

coast of Florida and thence up the Atlantic seaboard through the Intracoastal Waterway there.

His Excellency, Spessard L. Holland, Governor of Florida, has recently furnished considerable data to the Honorable Harold L. Ickes, Petroleum Coordinator, with reference to the availability of barges. Data on the Tampa-Sanford line has been furnished by the Honorable Ed Higgins, whose statement has been furnished to the committee.

The situation that impresses me is that there is not time to go into highly controversial matters, matters which would take an enormous expenditure of funds, considerable steel, and explosives, but to utilize the existing facilities as rapidly as possible. The existing Intracoastal Waterway could be linked up without a great deal of expense and in not as great a length of time, but even pending that, there are a great many facilities that can be used on the present waterway.

I have a telegram from the president of the Florida Water Conservation League, reading as follows:

BRADENTON, FLA., May 18, 1942.

HON. J. HARDIN PETERSON,
Member of Congress, Washington, D. C.

Pressing duties here prevent my attendance at hearings before Rivers and Harbors Committee. Please read into the record this telegram voicing the continued opposition of the Florida Water Conservation League to the construction of the Florida sea-level ship canal and the preliminary modified form of it as embodied in the proposed barge canal on the ground that the underground water supply of the State of Florida will be menaced thereby. We wish to emphasize the fact that a barge canal without effectively operating locks will jeopardize that water supply in the same manner as will the sea-level ship canal since the water level at Silver Springs being 40 feet above sea level, a barge canal 12 feet deep will cut to a depth of 52 feet through the water-bearing rock. By no possible stretch of the imagination is our opposition to be interpreted as opposition to a bona fide war effort; it is in fact a contribution to the war effort, for the proposed new barge canal will require years to build, will uselessly expend enormous quantities of materials and man-power much needed for war purposes, as well as millions of money that could be well employed for building ships, planes, and tanks. It would seem that in pipe lines judiciously located, and barges on canals and inland waterways already in operation, will be found the quick solution of the oil-transportation problem. The crying need of the country at this time is not for new canals and new inland waterways but for the utilization of those we already have in operation, thus saving waste and putting the peoples money where it will bring present-day results for the war effort.

FLORIDA WATER CONSERVATION LEAGUE.
E. S. MACDONALD, *President.*

STATEMENT SUBMITTED BY EDWARD HIGGINS, SECRETARY, SEMINOLE COUNTY
CHAMBER OF COMMERCE

The evidence presented before this committee by competent witness establishes conclusively that the proposal offered for pipe line and canals would not supply the amount of oil required by the eastern seaboard at the time it is needed. The 8-inch pipe line from Port St. Joe to Jacksonville would supply possibly 40,000 barrels a day. The canal and barges which would require from 18 months to 3 years to complete, even if started, cannot be considered in any plan to relieve the situation immediately.

To relieve the situation in the shortest possible time, it will require several pipe lines placed where the facilities of storage, docks, and pumps are available now. For this reason we wish to submit for your consideration the following proposal:

PROPOSAL

The port of Tampa, situated on the Gulf coast of Florida, has a deep-water harbor that will accommodate tanks or barges drawing 30 feet of water. Twelve large oil companies have their water terminals there with all equipment, such as