warm homes and do light commercial heating) is a much handier substitute than natural gas through the two government lines.

About 300,000 barrels per day could be handled. That would amount to some 65,000 tons of coal daily. And it would take care of the normal (domestic-commercial only) requirements of Philadelphia and Pittsburgh put together.

FOOD BILL HERE UP 72.4% SINCE 1939

The family food bill in Indianapolis has increased 72.4 per cent since the period 1935 to 1939, according to a consumer price index report compiled by the U. S. labor department.

With 1935-1939 as 100 on the index, indices for various commodities in September were: All items, 146.1; food, 172.4; clothing, 156.2; rent, 116.1; gas and electricity, 86.6; other fuel and ice, 137.1; house furnishings, 158.7, and miscellaneous, 132.4.

U. S. STATEMENT

WASHINGTON, Nov. 22 (U. P.)—Government expenses and receipts for the current fiscal year through Nov. 20 compare with a year ago as follows:

Expenditures Last Year
\$14,011,508,416 \$31,547,060,478
Receipts 13,250,000,000 13,082,767,569
Deficit 253,577,429 1,464,292,909
Cash Balance 6,817,260,720 13,813,475,993
Gold Reserve 20,560,971,329 20,201,900,329

INDIANAPOLIS CLEARING HOUSE

Clearings \$ 6,223,000
Debits 19,153,000

TRUCK WHEAT

Indianapolis flour, mills and grain elevators reported 16,000 bushels per bushel for Nov. 1. Red wheat (other grades) was 16 bushels per bushel, No. 2 yellow, \$1.37 per bushel; oats, 24 bushels per bushel, \$1.27 per bushel; oats testing 34 pounds or better, 17¢ per bushel; No. 2 yellow soybeans, 14 per cent moisture, 42.

G. M. Manufacture and Research of Lighting Concentrated at Anderson



General Motors' Guide Lamp division at Anderson.

HOG PRICES FIRM HERE AT \$24.75

Cows Down 25 Cents, Fat Lambs Unchallenged.

Hog prices at the Indianapolis stockyards remained firm today with top price of \$24.75.

Steers were steady to \$2 higher. Steers and yearlings comprised a small portion of today's supply and sold about steady. Cows were down 25 cents while fat lambs were uniformly unchanged.

