

Mr. CULKIN. There is only one pipe?

Mayor SHARIT. Yes, sir.

Mr. CULKIN. Is that for gasoline or oil?

Mayor SHARIT. That is for gasoline.

In other words, there is ample storage facilities for 20 to 25 days' full capacity pumping through the present line.

By constructing an 8-inch pipe line from Port St. Joe to Jacksonville there would be storage capacity for the present and contemplated line for from 10 to 14 days. If a 12-inch pipe line should be constructed to Jacksonville from Port St. Joe there would be pumped 75,000 barrels, or 4,150,000 gallons. This, added to the 1,260,000 gallons of the present pipe line, would make 5,410,000 gallons daily, with a 5- to 6-day storage capacity at Port St. Joe.

Port St. Joe is also located on the Gulf County Canal, which is $5\frac{1}{8}$ miles in length, 9 feet by 80 feet dimensions, which intersects the intracoastal canal at a point $5\frac{1}{8}$ miles northeast of Port St. Joe, as is also shown on exhibit A, submitted to the committee, which as shown on this exhibit is in a northeasterly direction.

Mr. CULKIN. Your idea is to extend the pipe line from St. Joe across to Jacksonville?

Mayor SHARIT. Yes; for reasons which will be explained as I continue.

This connection between the Gulf County Canal and the intracoastal canal is just west of White City, Fla.

Port St. Joe not only would be the ideal location as the western terminus of this pipe line for the reason that it can be used by the intracoastal canal from Corpus Christi east, but also on account of the facilities of St. Josephs Bay where large seagoing tankers are be docked and unloaded with ample facility to keep both pipe lines and storage facilities well supplied, either through the Intracoastal Waterway system or by tankers through the Gulf of Mexico. This would save some 65 miles of haul over that of the vicinity of the Apalachicola Bay area. With a round-trip barge, barges traveling at 4 to 5 miles per hour, approximately a day's saving in time for each trip would be made, and this area would not have the advantage of the deep water for large-tank service.

The distance from Port St. Joe to Jacksonville is approximately 20 miles greater than from the Apalachicola Bay area but on account of the facilities mentioned it certainly seems more expedient to construct the new pipe line from Port St. Joe.

Port St. Joe has railroad transportation facilities that could be used to handle approximately 1,000,000 gallons of gasoline each day. This railroad, the Apalachicola Northern, connects with three major trunk lines, i. e., the Atlantic Coast, the Louisville-Nashville, and the Seaboard Airline, to all points north and east.

The navigation of barges and tugboats from a point east of Port St. Joe to Carrabelle would be subject to unnecessary hazard because of the exposed area in the vicinity of the Apalachicola Bay.

The city of Port St. Joe recognizes that there is, as stated above, a distance of some 20 miles greater from Port St. Joe to Jacksonville than from the Apalachicola Bay area. It is estimated that the additional steel necessary to construct these 20 miles will not be nearly so great as would be required to construct terminal facilities at some point on the Apalachicola Bay area.