



Image NASA
Image © 2008 The Florida Department of Environmental Protection

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Pointer 29°08'59.85" N 82°10'10.42" W elev 71 ft

Streaming ||||| 100%

Eye alt 79.46 mi





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VISTA ON OCKLAWAHA RIVER,
FLORIDA.





Hubbard Hart

Steamboat
entrepreneur of
the late 19th
century
Ocklawaha River

The Ocklawaha and St. Johns Navigation Company

HART LINE



Established in 1860

Incorporated in 1901

The Fortieth Tourist Season
Tourist Steamers

The New
HIAWATHA
and OKEEHUMKEE, 2d

} Exclusively for First Class
Passenger Service

State Room Berths for 60 Passengers

FIRST CLASS TOURIST STEAMER SERVICE

Ocklawaha, St. Johns and Silver Springs Rivers and Silver Springs

TRI-WEEKLY SERVICE on and after January 13. Daily Service in
February and March after notice.

*Steamers leave Palatka Mondays, Wednesdays and Fridays at 12.30 noon, or
after arrival of morning trains from Jacksonville, St. Augustine and Miami. Return-
ing leave Silver Springs Tuesdays, Thursdays and Saturdays at 1.30 p. m. on arrival
of trains from Tampa, Orlando and Ocala.*

See Time Schedule of Hart Line Booklet

*Passengers advised to secure reservation of state room berths in advance by letter or
telegram to*

R. W. THOMPSON, Gen. Manager, Hart Line
Hart's Block, Palatka, Florida, P. O. Box A

Palatka, Florida, _____ 190

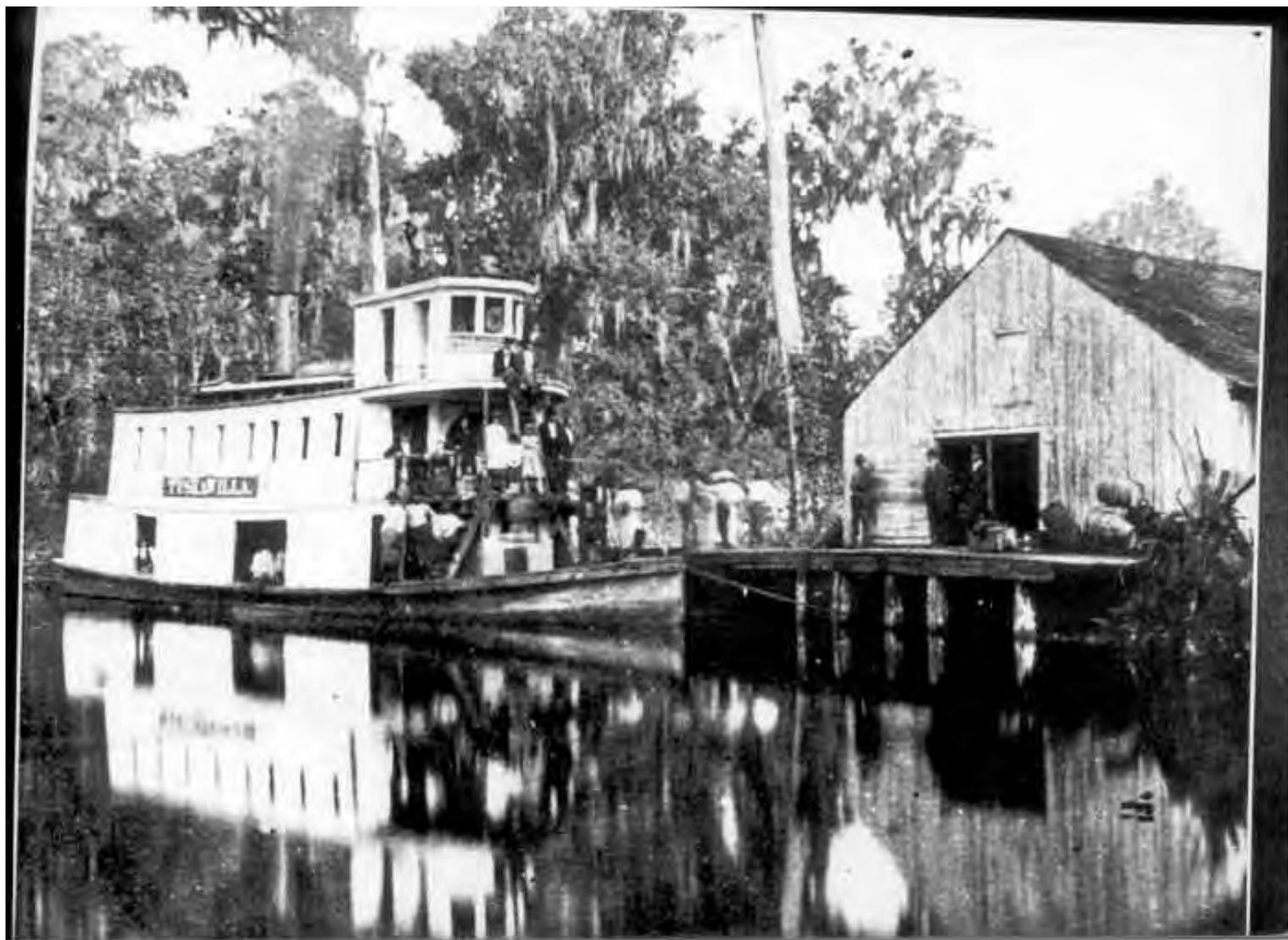


OSCEOLA RIVER BY DAY

W. H. H. H. H. H.



Tourists Shooting at Alligators







FLORIDA—THE KEY OF THE GULF.

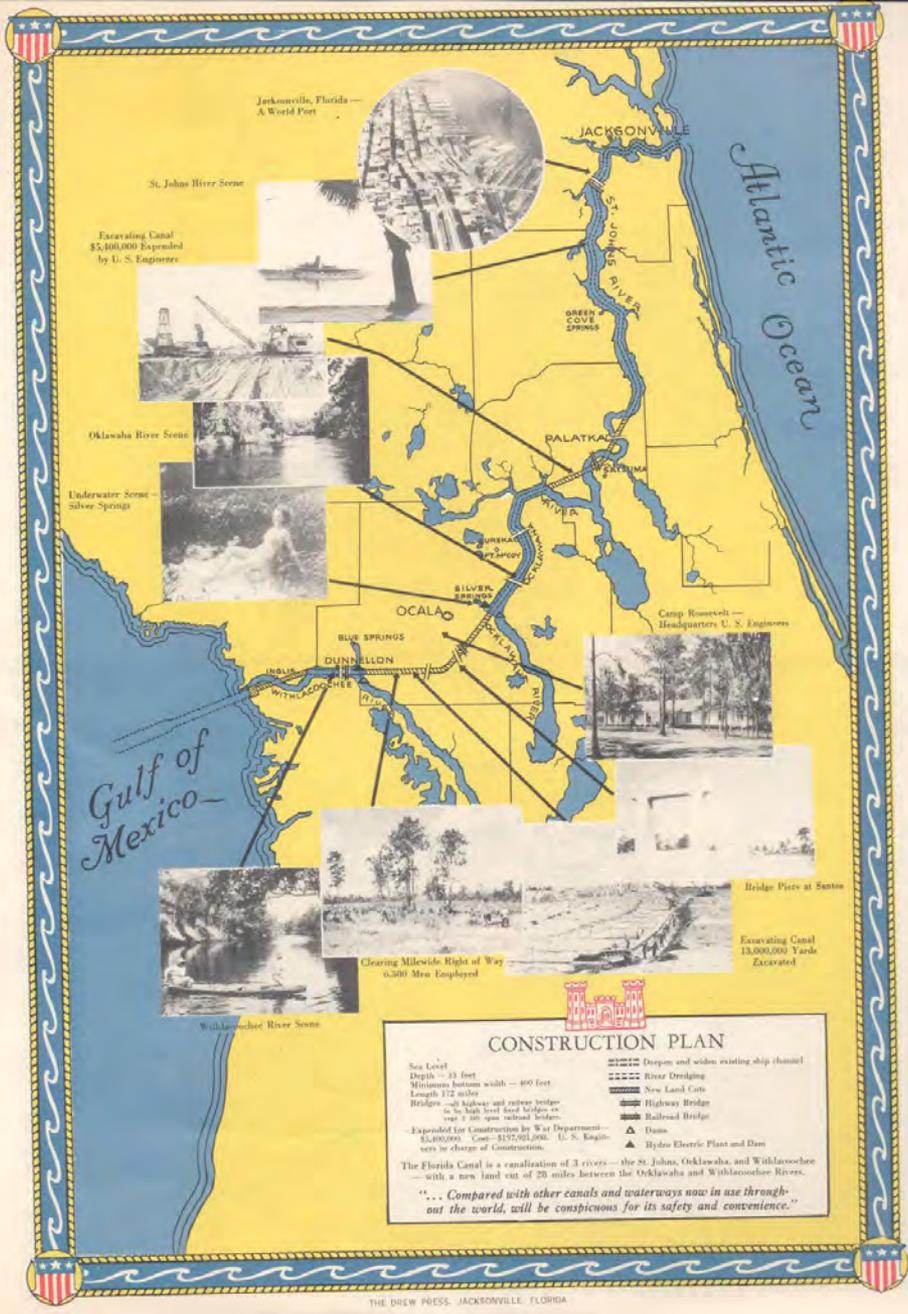
There is not a State in the whole Union that feels the want of internal improvements more than Florida. In every section of the State—east, west, middle or south—it is a constant theme of conversation with the whole population. Such a feeling would not pervade so universally, but for the simple fact, that nature, with her tremendous carving knife, has cut out Florida in such a peculiar, convenient, and accessible shape, whilst old Neptune has surrounded her, and, not content with that, has placed a number of his children inside of her domain as a hostage for the fulfillment of her destiny, which places before the people facilities too important for them to pass over unheeded. Nature has here contributed a large share of her favors, and has lavished her gifts most abundantly upon her favorite; but, like the beautiful of the fairer sex, artificial means are essential to her attractions, as well as to her utility and success.

Amongst the many proposed improvements brought to our notice, the Ship Canal across the St. John's river, in the vicinity of Palatka, to Tampa Bay, is looked upon as one of the most important.

The Government has recently surveyed this line of canal, and we are now favored with Lieut. M. L. Smith's (Topographical Engineers) report, which will fully satisfy every unprejudiced mind of the feasibility of the route, the undisputed necessity of the canal, and the magnitude of its influence upon the commerce of the country.

