

Mr. RANKIN. Someone told me that there were only about 15 days in the year during which it was not perfectly safe for barges to navigate that route. Mr. Green, who inhabits that part of the globe, says that it can be used every day during the year. He ought to know because he has been through a campaign down there.

The CHAIRMAN. I have spent more than 60 years on the Gulf, and I know that it is very hazardous.

Mr. RANKIN. I want to know whether it could be done by following a line right across the Florida Strait, which would cut the distance down almost one-third, or about one-third—that is, starting at Port Inglis, and following the route of the proposed Florida ship canal.

General REYBOLD. Do you mean by using the open Gulf across here [indicating] instead of coming here [indicating], and going into the Intracoastal Waterway?

Mr. RANKIN. Yes, sir. That would save several hundred miles, would it not?

The CHAIRMAN. No; it would not be that much.

General REYBOLD. It would save about 20 miles.

Mr. RANKIN. Under the proposed plan, you would have an entrance also to the canal at Port Inglis for use in good weather. From there they could go up through the open Gulf.

General REYBOLD. Yes, sir.

Mr. RANKIN. And during bad weather, you would have this protected route around through St. Joe, or Carrabelle.

General REYBOLD. Yes, sir; that is in the same area. I mentioned Carrabelle because I took the name from a harbor project. We have a 25-foot project in there.

Mr. RANKIN. The idea is that that would give an inland route to Carrabelle, to be used at times when it was not safe to go over the open route.

General REYBOLD. That is an all-weather route; yes, sir.

Mr. RANKIN. What would it cost to build a pipe line across there? This bill provides an authorization of \$144,000,000, which covers a pipe line and a canal around by St. Joe.

General REYBOLD. Yes, sir.

The CHAIRMAN. That waterway extends all the way to the Mexican border.

Mr. RANKIN. Would it meet the situation, in your opinion, to build this pipe line from Port Inglis across to Jacksonville, as a temporary measure or expedient, and then build a barge line along the route which has already been approved by the committee? Would that meet the situation?

General REYBOLD. I would say we would build the pipe line from Carrabelle to Jacksonville.

Mr. RANKIN. What about the canal? Would you build the canal all the way to Carrabelle, too?

General REYBOLD. There is a canal from the west already in there. There is already a canal there. There is also a deep channel in there at Carrabelle of 25 feet. Tankers and barges come into Carrabelle. It would be a satisfactory transfer point.

Mr. RANKIN. Now, the hazards of going from Port Inglis through the open Gulf are sufficient, in your opinion, to justify the provision of this Carrabelle route?

General REYBOLD. Yes, sir.