

sea-level barge canal of, say, 12-foot depth, will cut to a depth, through the water-bearing rock, of 52 feet—40 feet plus 12 feet.

And further from the same letter:

Furthermore, three boards of Army engineers have heretofore reported against a barge canal on route 13B as being without economic justification.

There is attached a resolution which reads in part as follows:

At a meeting of citizens of Florida—comprising delegates from Sanford, Tampa, Lakeland, Plant City, Waverly, Lake Wales, Ruskin, Bradenton, Palmetto, Manatee, Fort Myers, and Miami—held in the city of Lakeland, Fla., on the 7th day of November 1941, the following resolution was passed unanimously—

And later on the resolution states:

*Resolved*, That we do denounce all attempts to pass said bill providing for the construction of said canal, as being in total disregard of the interests of the citizens of the State of Florida in the districts south of the canal, as well as constituting a threat to the prosperity of the State as a whole, since that which is injurious to one section of the State is injurious to all sections thereof; and we call upon the President of the United States and our Senators and Representatives in Congress to disapprove and oppose the passage of any bill providing for the completion of said Florida ship canal until it has been demonstrated beyond any doubt whatsoever that the construction thereof will not destroy, endanger, or impair said underground fresh-water reservoir.

The next is a letter from the Sarasota County Chamber of Commerce, dated November 4, 1941, from which I quote, as follows:

After a thorough investigation by its yacht harbor and waterways committee, the Sarasota County Chamber of Commerce, following the recommendations of this committee, has consistently opposed the construction of the canal. This opposition first appeared several years ago, when it read reports by reputable geologists who have consistently and honestly found every reason to believe that south Florida's water supply would be imperiled. Further, personal research by certain members of the committee and organization has confirmed these conclusions.

That letter is signed by S. C. Montgomery, vice president.

Then I have a resolution here from the Florida Citrus Commission, from which I quote as follows:

*Be it resolved*, That the Florida Citrus Commission memorialize the Congress and the President of the United States, requesting the delay of action upon that section of the House rivers and harbors bill which would authorize and appropriate funds for the construction of a ship canal across Florida, until a wholly adequate and competent survey may be made to determine definitely what the effect of such construction would be upon the water supplies of the State of Florida.

Mr. CULKIN. What is the date of that?

Mr. JOHNS. The resolution was included in a letter dated October 29, 1941.

Mr. CULKIN. Was the gentleman a member of the committee at the time we held the hearings on the Florida ship canal?

Mr. JOHNS. Yes.

Mr. CULKIN. Do you recall the testimony of some very eminent geologists on that subject?

Mr. GREEN. Mr. Johns was not here then. That testimony was given by Mr. Pirnie.

Mr. CULKIN. He built the waterworks system at Jacksonville. He is known all over the world as an eminent geologist and a professional expert on domestic water supply. He testified that there was