DeBow's Review
Sept 1856
1, 3

SHIP CANAL ACROSS FLORIDA.—The beautiful project of constructing a canal across Florida, is said to be impracticable. Gen. Bernard and Major Poussin, then in the service of the United States, undertook the survey in 1826, and made their detailed report in 1829, from which they conclude that there being no port on the coast of Florida, on the side of the Gulf of Mexico, into which vessels drawing more than eight feet of water can enter, and the ridge of Florida having an average height of one hundred and twenty feet, and there being no means of supplying water at the summit level, a **ship canal across Florida** is impracticable.—*N. O. Crescent, June 14th.*



Jacksonville, Florida —
A World Port

St. Johns River Section

Excavating Canal
\$5,400,000 Expended
by U. S. Engineers

Oklawaha River Section

Underwater Section —
Silver Springs

OCALAO

BLUE SPRINGS

DUNNELLON

Gulf of Mexico

Atlantic Ocean

JACKSONVILLE

SAFONOK RIVER

GREEN COVE SPRINGS

PALATKA

WALLOOCHIE RIVER

WALLOOCHIE RIVER

SILVER SPRINGS

Camp Roosevelt —
Headquarters U. S. Engineers

Bridge Piers at Santon

Clearing Milewide Right of Way
6,300 Men Employed

Excavating Canal
13,000,000 Yards
Excavated

Walloochie River Section

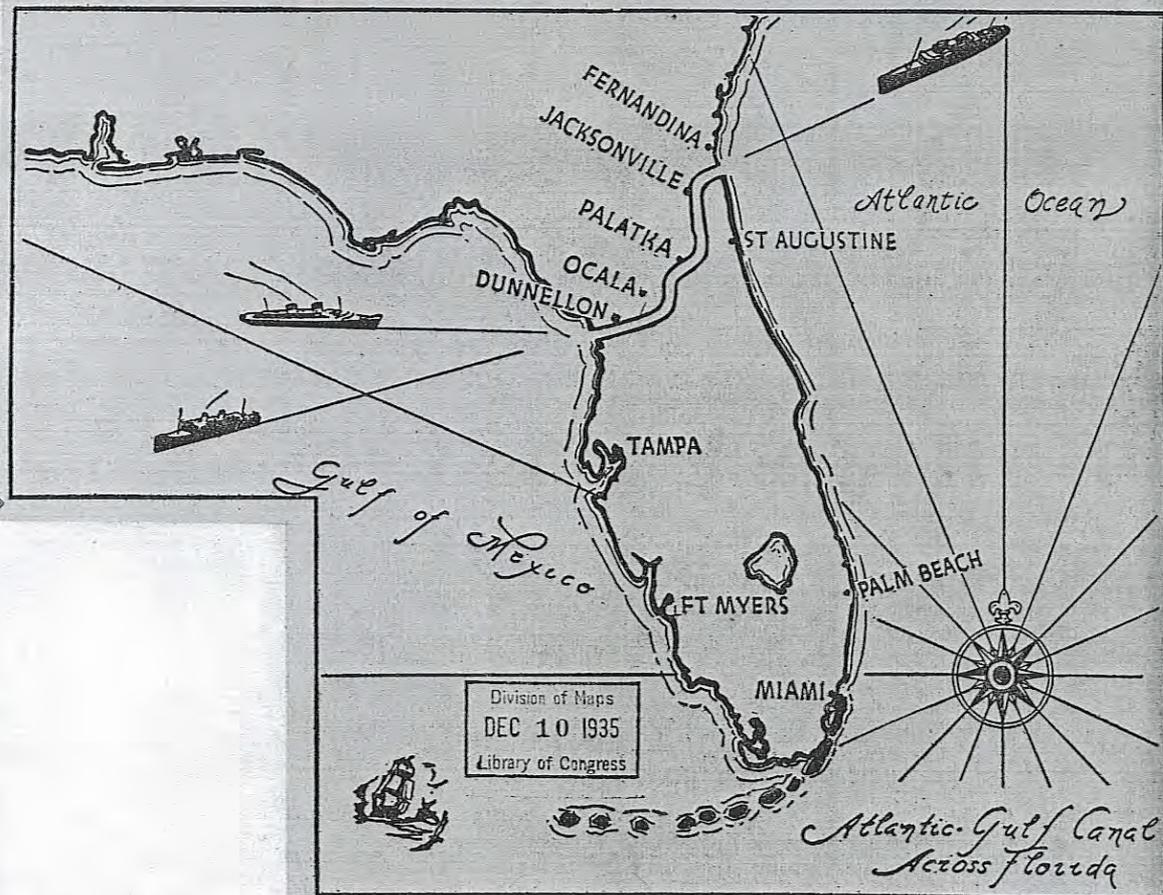
CONSTRUCTION PLAN

- Sea Level
- Depth — 23 feet
- Minimum bottom width — 400 feet
- Length 172 miles
- Bridges — all highway and railway bridges
in 30-foot level fixed bridge or
over 300 open railroad bridges
- Expanded for Construction by War Department —
\$4,000,000. Cost — \$175,000,000. U. S. Engin-
eers in charge of Construction.
- — — — — Deepen and widen existing ship channel
- — — — — River Dredging
- — — — — New Land Cuts
- — — — — Highway Bridge
- — — — — Railroad Bridge
- ▲ Dams
- ▲ Hydro Electric Plant and Dam

The Florida Canal is a canalization of 3 rivers — the St. Johns, Oklawaha, and Withlacoochee — with a new land cut of 26 miles between the Oklawaha and Withlacoochee Rivers.

"... Compared with other canals and waterways now in use throughout the world, will be conspicuous for its safety and convenience."

Atlantic-Gulf Canal Starts Its Own



REPRODUCED FROM THE COLLECTIONS OF THE LIBRARY OF CONGRESS, GEOGRAPHY AND MAP DIVISION

The route of the Florida Canal, which will join the Gulf of Mexico and the Atlantic, is shown on the map above. On the left, Lieut. Col. Brehon B. Somervell, Corps of Engineers, U. S. Army, who is in charge of construction of the new waterway, which will be of immense benefit to shippers in the Gulf States.
Miami fears the Atlantic-Gulf Canal.

JACKSONVILLE

ATLANTIC
OCEAN

GREEN COVE SPRINGS

ST. AUGUSTINE

BIRD'S EYE VIEW

Of the canal across Florida
from the Gulf of Mexico to the
Atlantic Ocean, as it will appear
when completed.

PALATKA

CRESCENT LAKE

SATSUMA

LAKE GEORGE

SILVER SPRINGS

OCALA

ORLAWAHA RIVER

BLUESPRINGS

DUNNELLON

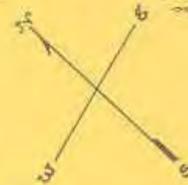
INGLIS

WITNACOOCHEE RIVER

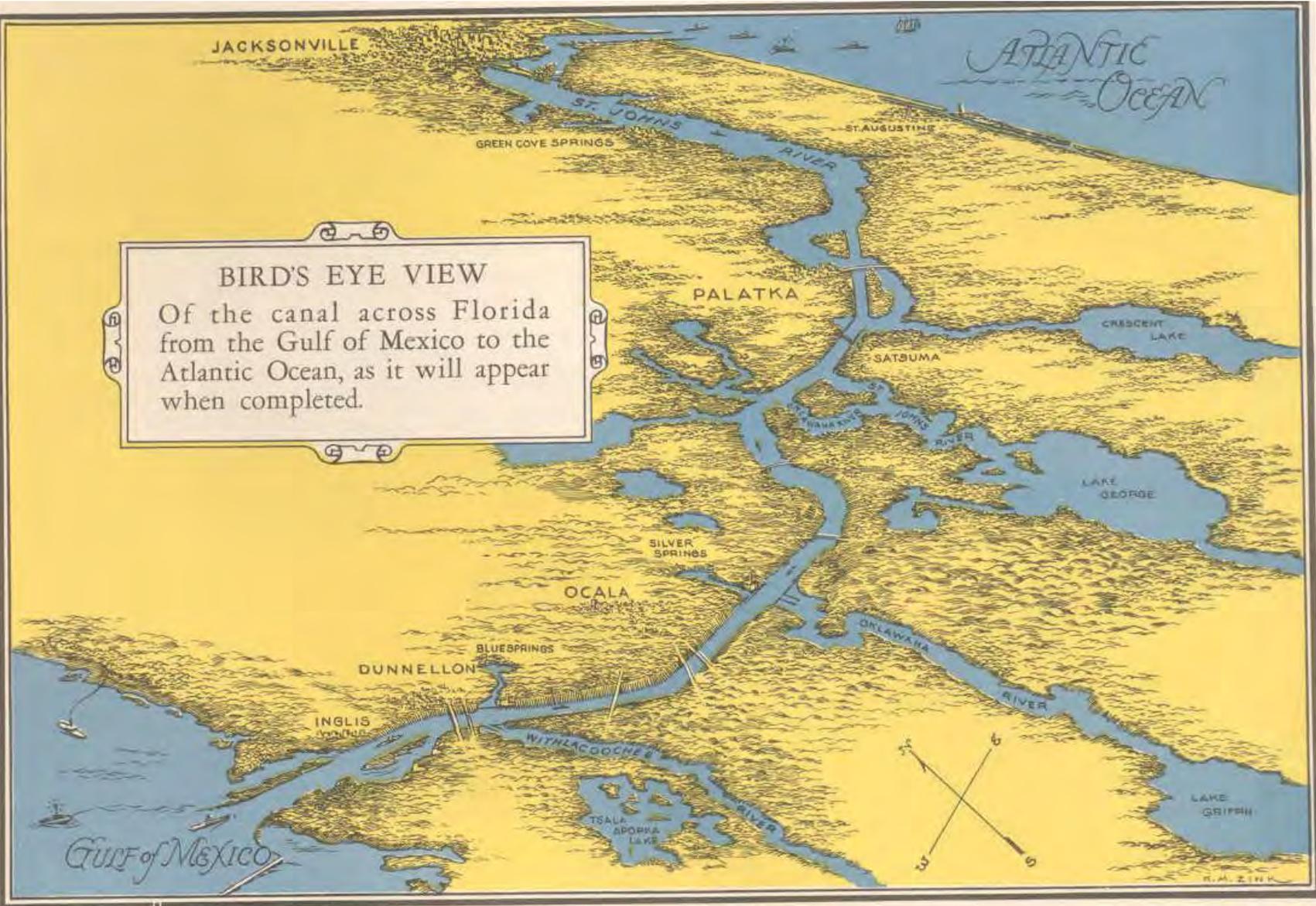
TSALA
SPOOKA LAKE

LAKE GRIFFIN

GULF of Mexico



H. M. ZINK













189



275

NAILED TO A CROSS, WITH LIPS SEWED

Florida Man Found in Woods
at Ocala—Figured in Labor
Difficulties, He Says.

POLICE REMOVE SPIKES

Chief Calls Victim a Red—Sheriff
Asserts the Case 'Looks
Like a Fake to Me.'

Special to THE NEW YORK TIMES.

OCALA, Fla., March 18.—George J. Timmerman, an unemployed bricklayer, was found nailed to a cross in a heavily wooded section near here today. His lips were sewn shut and a heavy hunting coat was tied over his head to muffle his groans.

