

With respect to the construction of a pipe line across Florida for the transportation of petroleum products, we have recently completed a study of the possibility of a more intensive utilization of the existing inland and intracoastal waterway routes for the movement of oil from the Gulf fields to the eastern seaboard area. If such a pipe line were made available, the Gulf Intracoastal Waterway and the Atlantic Intracoastal Waterway could be placed in immediate use to afford dependable water transportation by barge for hauling oil from the Texas and Louisiana fields directly to the Philadelphia refining area. Such a route would be relatively free from war hazards. The carrying capacity of the route would be limited only by the number of barges and towboats which could be made available for the petroleum movement, and by the capacity of the pipe line which would have to be laid across Florida to make the connection. As the Gulf Intracoastal Waterway is presently improved only as far east as Carrabelle, and since that port is suitable for tankers as well as barges, our plan contemplates a pipe line from that point to Jacksonville, a distance of 185 miles. Assuming reasonably prompt procurement of materials such a pipe line could be constructed in a period of 6 months or less. There is urgent need for the increase in the volume of oil moving from the Gulf coast to the Atlantic seaboard, and I believe that provision should be made for the immediate construction of a pipe line of adequate capacity.

Mr. RANKIN. You referred to Carrabelle, Fla.?

General REYBOLD. Yes, sir.

Mr. RANKIN. Will you point that out on the map?

General REYBOLD. Carrabelle is over here [indicating].

Mr. RANKIN. Carrabelle is how far east of Port St. Joe? Where is Port St. Joe located?

General REYBOLD. It is in the same vicinity, about 65 miles distant.

Mr. RANKIN. I understood you to say that this provides for a route clear around to the Mexican border?

General REYBOLD. Yes, sir.

Mr. RANKIN. From Carrabelle or St. Joe down to Port Inglis, which is the terminus of the Florida Canal, is open Gulf, is it not?

General REYBOLD. No, sir; this bill provides for an inland waterway.

Mr. RANKIN. I understand that it is to be an inland waterway. It extends from Carrabelle all the way to the Mexican border.

General REYBOLD. That is correct.

Mr. RANKIN. But when you come to Carrabelle, you would come out in the open Gulf in order to go to Port Inglis?

General REYBOLD. Yes, sir.

Mr. RANKIN. Are conditions such that it is necessary to build the Florida Canal between those points, or could they use that Gulf route now?

General REYBOLD. You could, of course, use the Gulf route, except that it is hazardous. You could use it except for the hazards of Gulf traffic.

Mr. RANKIN. How extensive are those hazards, or for how long during the year would it be practicable to operate a barge line on that route?

General REYBOLD. I have been informed that there is very little time lost there in navigating the Gulf.