

Mr. SHINKLE. Ordinarily you would not put one line, but there would probably be three lines for safety, so that if one went bad the others would be available.

Mr. RANKIN. Would you dredge the channel?

Mr. SHINKLE. Yes, sir; we would dredge the channel.

Mr. RANKIN. If you carried it from the Tinsley field you would eliminate that crossing.

Mr. SHINKLE. Yes, sir.

The CHAIRMAN. You would have 40 rivers to cross with any pipe line you might project. You would have to cross the Tombigbee and several other rivers.

Mr. RANKIN. But it would not be like crossing the Mississippi River.

Mr. SHINKLE. There are a lot of lines that cross it.

Mr. PETERSON. As I understand it, you do not take the position that this line would furnish all the oil required, but that it is a pipe line that could be built within 90 days, and would furnish approximately 70,000 barrels of oil per day?

Mr. SHINKLE. Yes, sir.

Mr. PETERSON. This pipe line should be considered in connection with the Florida pipe line and barge line, which, according to the testimony, could be built within 6 months, and which would furnish a like amount of oil.

Mr. SHINKLE. Yes, sir.

Mr. PETERSON. So that within less than 10 months, there would be a movement of from 150,000 to 250,000 barrels of petroleum to the East?

Mr. SHINKLE. Yes, sir. Any project not completed by the end of the year will not help this winter during the period of greatest fuel consumption. And on any project that is not completed this year you will have missed the boat entirely.

Mr. RANKIN. The jurisdiction of the committee in this matter is based on the fact that this line would be auxiliary to this Intracoastal Waterway.

Mr. SHINKLE. Yes, sir.

Mr. RANKIN. I would like to have you discuss the matter of bringing this oil from the Tinsley field down to the Intracoastal Waterway, and then through this pipe line to be built from Carrabelle across to Jacksonville.

The CHAIRMAN. I believe that St. Joe would be the logical point there.

Mr. SHINKLE. They would have to have a terminal on the bank of the Mississippi River for the movement either up or down, and then right straight through by the inland waterway to Savannah and Charleston. I think if you were carrying it through the Gulf intercoastal waterway to Carrabelle or St. Joe, with a pipe line across Florida, you would have a sufficient supply from Louisiana of that amount from one or two different points. That would serve the strategic advantage of decentralizing the supplies in time of war. We would not want all of it at one spot.

Mr. PETERSON. Did you say that your application had been pending for 11 months?

Mr. SHINKLE. It has been pending since July 10, 1941.

Mr. PETERSON. Why has not something been done about it?