Timmerman, who is 30 years old, was unable to give a reason for the assault. Officers, however, said he had been engaged in labor difficulties on the cross-State canal.

The man was found by a friend, James White, who heard weak groans as he was en route to his work at Camp Roosevelt, headquarters for construction on the Florida ship canal. He found Timmerman semiconscious.

Policemen summoned by White removed the spikes that had been driven through each of Timmerman's hands and both feet, and pulled out the stitches in his lips. They took him to a hospital. It was said he would live.

Timmerman mumbled that he was on his way to the scene of operations on the Gulf Atlantic ship canal to seek work when a man with a pistol halted him. He said the man forced him to enter the wooded section, where a heavy coat was thrown over his head and some one choked him.

Three or four other men joined in the attack, Timmerman said, and one of them told him:

"This ought to teach you to keep your trap shut. You should have stayed out of Florida while you were away."

Timmerman said he saw but one man and did not know him. The victim came here from St. Augustine, Fla., late last year and worked on the canal right of way until he was discharged.

Special to THE NEW YORK TIMES.

New York Times (1857-Current file); Mar 19, 1936;
pg. 3

The Star is a member of the Associated Press, a news gathering agency in the world.

OFFICERS HERE BELIEVE CROSS CASE IS "FAKE"

County and City Authorities Obtain New Evidence as Timmerman Leaves Hospital

CO-WORKER TELLS OF PROPOSITION

Alleges Bricklayer Discussed Plan With Him Sometime Last Spring

George K. Timmerman, Ocala's "crucified" bricklayer, was preparing to leave Munroe Memorial hospital today as officers searched for new evidence which they said further substantiated their theory that Timmerman's "crucifixion" was a "fake." Timmerman was discharged from the hospital shortly after noon and left for St. Augustine.

J. O. Billings, cook at the base camp of the trans-Florida canal, told Harry Faunt, canal zone police, that some time last spring he and a co-worker on the east coast canal near St. Augustine had discussed a plan for a "crucifixion," and that he wondered if this was the same man.

He was brought to the hospital this morning by order of Sheriff S. C. M. Thomas, and immediately taken to the room assigned Timmerman as the man they exchanged a few words, with Billings withholding from Timmerman the purpose of his visit. "Do you know this man?" a newsman asked Timmerman. "I've never worked together," he replied.

Money Making Scheme

Billings later told officers and reporters that Timmerman said "we could make lots of money, after all the publicity we've got in newspapers and newsreels," when the "crucifixion" was discussed.

"He said he was a human pin cushion, and could eat broken glass, poisons, razor blades and pins without harm," Billings declared. He recalled that Timmerman boasted he could eat five pounds of Paris green without harm.

The "proposition" was said to have been made to Billings and Edgar O'Steen of St. Augustine, another fellow worker. Deputy Sheriff John F. Williams here was preparing to contact O'Steen for his story.

"The more we investigate," said the deputy, "the more we are convinced the crucifixion was a fake." When newsmen told Timmerman that officers had branded the story of his crucifixion and lip-sucking as "self arranged," he parried with "well, what do you think?"

"I don't know the truth and if they don't believe it they can hang 'em," he said. "I have nothing to hide."

Dodges Cameraman

A cameraman prepared to take early recessed the movie, and half hid his head beneath a sheet.

"That's all right," said the cameraman, "that's just what the picture needs very valuable."

Finally Timmerman shouted in a heavy voice, "Hey, camera, get these doggone guys outta here—the whole damned bunch of them."

Just before reporters arrived, Dr. H. C. Duzier redressed Timmerman's spike-punctured hands and feet. The large nails were driven through the fleshy part of his palms, and near the toes in his feet. Dr. Duzier declared the patient would have difficulty in walking for a while.

able To Travel

"He'll take a rolling chair to

BY UNANIMOUS VOTE COUNCIL BRANDS REICH

German Government Charged With Violating Two Peace Pacts

By CHARLES F. NUTTER
Copyright, 1936, Associated Press.
London, Mar. 19.—(AP)—The council of the League of Nations condemned the German government under Reichsfuehrer Hitler as a treaty-breaker today. The vote of the assembled powers was unanimous.

The league members decided that Germany had violated both the Versailles and Locarno treaties when she moved troops into the Rhineland which had been ordered demilitarized at the end of the World War.

The condemnation came a few hours after General Joachim Von Ribbentrop, special ambassador of Hitler, had closed before the members and argued that the German course of action in the Rhineland had been justified by treaty military assistance pact with Soviet Russia.

Will Not Accept

Urging consideration of Hitler's proposals for a new security system, Von Ribbentrop said Germany could not accept submission of the question of the Franco-Soviet pact to the world court—one point in the French proposal for liquidation of the crisis.

Hitler's envoy said the Reich was convinced France would not respect its vital military alliance with Russia.

Germany decided, therefore, that the hour had come to "restore Germany's sovereignty over the Rhine," he said.

"With this restoration of sovereignty over all its territory," Germany has finally closed a sad chapter of moral confusion and legal misunderstandings in Europe, of which it has been the victim.

Diplomats of the League powers, after hearing Von Ribbentrop's defense, left the council chamber and resumed their deliberations in another room of St. James' palace.

"We have been forced to do what we did March 7," Hitler's envoy said emphatically, and Germany never would have signed the Locarno pact had it been aware of the "doubtful moments" to follow.

"If Germany had known the true facts, she would not have signed it," he insisted. "No nation pointed out how this treaty was going to be betrayed."

As Cameramen Saw Dramatic Flood Scene



The cameraman was right on the job when Nelson Campbell (left), 60, swept from a bridge by flood waters at Mechanville, N. Y., was given a helping hand by Allen Van Dusen, a school bus driver. A moment after this picture was made, both men were swept out into the raging torrent and a rescue party saved them. (Associated Press Photo).

GAS PLANT IS TO BE DOUBLED IN SIZE HERE

Wilkes Announces Complete Installation Of New Equipment

J. B. Wilkes, manager, announced this afternoon that the Ocala Gas company will more than double the capacity of its plant within the next thirty days.

Returning here today from a trip to New York, Philadelphia and Trenton, Mr. Wilkes said he had made arrangements for a complete installation of new equipment at the plant.

This will include, he said, a new generator and extra storage capacity.

See Growth Here

The installation will enable the company to take care of upwards of 2,000 more consumers of gas.

"My eastern associates are very optimistic about the future of Ocala," he here.

No extension of gas mains is contemplated at this time, Mr. Wilkes said in reply to a question.

Amended Bill In TVA Action Dismissed By Federal Judge Davis

Birmingham, Ala., March 19.—Federal Judge Davis of Davis dismissed an amended bill of complaint offered by preferred stockholders of the Alabama Power company in their suit against the Tennessee Valley authority.

In the amended bill, Fernay Johnston, attorney for the stockholders, sought to raise questions of constitutionality of the TVA "authorized" power program not considered by the supreme court in Washington in its decision of Feb. 17.

WITNESS CALLS SENATE PROBES POLECAT GROUP

Chief Criticism Is That President Wants "Blank Check"

Washington, March 19.—(AP)—A witness charged that Senate jobby investigators were a pole cat committee" brought from Chairman Black (D-Okla.) today an implied threat of contempt proceedings.

J. A. Arnold, manager of the American Taxpayers' league, was testifying on contributions he received—\$1000 from Andrew W. Mellon, among others. He said about half of those listed in Poor's financial manual had been contacted.

"Was that a sucker list?" Senator Schwellenbach (D-Wash.) asked.

Arnold sprang to his feet. "This is a pole cat committee," he shouted.

"This committee isn't going to have any talk like that," Black warned. "If there is, we'll report it to the senate."

Liberals Wanted More

The \$1,500,000,000 requested is smaller than some "liberals" hoped for. It compares with \$4,880,000,000 appropriated last year. On the other hand, by adding the \$175,000,000 in unexpended balances and relief money provided in the regular budget, the president proposes to spend a \$1,675,000,000 relief fund. This almost matches the demands of the liberal spending.

Man Fined \$25 and Costs On Charge Of Driving While Drunk

Clifford Nance was fined \$25 and costs or 60-day sentence in police court this morning. His charge was driving drunk.

Not Satisfied

Few were completely satisfied with the relief recommendation, Chairman Barbara (D. Tex.) said.

UNRELENTING SWIRL IN SENATE VOTES ON CANAL APPRO

Ocalaans were cheered today by the news which came late yesterday from Washington that Senator Harry S. Truman, of Missouri, had moved for a reconsideration of the vote on the canal. On Tuesday the upper branch of the congress killed the Fletcher amendment to the army supply bill to give the Florida ship canal an appropriation of \$12,000,000.

With Senator Fletcher now predicting a victory for the canal, an Associated Press dispatch from the nation's capital this afternoon said that the senate would vote tomorrow on the motion to reconsider.

Senator Truman was absent from the senate on Tuesday when that body voted 39 to 34 against the Fletcher amendment.

Thinks Votes in Sight

The fact that a motion to reconsider had been made was looked upon by Ocala leaders in the waterway fight as indicating that enough votes were insight for victory in the senate.

APPROVAL FOR RELIEF GRANT IS PREDICTED

FOR DEFERRING SOUTHERN TRIP BACK FOR 24 HOURS FLOOD

Asks Minimum Relief Fund of Three Million For Flood Sufferers

Washington, March 19.—(AP)—President Roosevelt today deferred his southern fishing trip for at least 24 hours from scheduled departure this afternoon to permit attention to the eastern flood disaster.

Mr. Roosevelt summoned to the White House for a conference this morning the emergency flood committee headed by Secretary Dextler, which was named yesterday.

After the conference, the president issued a proclamation appealing for contributions of \$2,000,000 to the Red Cross for flood relief.

The Red Cross, emphasizing the magnitude of the disaster, said 150,000 victims already were dependent on it for aid throughout the east.

The president's proclamation, in part, read: "Flood waters raging through out 11 states have driven 200,000 people from their homes, with every indication that this number may be materially increased within the next 24 hours. In this grave emergency, the homeless are turning to our great national relief agency, the American Red Cross, for food, clothing, shelter and medical care.

To enable the Red Cross to meet this immediate obligation and to continue to carry the burden of caring for these unfortunate men, women and children x x x

(Continued On Page 3)

BAND CONCERT

(Continued on page 2)

New
York
Times-
1/3/1936

FLORIDA'S CANAL STILL AROUSES IRE

Majority Accepts Army's Word,
but Southern Part of State
Remains Opposed.

By HARRIS G. SIMS.

Editorial Correspondence, THE NEW YORK TIMES.

LAKELAND, Fla., Jan. 3.—A report made recently by the War Department to dispel the fears of those who are convinced that the cross-State ship canal now under construction will ruin much of Florida's water supply has had little effect in changing the opinion of many directly interested in the project.

