

The CHAIRMAN. May I interrupt for a moment.

MAYOR SHARIT. Yes, Mr. Chairman.

The CHAIRMAN. There is another thought, and that is if this pipe can be brought second-hand from Texas it would not be a very great hardship to get the proposed line across the State. But the steel you speak of would have to be new for the terminal facilities.

MAYOR SHARIT. Absolutely.

The CHAIRMAN. That would make a great deal of difference as new steel for the terminals would be hard to obtain.

Major SHARIT. The information that I have is that it will take less than 1,400 tons of additional steel for Port St. Joe than for the Apalachicola Bay area. This is far less than the great amount of critical material and steel that would be required for building entirely new pumping and tanking facilities in the Apalachicola area. Also a great quantity of steel would have to be used in this area to construct the necessary dock facilities. The best information which I have indicates that to construct these new pumping, tankage, and terminal facilities in the Apalachicola area would require 4,800 tons of steel.

As mayor of the city of Port St. Joe and being familiar with the State of Florida and having had the opportunity to travel over many times the area in which this pipe line would traverse, it is deemed necessary and advisable that the western terminus of the pipe line should be located at Port St. Joe, and that it should be built in a northeasterly direction to a point near Monticello or Greenville, Fla., through land belonging to the Federal Forest Service, and those of one large landowner of which the city of Port St. Joe would be willing to assist in getting the necessary rights-of-way with the least possible cost to the Federal Government.

The proposed route of this pipe line from Port St. Joe will present by far the minimum of rights-of-way and terrain difficulties. It is believed that the delays in obtaining rights of way and in the general topography of the land would be far greater from any other point than from Port St. Joe. It is certainly also the shortest practical route to Jacksonville.

If, to save pipe-line mileage, an attempt were made to follow the Gulf coast from either Port St. Joe or the vicinity of the Apalachicola Bay, great difficulties would be encountered on account of the very dense jungles, marshes, and the heavy surface lime-rock deposits which are found parallel to the Gulf coast in that area.

If newspaper and radio information is correct, we all know of the enormous losses in ships which have been suffered on the Atlantic shore within the past few months and days. These losses are taking place almost daily and we have at the moment no hope that they will decrease as long as it is necessary to rely solely upon the transportation of products from the Gulf area to the Atlantic area by tank steamer. While it is recognized that the proposed pipe line could not handle all of the petroleum products that would be required along the entire Atlantic coast, yet it is certainly true that the operation of this pipe line would go a long way toward relieving the existing situation over a considerable area.

Therefore, may I suggest and urge that in the light of the facts recited above and other provable considerations, that this committee fix the western terminus of the pipe line at Port St. Joe, Fla.