

Mr. ALEXANDER. We do not see that in this canal.

Mr. CULKIN. Did not your city oppose the St. Lawrence seaway on the ground that they thought it would take trade from them?

Mr. ALEXANDER. We opposed it on the ground that traffic should move downhill to the 32 States in the central part of the country, and that they should have the advantage of that. We thought they ought to use our present waterway.

Mr. CULKIN. You are getting back to the La Salle theory.

I want to impress this upon you, that I think you are entitled to the development of your section, and other sections, including the Great Lakes section, are entitled to their innings. But you have a mighty voice against you in the Association of the American Railroads, headed by the distinguished Mr. Pelley.

Mr. ALEXANDER. So far we have got the whip hand on our commerce. We are moving a lot of traffic on the intracoastal canal, and we have a lot more to move.

Mr. CULKIN. You are saving a lot to the American manufacturer and the American consumer. The railroads are misleading the public by this great propaganda that is put out through the newspapers. Some of it is bought advertising and some of it is boilerplate editorials, printed ad lib throughout the country.

What I want you to do is to have due respect for the rights of other sections.

Mr. ALEXANDER. We have, and we go a long ways sometimes to show how much we respect them.

The CHAIRMAN. Mr. Alexander, in reference to the pipe line across Florida, the Coast and Geodetic Survey estimated that three pumps would be necessary between Port St. Joe and Jacksonville. A representative of the War Board estimated that five pumps between Panama City and Jacksonville, which is a longer distance. There will have to be pumps at the end of the pipe line to transfer the oil from one carrier to another, which would involve about five pumps, would it not?

Mr. ALEXANDER. Yes.

The CHAIRMAN. Can you give us some guess as to about what the cost would amount to per gallon or per barrel?

Mr. ALEXANDER. I cannot, Mr. Chairman. I do not think it would be enough to bother. There is one thought that might be worth while to suggest: Gasoline pumps much freer than heavy oil.

The CHAIRMAN. Yes.

Mr. ALEXANDER. I would use pipe lines for gasoline and other methods of transportation for heavier oils. But I do not think that the cost of pumps, booster plants, would be enough to bother compared with the cost of the entire project.

The CHAIRMAN. They might make use of gravity to the waterway on the Atlantic side; gasoline might be transferred by gravity.

Mr. DONDERO. Mr. Alexander, my information is that about 175,000 barrels per day go up the Mississippi River. Do you think that could be doubled with barges?

Mr. ALEXANDER. That is going by barges now?

Mr. DONDERO. There are 175,000 barrels.