The average Floridian with only a layman's knowledge of geology received the report as an official assurance that the Atlantic-Gulf waterway would be a good thing. His opinion, of course, is largely

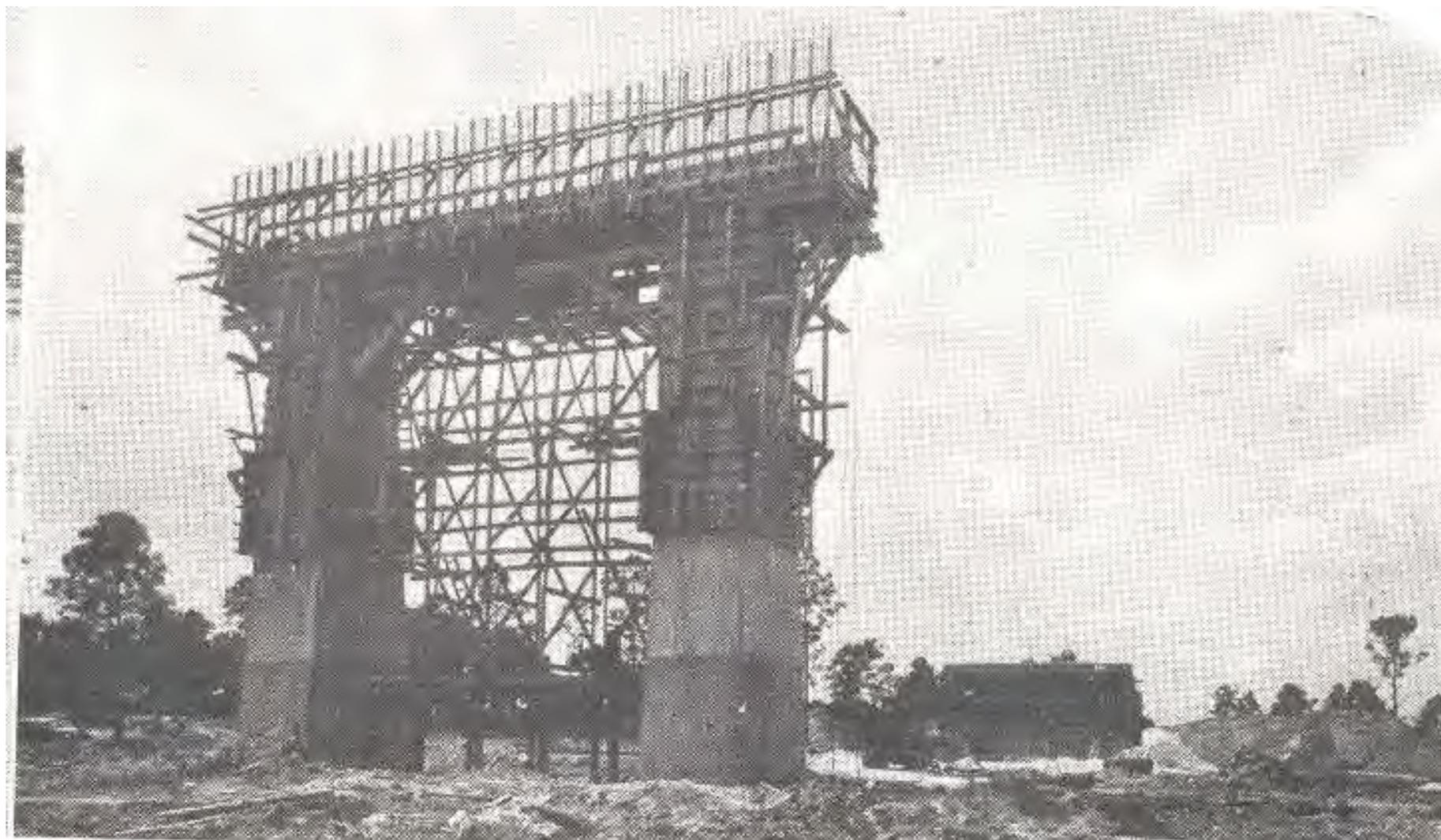
that of the passive and relatively disinterested spectator.

Furthermore, some of the anti-canalists have been quieted by the report because they regard it as unmistakable evidence that the issue is closed and that construction of the canal will be carried to completion.

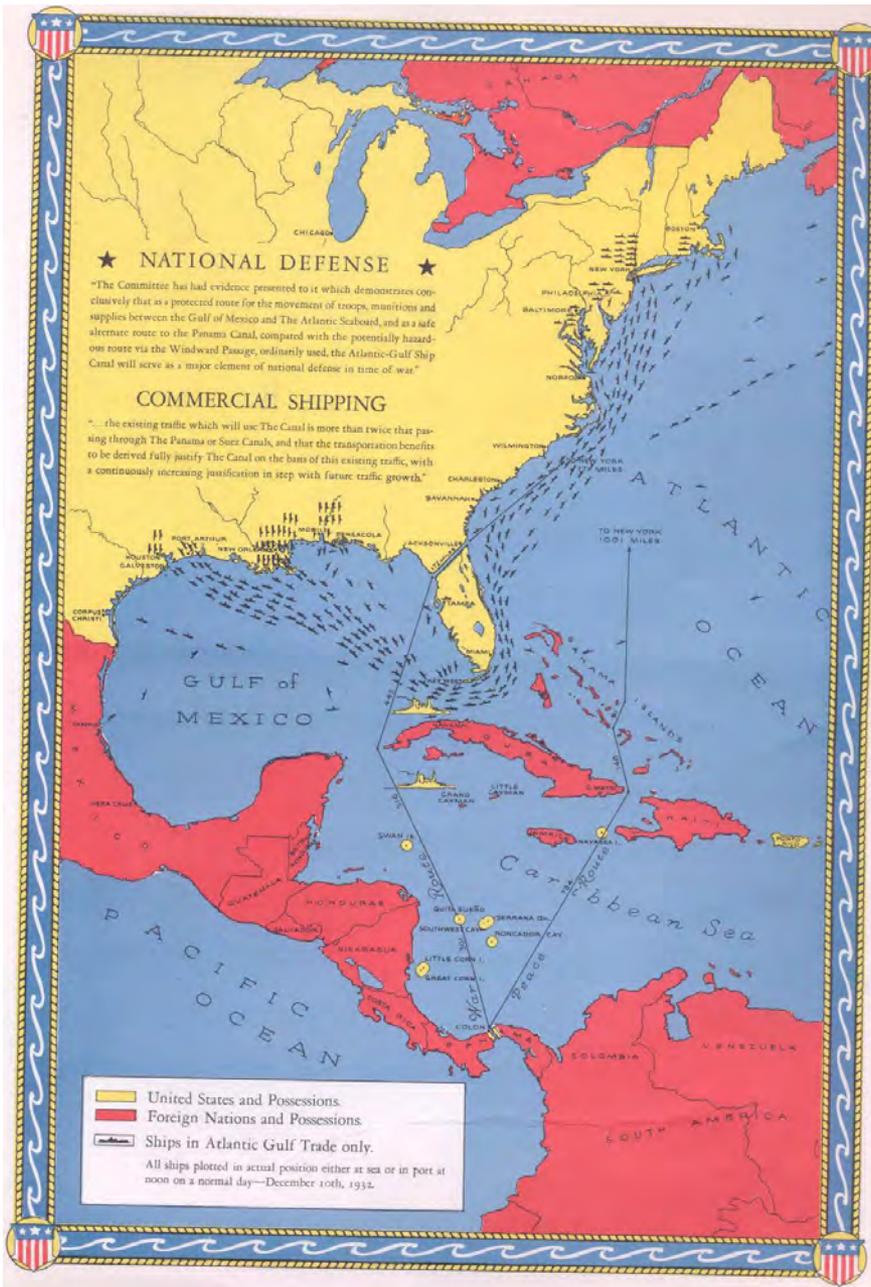
Those more vigorously opposed to the project, however, have been aroused to explosive ire. The report says that the canal's "only effect will be a dragdown of the ground water level for a distance of not to exceed ten or fifteen miles on either side of the deep cut of the canal." This statement is pointed to by opponents as an admission rather than an explanation.

Most of the attacks are coming from farmers along the canal route, who maintain that they are more certain than ever that their supply of fresh water will be cut off, and from residents of South Florida, who oppose the project for various other reasons.

Pro-canalists point to the report as complete assurance that the waterway will bring many benefits.









Sinking of the GulfAmerica off Jacksonville Beach

April 11, 1942 – A new argument for the canal

NATIONAL GULF-ATLANTIC SHIP CANAL ASSOCIATION

HEADQUARTERS
JACKSONVILLE, FLORIDA

July 22, 1942

Mr. Bert N. Dosh,
Member, Executive Committee
of Canal Counties,
Ocala, Florida.

Dear Bert:

I want to extend to you my personal congratulation and appreciation for the canal victory which you, through faith, work and devotion to the task over the years, have made possible. You have accomplished victory over the most powerful opposition in the United States.

Senators Pepper and Andrews both did a splendid job and Senator Pepper, as Acting Chairman of the sub-Committee on Commerce, handled the bill marvelously on the floor, particularly during the parliamentary maneuvers at the time of voting.

Please let's not overlook writing and having our friends write both of these Senators and give them a real pat on the back for a job well done. This is important!

The next task that faces us is to get the work under actual construction, and we have already started upon this phase. You may depend upon it that the opposition will not diminish its efforts, but will increase them at every point right up to the day that the canal is actually opened to traffic.

