

mately 3,000,000 tons of sulfur a year. The transportation charge on that sulfur, as I understand, which the Government is now paying, is about \$9 more per ton than it was when it went in ships around the Atlantic. This barge line would serve the purpose of facilitating the shipment of that sulfur if it could be put in within reasonable time; would it not?

General REYBOLD. Yes, sir; not only sulfur, but any other commodities moving north or south.

The CHAIRMAN. I mentioned sulfur simply because it is a war material and is so urgent, and large quantities of it are going to the industrial East.

Mr. CULKIN. General, is there any such thing as sending that sulfur through a pipe line?

The CHAIRMAN. No.

General REYBOLD. No, sir.

Mr. PETERSON. General, after you get this oil to Jacksonville through this pipe line, is there transportation from Jacksonville up the Intracoastal Waterway north?

General REYBOLD. We have a fine waterway up there, Mr. Peterson.

Mr. PETERSON. I know; but I mean barges and tankers and facilities for moving this oil north after it gets to Jacksonville.

General REYBOLD. Well, there are some available; how many I do not know. We have tried to round that up, Mr. Peterson, but it is exceedingly difficult.

Mr. PETERSON. Now, if you had this barge canal through there, as a practical proposition, would not a large number of these barges go right on through, up the eastern seaboard, and would it not eliminate the necessity for a set of barges on the Atlantic seaboard and another set of barges in the Gulf area?

General REYBOLD. Well, you would not lessen the number of barges at all, except by what the pipe line is able to carry.

Mr. PETERSON. I understand you have got to have a system of barges to bring this oil to the pipe line, and then after you pipe it through the pipe line you have got to have some more barges to take it from there and move it on.

General REYBOLD. That is right.

Mr. PETERSON. I was thinking about the argument of the pipe line answering the problem so far as oil is concerned. As a matter of fact it does not answer the problem, because unless you have that barge line through there you are going to have to have just as many barges at Jacksonville to take the oil on up the eastern seaboard as you have along the Gulf bringing the oil to the pipe line, whereas with the barge canal those same barges can go right on through.

General REYBOLD. They would. They would go right on through, and you would save breaking cargo.

Mr. CULKIN. General, the submarine menace extends over the entire Gulf now, in your judgment?

General REYBOLD. Judge, I do not know. I really do not know. I cannot keep up with those submarines.

The CHAIRMAN. I will state, Judge Culkin, that a gentleman from New Orleans informed me last Saturday that the vessel that was sunk the other day was within a mile and a half of the mouth of the Mississippi River.