

here in Washington, D.C. The results of that survey point out and prove that residual fuel oil can and does burn cleanly.

The amount of sulphur in a fuel has no bearing whatsoever on smoke emission. For example, a fuel with a high sulfur content—say 5 per cent—can be made to burn without sufficient combustion air.

For a fuel with 2 per cent sulphur, only about .15 per cent of sulphur dioxide will be found in the stack gasses and only .002 per cent by volume of sulphur trioxide might be found.

This gas is normally invisible and only under rare cases can it be seen in the form of a white water vapor. Normally, however, the white vapor seen on a cold day coming from the top of a stack is the result of hydrogen burning which has no pollutant or detrimental effects. It is immediately reabsorbed by the atmosphere.

Quality equipment is available today from a variety of manufacturers which has been designed and field proven to be capable of burning residual oil completely, efficiently and cleanly. It must merely be installed and adjusted properly.

I repeat—residual oil properly burned—does not smoke.

Thank you.

Mr. MULTER. Is there any sulphur pollutant emitted in the air by the burning of gas?

Mr. VIA. Yes, sir.

Mr. MULTER. How about coal?

Mr. VIA. Yes, sir.

Mr. MULTER. Do you have any figures on the different quantities of sulphur emitted by burning gas, oil and coal?

Mr. VIA. I do not have them with me at the moment, sir, but I can submit them.

Mr. MULTER. Will you submit them to us?

Mr. VIA. Yes.

Mr. MULTER. Thank you.

Mr. WINN. Mr. Via, you state that the local oil industry recognizes that the burning of fuel contributes to air pollution. At the same time you maintain it does not play a dominant role that some would lead us to believe.

I was going to ask Mr. Counts to enlarge on that. Most of the witnesses that we have heard at the last hearing felt that fuel did contribute to air pollution and they had some facts and figures to back this up.

Mr. COUNTS. We believe that motor vehicles, buses, diesel vehicles, gasoline, trash burning, and other things play a very dominant part and that the stack emissions from heating equipment in this area are not as dominant as has been represented.

Mr. WINN. Then we are to believe, in our opinion, that stack emissions are negligible compared to automobile and buses, and other methods of air pollution?

Mr. COUNTS. I don't know about "negligible." But, I would say they are minor compared to these other sources. Particularly in good operating equipment.

Mr. WINN. Mr. Via's statement didn't lead me to believe that because he was so firm and so strong in it. He also had figures that mentioned "If." If everything was working right. If everything was burned right. And if they had the right equipment. Then it could be controlled.