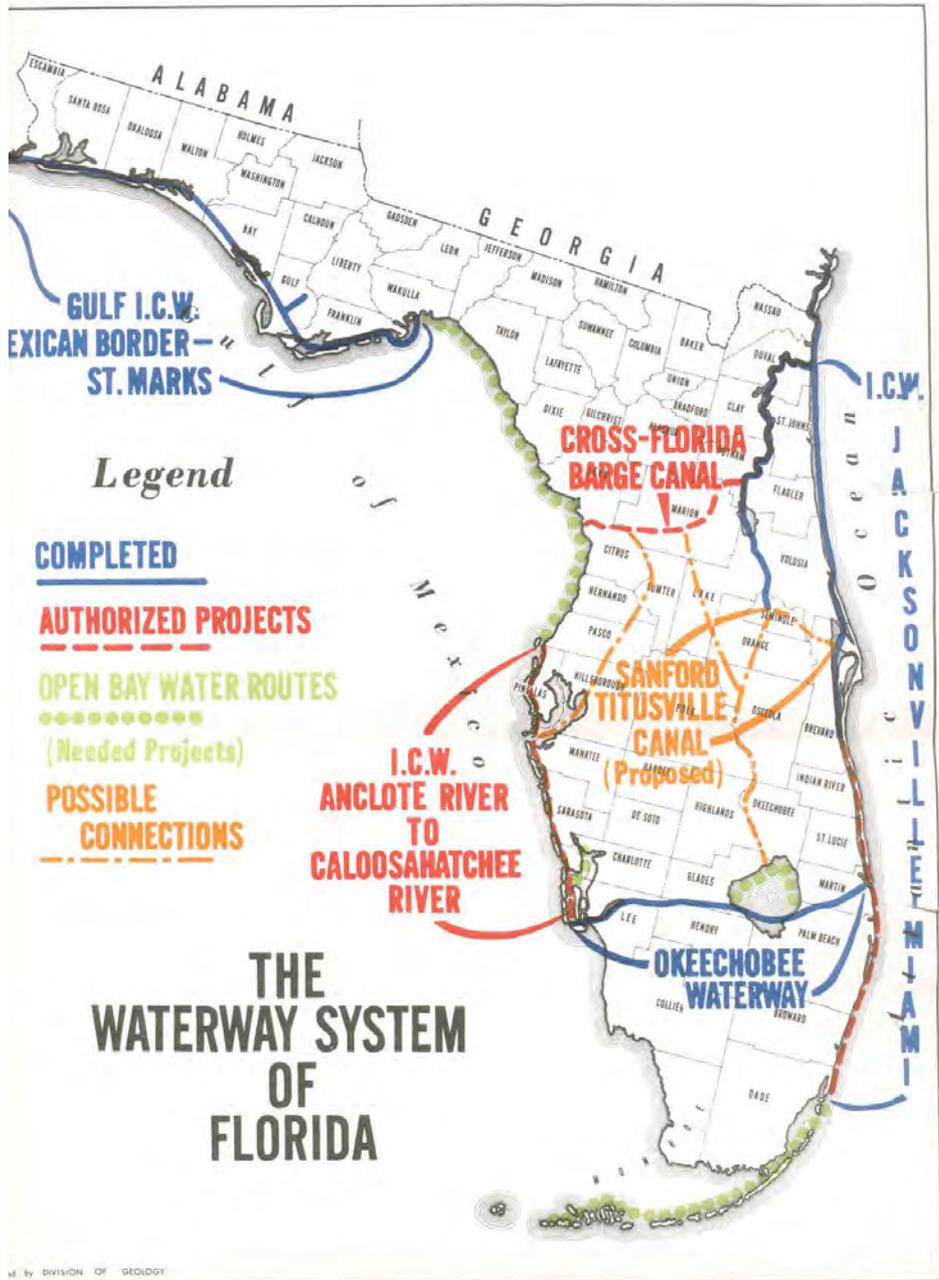
Warmest personal regards.

Sincerely,



WALTER F. COACHEMAN, JR.,
Executive Vice President.

WFC:MLS

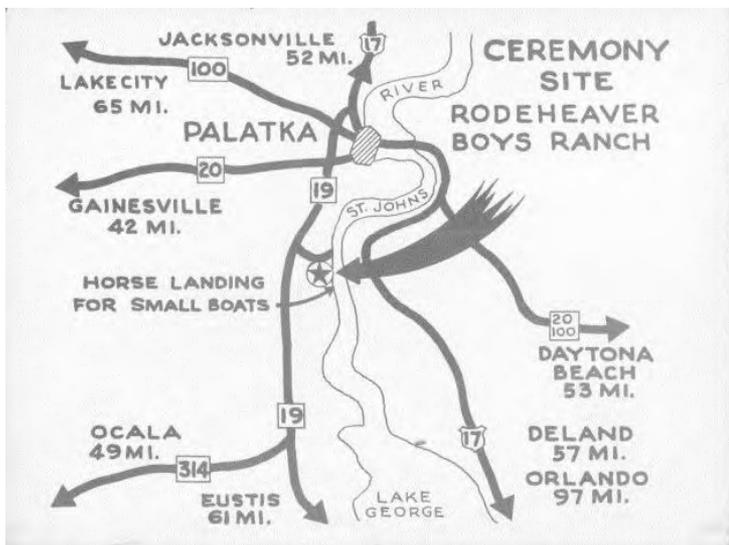








A Surprise Package From Washington
1/23/64



*The Governor
of the
State of Florida
The Canal Authority of the State of Florida
in cooperation with
The United States Army, Corps of Engineers
cordially invite you to the
Groundbreaking for the Cross Florida Barge Canal
Thursday, February 27, 1964
at the Rodeheaver Boys Ranch
Honored Guest
The President of the United States*

Program 11:00 a. m.

Barbecue 1:00 p. m.



D. JOHNSON
RANCH
BARGE CANAL

SUBV





Home Edition

OCALA STAR-BANNER

Showers
 Cloudy through Friday, occas-
 ional rain changing to showers
 this afternoon and tonight. Low
 tonight 63 to 71, high Friday
 to 79.

88th Year, New Series, Volume Twenty-One

Double Mergers
 Consolidated 1964

OCALA, FLORIDA — THURSDAY, FEBRUARY 27, 1964

Grade Printing Size
 Established 1882

P. O.
 Box 624

Daily 5c — Sunday 15c

President Sets Off Charge Of Dynamite

Dirt Is Turned On Barge Canal

Thousands On Hand For Groundbreaking Event

By Al Lee
 Star-Banner Staff Writer

PALATKA — President Lyndon B. Johnson was scheduled to activate a switch this afternoon symbolizing the start of an idea which will change the economic face of Florida.

A large crowd was on hand to witness the groundbreaking ceremonies of the Cross Florida Barge Canal and see the President set off a charge of dynamite opening the way for a vast new waterway across the state.

The explosion was to rip through the earth near the edge of the St. Johns River on the property of Rodneaver Boys Ranch, near Palatka.

Following the scheduled blast bulldozers were to move in immediately and begin excavating the dirt which will carry the canal westward with its eventual ending at the Gulf of Mexico in the Inglis-Yankeetown area.

The crowd began arriving at about 8 a. m. Skies were overcast and threatening rain.

Johnson's departure from Washington, D. C. was delayed and he was not expected to arrive here until about 2:15.

Among the loudest boosters for the giant waterway was R. N. (Bert) Dosh, Editor Emeritus of the Ocala Star-Banner. He was one of the honored guests for the ceremony. Other honored guests from Ocala were former Mayor John Marshall Given and Crosswell Branch.

There was never a dull moment this morning and past the noon hour as the many thousands of persons milled around the site of the groundbreaking. Many Marion Countians were on hand.

They anticipated the arrival of the chief executive with relief — and while so dense enjoyed head music furnished by the Ocala High and Palatka High School bands.

Colorful Ceremony
 Early arrivals inspected the grounds of the boy's ranch or otherwise found things to do to occupy their time while awaiting the colorful rites.

Among those witnessing the spectacle were Gov. Farris Bryant, state cabinet officers, Florida Senators Spessard Holland and George Smathers, and other federal legislators.



Cross-State Canal Route
 The Cross-Florida Barge Canal will follow roughly the same route as pictured which was for the ship canal on which work got underway in 1935 and then dropped because of strong opposition within the state to a sea-level canal.

Tax Bill Is Signed, Sealed; Fatter Pay Checks Due Soon

WASHINGTON (AP) — The historic tax bill is signed and sealed, and its big cargo of reductions will begin being delivered to taxpayers right after March 5.

President Johnson signed it into law Wednesday night and the action in a radio and television address is "the single most important step we have taken to strengthen our economy since World War II."

Noting that John F. Kennedy had "inspired and reposed" the \$11.5-billion cut—the biggest in history—Johnson hurried off to the home of the president's widow to present her and her

In Viet Nam Premier Claims French



Reminder Of The Past
 This frame building at Roosevelt Village once bustled with activity as engineers and others gathered to work on plans for the ship canal in 1935. The building was one of many built hurriedly to handle the influx of workers when the WPA project was authorized.

History Repeats Itself

FDR Pressed Button In '35 To Start Canal Work

Almost three decades ago ceremonies similar to those which took place in Palatka today, occurred south of Ocala.

President Franklin D. Roosevelt at the summer White House in Hyde Park, N. Y., pressed a button at 1 p. m. Sept. 13, 1935, which sent an electric current over telegraph lines to set off a charge of dynamite in a pine clearing south of Ocala near Orange Ave.

FEC Hit By Another Blast, Cars Derailed

2 Thursday, February 27, 1964

Cyprus Crisis To U.N. Security Council

UNITED NATIONS, N. Y. (AP) — U.N. diplomats turned to the Security Council since more today; an effort to resolve the crisis soon was seen in 1964 for a sixth

Sinatra Jr. To Be Witness Called By

LOS ANGELES (AP)—Frank Sinatra Jr. is scheduled to return to the witness stand today in the wake of two sensational exhibits introduced by the prosecution at the trial of three men accused of kidnaping the young singer.

A letter and a statement of forced in evidence Wednesday over vigorous defense objections. In the letter one defendant purposely anticipated his arrest for kidnaping. The statement was given to the FBI by another defendant, following his arrest, said the government.

The prosecution is expected to close its case today, and Sinatra is slated to be the first witness called by the defense.

Barry Keenan, 23; Joseph Amuler, 23; and John Irwin, 42, are accused of kidnaping the son of the famed star from his Lake Tahoe, Nev., motel room last Dec. 8. The 20-year-old Sinatra was released unharmed 26 hours later after payment of \$240,000 ransom, most of which was recovered.

The letter introduced Wednesday was one the government says was written by Keenan to his parents. An FBI man says it from a safety deposit box which Keenan shared with rock 'n' roll singer Don Torrence.

Dated Oct. 24, 1963—the time the government contends the kidnaping was already in the planned stage — it was addressed to "my parents and loved ones."

FDR PRESSED BUTTON IN '35

(Continued from Page 1)

are bright" for receiving the allocation. An Associated Press story that day reported that the President is saying an industrial work project is being prepared.

Cost of the proposed ship canal at that time was \$148 million. The barge canal now under construction is estimated to be completed at a cost of close to \$160 million. A barge canal in 1935 would have cost

Barry Visit

PALM BEACH
 Barry got trip to Ft. talk to son \$240,000 ransom, most of which was recovered.

(Since he day ahead back today burry. "I think of reporter questions. "I think stay in the this fall." I may chase here in Ft. He was who arrive They imm part for the heitman, Beach fine the illmer) Goldwa erty concee da parry f iam Cran and State Brown.

Brown s put up and the nomia mer's is p Brown's is water, but ing to Bro



Palatka Daily News

Vol. 79, No. 98

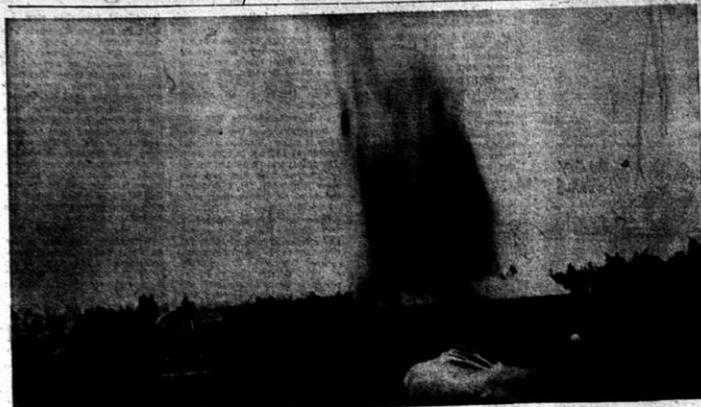
Continued from International
Feature and News Service

Palatka, Putnam County, Florida, Friday, February 28, 1964.

