

they are manning our airplanes, manning our tanks, manning all kinds of vehicles. They need these implements and this equipment, and they cannot get them without proper transportation.

In the city of Jacksonville, as the mayor has pointed out, we have 1,700,000-barrel capacity for the storage of petroleum products for these tanks and marine terminals; the barges and the tanks, or whatever might use the transportation, the oil can be brought right up to the terminal. We have got the towboats; we have the barges already equipped ready to move all types of products; but I would say to you gentlemen that the building of the pipe line across the State of Florida, without the immediate construction of the canal, is just a stop-gap which will carry only a small portion of the needed material for this war.

It has been a privilege to appear before you.

The CHAIRMAN. Mr. Johnson, we have seen a great deal in the papers about the soldiers on the Panay Peninsula being referred to as being in fox holes. It looks like the enemy is trying to put us in fox holes on our own land.

Mr. JOHNSON. It seems they will have us digging holes out in the Gulf, but we are going to get out of that.

Mr. CULKIN. Are you an oil man?

Mr. JOHNSON. No; I am not. I was born in Harrisburg, Pa.

Mr. CULKIN. You do not know anything about capacity of a 24-inch pipe.

Mr. JOHNSON. Only from what I have heard in the testimony here.

Mr. SIKES. Mr. Chairman, that is all of the witnesses.

The CHAIRMAN. Thank you, Mr. Johnson.

Mr. JOHNS. Mr. Chairman, I have some statements that I would like to put in the record. I feel it my duty, because I see the gentlemen who have testified are from northern Florida and these statements come from the city of Sarasota, down in southern Florida, and I will read only short portions from them.

This one is from the city of Sarasota, on the west portion of the State.

The CHAIRMAN. Yes.

Mr. JOHNS. I will read only an excerpt, which states:

If the operation of a lock canal, as is stated by some, would be economical and safe from endangering south Florida's underground water supply, then let a very thorough investigation be made by competent Government and State geologists and engineers, and a definite report made on which judgment may be accurately formed, that the hazards to the water supply are removed and the project economically sound for the State as a whole. This should be done before congressional approval, and not after.

Another letter here from the People's Committee Opposing the Florida Ship Canal, and I quote from this letter the following:

There is no information in the bill as to whether the proposed barge canal is to be a sea-level canal or a lock canal.

A barge canal of the sea-level type will menace the underground fresh-water reservoir in the same manner as the proposed sea-level ship canal, the only difference being that it will not cut such a wide and deep gash through the jugular vein of our underground reservoir, but nevertheless sufficiently wide and deep for a most destructive effect upon the water supply, for the normal water level in the Ocala rock formation at that point being 40 feet above sea level, a