GOOD TO CHOICE HOGS (2000)
Butchers

120-140 pounds	\$24.00
140-160 pounds	24.00@24.50
160-180 pounds	24.50@24.65
180-200 pounds	24.65@24.85
200-220 pounds	24.50
220-240 pounds	24.50@24.65
240-260 pounds	24.50@24.65
260-280 pounds	24.50
280-300 pounds	24.50
300-320 pounds	24.50
320-340 pounds	24.50
340-360 pounds	24.50
360-380 pounds	24.50
380-400 pounds	24.50@24.75
400-420 pounds	24.50@24.75
420-440 pounds	24.50@24.75
440-460 pounds	24.50@24.75
460-500 pounds	24.50@24.75
500-540 pounds	24.50@24.75
540-580 pounds	24.50@24.75
580-620 pounds	24.50@24.75
620-660 pounds	24.50@24.75
660-700 pounds	24.50@24.75
700-740 pounds	24.50@24.75
740-780 pounds	24.50@24.75
780-820 pounds	24.50@24.75
820-860 pounds	24.50@24.75
860-900 pounds	24.50@24.75
900-940 pounds	24.50@24.75
940-980 pounds	24.50@24.75
980-1020 pounds	24.50@24.75
1020-1060 pounds	24.50@24.75
1060-1100 pounds	24.50@24.75
1100-1140 pounds	24.50@24.75
1140-1180 pounds	24.50@24.75
1180-1220 pounds	24.50@24.75
1220-1260 pounds	24.50@24.75
1260-1300 pounds	24.50@24.75
1300-1340 pounds	24.50@24.75
1340-1380 pounds	24.50@24.75
1380-1420 pounds	24.50@24.75
1420-1460 pounds	24.50@24.75
1460-1500 pounds	24.50@24.75
1500-1540 pounds	24.50@24.75
1540-1580 pounds	24.50@24.75
1580-1620 pounds	24.50@24.75
1620-1660 pounds	24.50@24.75
1660-1700 pounds	24.50@24.75
1700-1740 pounds	24.50@24.75
1740-1780 pounds	24.50@24.75
1780-1820 pounds	24.50@24.75
1820-1860 pounds	24.50@24.75
1860-1900 pounds	24.50@24.75
1900-1940 pounds	24.50@24.75
1940-1980 pounds	24.50@24.75
1980-2020 pounds	24.50@24.75
2020-2060 pounds	24.50@24.75
2060-2100 pounds	24.50@24.75
2100-2140 pounds	24.50@24.75
2140-2180 pounds	24.50@24.75
2180-2220 pounds	24.50@24.75
2220-2260 pounds	24.50@24.75
2260-2300 pounds	24.50@24.75
2300-2340 pounds	24.50@24.75
2340-2380 pounds	24.50@24.75
2380-2420 pounds	24.50@24.75
2420-2460 pounds	24.50@24.75
2460-2500 pounds	24.50@24.75
2500-2540 pounds	24.50@24.75
2540-2580 pounds	24.50@24.75
2580-2620 pounds	24.50@24.75
2620-2660 pounds	24.50@24.75
2660-2700 pounds	24.50@24.75
2700-2740 pounds	24.50@24.75
2740-2780 pounds	24.50@24.75
2780-2820 pounds	24.50@24.75
2820-2860 pounds	24.50@24.75
2860-2900 pounds	24.50@24.75
2900-2940 pounds	24.50@24.75
2940-2980 pounds	24.50@24.75
2980-3020 pounds	24.50@24.75
3020-3060 pounds	24.50@24.75
3060-3100 pounds	24.50@24.75
3100-3140 pounds	24.50@24.75
3140-3180 pounds	24.50@24.75
3180-3220 pounds	24.50@24.75
3220-3260 pounds	24.50@24.75
3260-3300 pounds	24.50@24.75
3300-3340 pounds	24.50@24.75
3340-3380 pounds	24.50@24.75
3380-3420 pounds	24.50@24.75
3420-3460 pounds	24.50@24.75
3460-3500 pounds	24.50@24.75
3500-3540 pounds	24.50@24.75
3540-3580 pounds	24.50@24.75
3580-3620 pounds	24.50@24.75
3620-3660 pounds	24.50@24.75
3660-3700 pounds	24.50@24.75
3700-3740 pounds	24.50@24.75
3740-3780 pounds	24.50@24.75
3780-3820 pounds	24.50@24.75
3820-3860 pounds	24.50@24.75
3860-3900 pounds	24.50@24.75
3900-3940 pounds	24.50@24.75
3940-3980 pounds	24.50@24.75
3980-4020 pounds	24.50@24.75
4020-4060 pounds	24.50@24.75
4060-4100 pounds	24.50@24.75
4100-4140 pounds	24.50@24.75
4140-4180 pounds	24.50@24.75
4180-4220 pounds	24.50@24.75
4220-4260 pounds	24.50@24.75
4260-4300 pounds	24.50@24.75
4300-4340 pounds	24.50@24.75
4340-4380 pounds	24.50@24.75
4380-4420 pounds	24.50@24.75
4420-4460 pounds	24.50@24.75
4460-4500 pounds	24.50@24.75
4500-4540 pounds	24.50@24.75
4540-4580 pounds	24.50@24.75
4580-4620 pounds	24.50@24.75
4620-4660 pounds	24.50@24.75
4660-4700 pounds	24.50@24.75
4700-4740 pounds	24.50@24.75
4740-4780 pounds	24.50@24.75
4780-4820 pounds	24.50@24.75
4820-4860 pounds	24.50@24.75
4860-4900 pounds	24.50@24.75
4900-4940 pounds	