Second-class Postage Paid
at Palatka, Florida Five Cents



CLLOUDY
Cloudy with some rain this morn-
ing, clearing late today and to-
night. Saturday fair.



A SUDDEN CLOUD of black smoke and a thunderous roar set off the mark marking the beginning of the Cross-Florida Barge Canal which might and sound of some 10,000 people Thursday afternoon.

Photographers in the foreground are several of nearly 100 news-
men on hand from Washington and throughout Florida to cover the
historic occasion.—Daily News photo by John Huber.

The Rains Came, But So Did President Johnson

Over 10,000 Welcome First Family

By Lara S. Britz, Editor
Palatka Daily News
Rains failed to dampen the
enthusiasm of some 10,000 the
11,000 Floridians yesterday as they
waited hours for the arrival of
President Lyndon B. Johnson as
set off the explosion marking the
beginning of the Cross-Florida
Barge Canal.

In the open at Rodebeaver Boys' Ranch, nine miles south of Palatka, they huddled under umbrellas, paper sacks, newspapers, plastic rain caps and anything else handy to protect their heads from the intermittent downpours that began about 1:30 p.m. from skies that had been heavily overcast all morning.

Despite the rain that turned the pasture where they stood packed against the fence into a boggy foothold, they took their discomfort in good spirits as they waited for the arrival of the President. Mrs. Johnson, their daughters and the rest of the official party. The arrival was delayed beyond the appointed time of 2:15. It was almost 3 p.m. before his helicopter arrived. Many had been standing for over four hours.

"God was good to this country," said the President from the podium of the platform protected by a plastic roof. "He endowed it with resources unsurpassed in their variety and abundance. But in His wisdom, the Creator left something for men to do for themselves."

He mentioned the harnessing of rivers and "great estuaries, natural locales for harbors" to be dredged for modern ships and carrying out of channels for shipping. "Today we accept another challenge. We make use of another natural resource. We will construct a canal across northern Florida to shorten navigation distances between our Atlantic and Gulf Coasts."

The President envisioned the canal as a spark to new and permanent economic growth, to accelerate business and industry to locate along its banks and to open up new recreation areas.

But whatever the President said took second place at the moment to the thousands who had weathered one of the worst days of the winter to catch a glimpse of the Presidential family arriving by helicopter, going by car along a short dirt road to the platform where almost the entire Congressional delegation, Governor Farris Bryant and Mrs. Bryant, numerous national, state and local dignitaries awaited them. Mrs. Johnson, looking trim and neat in a salmon color coat despite the rain, and carrying a large bouquet of red roses presented to her upon arrival, viewed the huddled and bedraggled thousands before her apparently with sympathy. She drew heavy applause from the audience. Dashed



"GOD WAS GOOD TO THIS COUNTRY," begins President Lyndon B. Johnson before pushing the button that set off the blast to begin the barge canal. At far left is Lact Johnson, 18, and beside her, Lynda Bird, 19. At right, Congressman Robert Sikes, master of ceremonies for the occasion, makes notes while the President speaks. Immediately behind Sikes are Congressmen Kilwan, Dante Pasarelli of Miami and Paul Rogers of West Palm Beach.—Daily News photo by Evelyn Wade.

More Cubans Join Refugee Colony, Miami

MIAMI (UPI) — Eleven more Cuban refugees joined Miami's huge colony today after making a "brave" escape from their homeland and Communist militiamen.

The Cubans, six men, four women and a 14-year-old school girl, said "luck" played a key role in their successful escape. But they said 13 other Cubans in their party weren't so lucky — they were caught on the beach in a rain of bullets fired by Cuban militiamen who discovered the escape attempt.

"We don't know what happened to the others," said Havana bar owner Rhine Sanchez. "We couldn't wait — one more minute and we'd have been dead."

Sanchez said 24 Cubans gathered on Sante Fe beach outside of Havana Tuesday night. Eleven Cubans and the skipper of the escape boat had boarded the 37-foot vessel when Cuban militiamen opened fire on the group.

The skipper of the boat jumped overboard when the shooting started and the only remaining boat crewman took the controls and rowed out to sea, with bullets whizzing over their heads.

"But thank God we didn't have a compass," Sanchez said.

"We wandered west instead of north and a Castro patrol boat that came out after us roared north, that route."

The 11 refugees said they sighted a freighter Wednesday morning about 27 miles off Cuba.

"We hailed the ship, but we were almost afraid to go on because it could have been a Soviet ship," Sanchez said. "But they gave us a good reception."

The English freighter — the S.S. Turlica — took the Cubans aboard and later turned them over to a Coast Guard cutter from Key West.



PLASTIC CAPS AND RAINCOATS cover thousands of smartly dressed women who turned out for the groundbreaking ceremonies and to catch a glimpse of the Presidential family. The luckiest ones had brought umbrellas. Others protected themselves as best they could and patiently waited without complaining for the arrival of the Johnsons.—Daily News photo by Evelyn Wade.

President Orders FBI To Halt FEC Sabotage

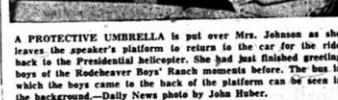
ST. AUGUSTINE, Fla. (UPI) — President Lyndon B. Johnson today ordered the FBI to halt the sabotage that has plagued the shrub-lined Florida East Coast FEC Railway. The President was just 25 miles away at Palatka dedicating the start of construction of the cross-Florida barge canal when the order Thursday night at a Democratic fund

LBJ's Trip Well Guarded

WASHINGTON (UPI) — The White House disclosed today that extra protective measures were taken for President Johnson's trip to Florida Thursday because of "a security reason."

Press secretary Pierre Salinger refused to amplify on the reason. "Today we accept another challenge. We make use of another natural resource. We will construct a canal across northern Florida to shorten navigation distances between our Atlantic and Gulf Coasts."

The security measures taken Thursday were in addition to security measures usually taken and there was a security reason for that step," Salinger said. "Beyond that, I will not go."



A PROTECTIVE UMBRELLA is put over Mrs. Johnson as she leaves the speaker's platform to return to the car for the ride back to the Presidential helicopter. She had just finished greeting the boys of the Rodebeaver Boys' Ranch moments before. The bus in which the boys came to the back of the platform can be seen in the background.—Daily News photo by John Huber.

Neighboring Counties Helped With Security

By FRED P. GREEN
Daily News Staff Writer
But Sheriff Pellicer did not have enough men on his staff to take care of all the area and he sent an airport spokesman said this morning.

Kay Larkin Airport Has Busy Day

At least 20 planes came into Kay Larkin Airport Thursday bearing delegates of the groundbreaking ceremonies at Rodebeaver Boys Ranch beginning the barge canal, an airport spokesman said this morning.

Three large planes and Navy helicopters arrived from Washington and others put down from Tallahassee and other cities around the state. Governor Farris Bryant and Mrs. Bryant were seen



