

that the proposition?

Mr. PIRNIE. It will be in the narrow strip along here where the canal runs [indicating], probably a maximum of 15 miles on either side, but that will not develop for a long term of years after the canal has been built.

Mr. CULKIN. Well, will this reduction of the levels have a substantial effect upon the going agriculture or tourist phase of that region, in your judgment?

Mr. PIRNIE. No. It cannot possibly because agriculture has the first call on the rainfall, as I pointed out here [indicating], and lets only 25 percent of it go down to the ground-water reservoir by holding it up to feed the roots of plants and of operating it in an area on the surface of something like 62 percent of the rainfall that is in the intake area.

Mr. SIKES. Mr. Chairman and gentlemen of the committee, within the last 2 minutes two more witnesses have come in, and I would like to present them. First, I would like to present Mr. Fred Thresher, president of the St. Johns River Line at Jacksonville, Fla.

#### STATEMENT OF FRED THRESHER, PRESIDENT, ST. JOHNS RIVER LINE CO., JACKSONVILLE, FLA.

Mr. THRESHER. Mr. Chairman, I am a little befuddled by some of this talk about a canal, but as an operator I know that we have a canal through there from New Orleans up the east coast of the United States because we are operating on it every day. Now, we are not operating at full capacity, but we are operating small boats on the inland-water canals. I hope they will not have any difficulty in obtaining rights-of-way.

The CHAIRMAN. How far north do you operate?

Mr. THRESHER. As far north as Baltimore.

Mr. CULKIN. What type of traffic do you carry?

Mr. THRESHER. We have shallow-draft boats.

Mr. CULKIN. You have power boats?

Mr. THRESHER. Yes, sir; power-driven boats. We have boats running to Charleston, and we interchange at Charleston with another line. Our boats draw 7 feet down there, but when we get further around, in the water from Jacksonville to Charleston, we use 11-foot draft, or possibly 12 feet. I think it is 12 feet, and we have 14-foot draft to Baltimore. I wonder if you people know that there is already a tonnage of oil that is being carried by barge from Jacksonville north?

Mr. CULKIN. Yes; I was down there sometime ago.

Mr. JOHNS. Are you not afraid of the submarines?

Mr. THRESHER. Anybody would be afraid of submarines in deep water. That gas is being moved by tanker into Jacksonville, and is unloaded there. I do not know whether I am divulging anything that should not be said, but I imagine it is hazardous to operate, but they do take chances. I know that tankers are being unloaded there and that it is taken north. There was one tanker with 25,000 barrels.

Mr. CULKIN. You say you operate up to Baltimore?

Mr. THRESHER. Yes, sir.

Mr. CULKIN. What is the draft of your boats?

Mr. THRESHER. The drafts have been 11 or 12 feet for Baltimore, and 6 or 7 feet south of there. However, we can use 11 or 12 feet now at Jacksonville. We operate Miami boats of that draft.

Mr. CULKIN. Is the channel good there?