For The Time Allotted, They'll Hardly Stand On Ceremony
2/27/64

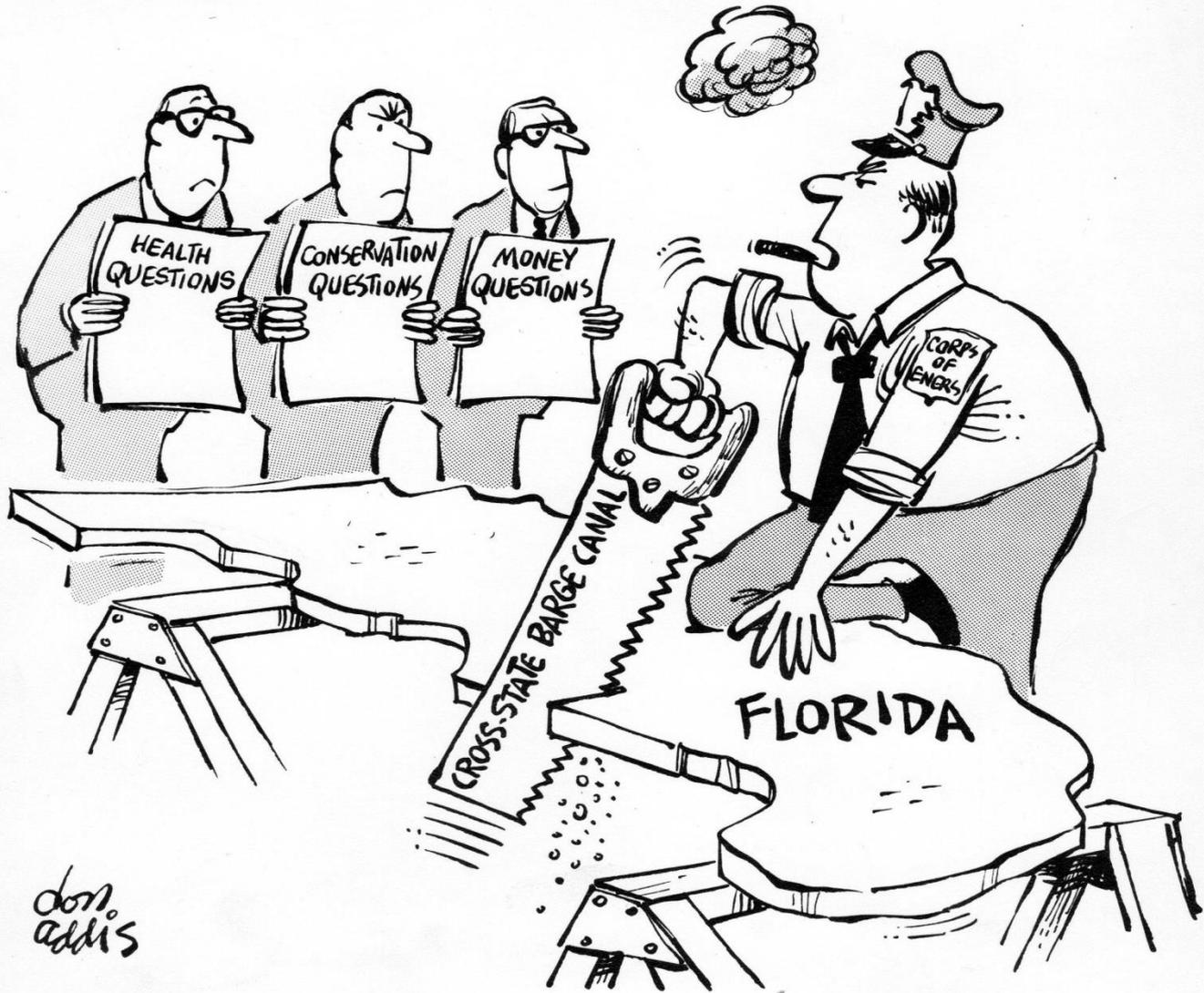


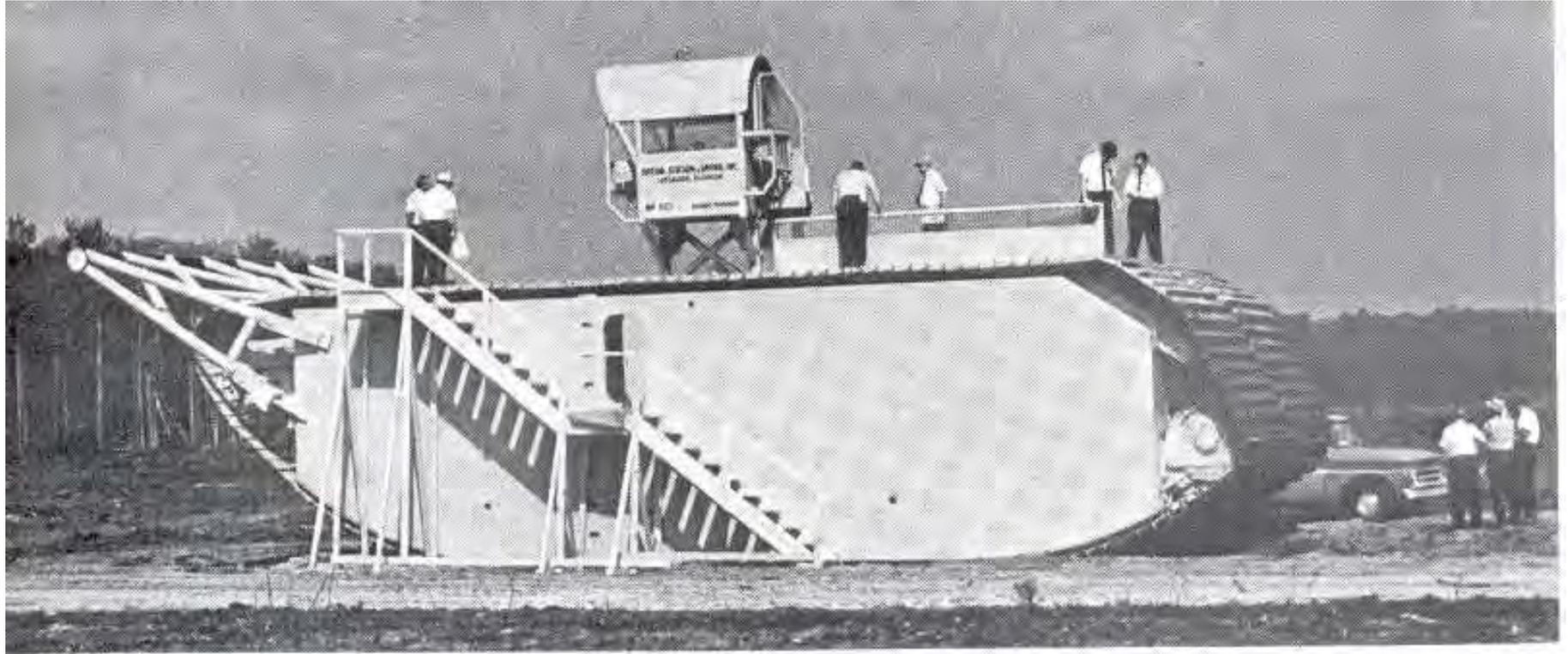




Marjorie Carr - "Our Lady of the River"

"So If It Doesn't Work, We'll Do Something Else"





The Crusher

Efficient Engineering Marvel or Environmental Destroyer?





Figure 9. View north toward Deep Creek from barge canal spoil bank showing remains of crushed trees - 6 September 1972 - pool elevation 13^{\pm} feet, m.s.l.















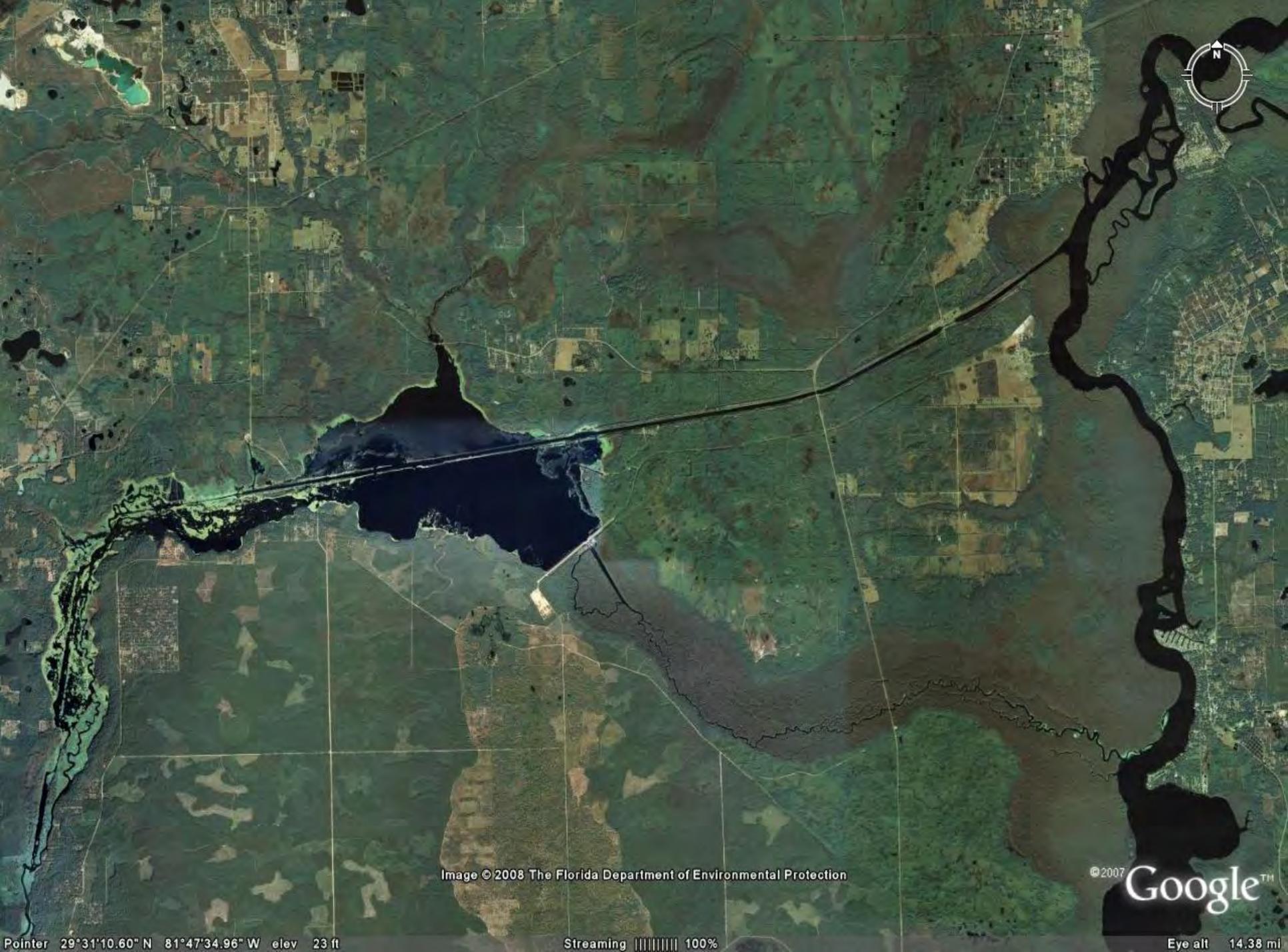


Image © 2008 The Florida Department of Environmental Protection

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Pointer 29°31'10.60" N 81°47'34.96" W elev 23 ft

Streaming ||||| 100%

Eye alt 14.38 mi



Marjorie Carr receives an environmental award from Governor
Claude Kirk ~ 1969

From a “mere Micanopy housewife” to a major political player

Environmental Impact
of the
Cross-Florida Barge Canal
with special emphasis on the
Oklawaha Regional Ecosystem



Florida Defenders of the Environment
Box 12063,
Gainesville, Florida 32601

Conservationists Sue to Halt Cross-Florida Canal

Special to The New York Times

WASHINGTON, Sept. 17—A group of conservationists from across the country filed suit in Federal Court yesterday to stop the construction of a \$165-million barge canal across Florida.

Environmental Defense Fund, Inc., a conservation group composed mainly of lawyers and scientists and based in Stony Brook, L. I., asked the United States District Court in Washington for an injunction to stop the canal.

William M. Partington, assistant director of the Florida Audubon Society and a leader of the channel's opponents, said today that Florida conservationists had been upset by the proposed channel for years. They were prompted to file suit yesterday, he said, by the recent controversy over the proposed jetport in big Cypress Swamp that endangers the Everglades National Park in the southwest part of the state.

"The jetport controversy made our timing appropriate because it focused national attention on Florida," Mr. Partington said.

Palatka to Yankeetown

The channel is about 27 percent completed and would extend for 107 miles within Florida from Palatka south of Jacksonville on the Atlantic Ocean to Yankeetown on the Gulf of Mexico.

The suit, filed against the Secretary of the Army and the Army Corps of Engineers, charges that the channel would "permanently and irreparably" damage the Oklawaha River in northern Florida and would drastically alter the ecological balance in the waterway's vicinity.

The Corps of Engineers is also charged in the suit with underestimating the cost of building the canal, which is projected now at \$165-million.

Roderick A. Cameron, executive director of the Environmental Defense Fund, said today that Congress authorized building the canal as a military waterway in 1942, but placed the channel on the inactive list after World War II. In 1964, Congress appropriated enough funds to start construction.

Mr. Cameron said the pur-



The New York Times Sept. 18, 1969
Route of contested canal

pose of the canal, as envisioned during the war, was to shelter ships arriving from trans-Atlantic voyages so that vessels on their way to ports on Florida's western coast could avoid rounding the southern tip of the state by using the canal. At the time, it was feared that enemy submarines were lurking off the coast.

Argument of Corps

The Corps of Engineers argues that Florida's commercial barge traffic, which transports mostly fertilizers and other chemicals, would increase greatly if the canal is built.

The corps also says a canal would become popular for recreation, such as for boating.

Mr. Partington said the proposed 12-foot deep and 150-mile wide canal "has no real benefits" and was "just a make-work project for the Corps of Engineers."

Another active opponent of the canal, Dr. David B. Anthony, a biochemist at the University of Florida, said: "The canal would destroy about 40 miles of the Oklawaha and some 27,000 acres of hardwood forest along the river."

"As a result," he said, "it will convert a magnificent scenic river and extensive forest land into shallow, weed-filled impoundments."

The Oklawaha River is about

140 miles long and runs through central and northern Florida.

Plans for a canal in Florida were first made by Congress in the 1820's. Andrew Jackson was believed to have been an advocate of the channel for military purposes. Since then, Congress has considered the waterway several times.

In the struggle over the Everglades jetport, conservationists have received support from Dr. Luna Leopold, one of the nation's leading ecologists and senior research scientists of the Water Resources Division of the Interior Department's Geological Survey.

A study prepared for the Interior Department by Dr. Leopold says that the jetport would "inexorably destroy the south Florida ecosystem and thus the Everglades National Park."

The report also concludes that an existing pilot training airstrip on the jetport site near the park is "intolerable" because it will lead to "urbanization and drainage, which would destroy the ecosystem."

Last week, Interior Secretary Walter J. Hickel, Transportation Secretary John A. Volpe and Gov. Claude R. Kirk pledged to save the Everglades, but endorsed maintaining the training strip. They said adequate measures would be taken to make sure the 500 training flights a day would not seriously pollute the water supply.

The Leopold report, however, stressed that its objections to the training facility did not center on flight operations. "The development in the surrounding land is already beginning, as a result merely of the probability that the airport will grow in size and importance," the report said. "Assuming the present types and operation of landuse control, this development tendency will proceed uncurbed."

"So long as the training airport is in use," the report said, "pressures and plans for its expansion will continue and will inexorably and surely lead to ecosystem destruction completely."



Marjorie Carr & FDE
Summer 1969

PRESIDENT BLOCKS CANAL IN FLORIDA

Halts Project to Bar Harm
to Wildlife—Move Hailed
by Conservationists

By **ROBERT B. SEMPLE Jr.**

Special to The New York Times

WASHINGTON, Jan. 19—
President Nixon today ordered
a halt to further construction of
the Cross-Florida Barge Canal
“to prevent potentially serious
environmental damage.”

New York Times (1857-Current file); Jan 20, 1971;
pg. 1

Federal Judge Halts Construction On Cross-Florida Barge Canal

By Sanford J. Ungar

Washington Post Staff Writer

A federal judge, ruling on a lawsuit by the Environmental Defense Fund, halted construction yesterday of the long-disputed Cross-Florida Barge Canal.

Declaring that he must “weigh the public interest” as well as fiscal and satutory considerations, U.S. District Judge Barrington D. Parker granted a preliminary injunction directing the Army Corps of Engineers to suspend the project, which was first authorized by Congress in 1942.

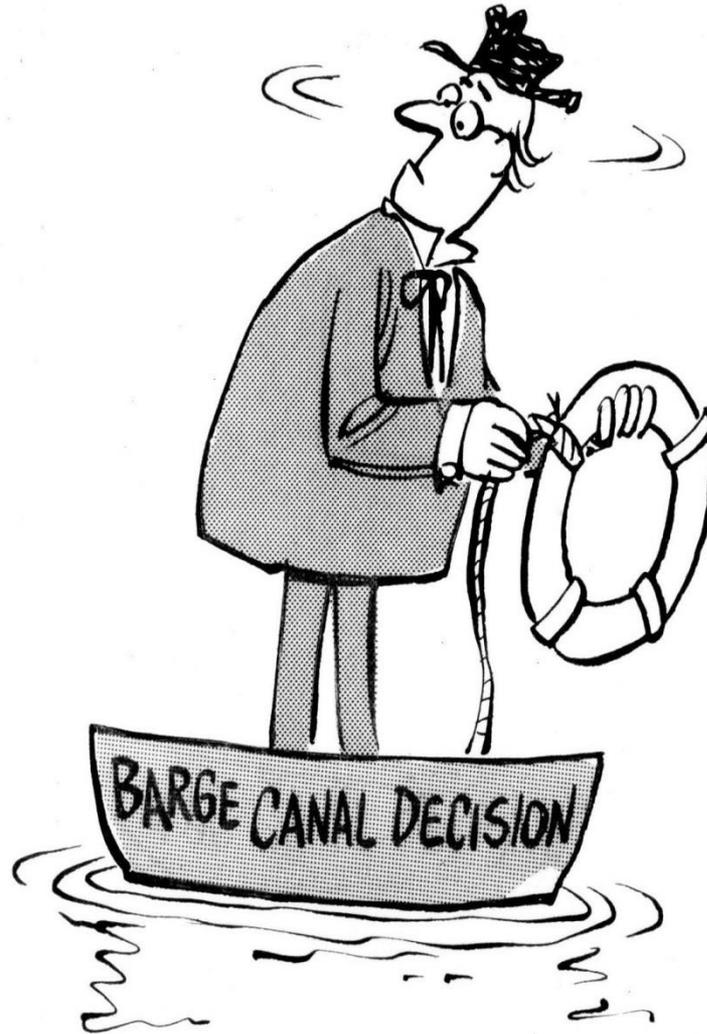
Construction began in 1964 and was expected to take another 30 years.

The Washington Post, Times Herald (1959-1973); Jan 16, 1971;
pg. A3

Help!!

Help!!

don
advis



Nov. 16, 1976



"Don't be alarmed, Sir, I'm a treasure hunter. I heard the taxpayers have lost millions of dollars in this thing!"

Top Ten Reasons to Restore the Ocklawaha River

1. Rodman Reservoir is an unhealthy ecosystem. The shallow weed-choked reservoir has experienced poor water quality, resulting in massive fish kills. (In 1985, 8.5 million dead fish; in 1987, 2.5 million dead fish; and in October 2000, 2 million dead fish.)

2. Greater economic opportunity. Restoring the Ocklawaha River and its associated 20 natural springs, now submerged by the reservoir, will bring economic development through increased ecotourism and a greater diversity of recreational opportunities. Plus, fishing will continue on the restored river and on area lakes.

3. Save taxpayer money. We now spend \$300,000 to \$500,000 every year in state tax dollars maintaining a dam that serves no purpose. A 2003 DEP analysis concluded that an additional \$7.69 million of repairs would be needed on the dam and lock structures in the next two to three years. Restoration of this river will cost \$13.9 million - for the amount of money the state has spent maintaining the dam since 1991 we could have a restored river by now.

4. River is better for drinking water. A water management district study concluded there would be more water available from a restored Ocklawaha without negative environmental impacts. It said water removal from the reservoir will stimulate hydrilla growth leading to low oxygen in the water and large fish kills.

5. Valuable wetlands will be created. Breaching Rodman Dam will restore 16 miles of river creating about 7,500 acres of forested floodplain wetlands, one of the most threatened ecosystems in Florida. (Fish and wildlife now at the reservoir will not be harmed by restoration the US Fish & Wildlife Service concluded.)

6. Protecting Endangered species. Several Threatened or Endangered species will benefit from breaching Rodman Dam including: manatee, black bear, indigo snake and Atlantic sturgeon. DEP studies show the dam is degrading the St. Johns River by blocking natural water and nutrient flows and the movement of animals.

7. Greater fish diversity. At least 13 species of fish are eliminated or drastically reduced in the Ocklawaha River watershed by maintaining Rodman Dam. Breaching Rodman Dam will allow the manatee, eel and migratory fish like shad, striped bass and mullet to commute freely to the upper Ocklawaha and Silver Springs for the first time since dam completion in 1968.

8. Greater number of sport fish. A comparison of sport fish abundance from the 1970s to 1993 showed a decrease from 67% to 16% in the Rodman Reservoir. Largemouth bass, specifically, dropped from 15% to 2% of the fish caught in the reservoir. The study concluded 1981 was the peak year for largemouth bass in the reservoir.

9. Avoid legal conflict with Federal government. January 2001, the regional heads of the U.S. Forest Service, EPA, and Fish & Wildlife Service sent a letter to Governor Bush. The federal leaders declared any state action preventing Ocklawaha restoration would create a legal conflict between state and federal codes by authorizing non-federal structures on federal land. In 2003, Florida Attorney General Charlie Crist cited the need to avoid this legal conflict when he advised Gov. Bush to veto a bill designed to preserve the reservoir. Gov. Bush maintained his strong support for restoration in his veto of the bill.

10. It's the right thing to do! Restoring the Ocklawaha River will provide the greatest economic and ecological benefits for the state of Florida and its citizens.





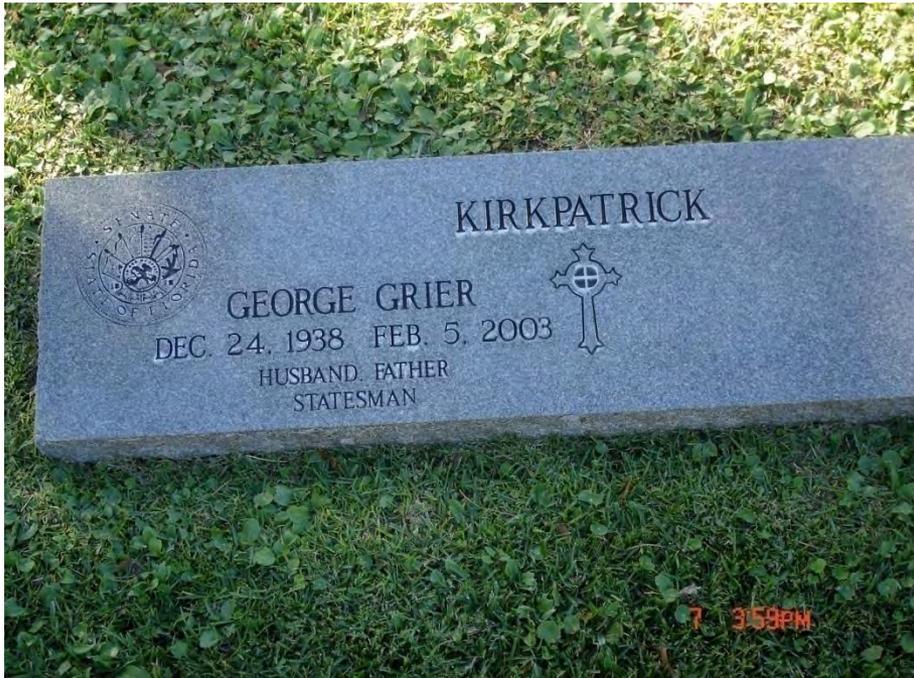
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SAVE
RODMAN RESERVOIR
A Wildlife Paradise



Rodman must be saved from the small but highly vocal minority that want it destroyed. The ecosystem supports many endangered plants and animals and has become a fisherman's paradise. The barge canal, in the beginning, may well have been an ill conceived project but just look at the tremendous recreational resource and animal habitat we have today!







Reservoir reservations

Proposed marina on Rodman reignites Ocklawaha battle

By [Bill Thompson](#)

Staff writer

Published: Friday, March 6, 2009 at 6:30 a.m.

Last Modified: Friday, March 6, 2009 at 6:59 a.m.

It's one of the most ambitious undertakings to capitalize on a local man-made wonder - or, some would say, one of the most foolhardy.

The owners of an RV park in Fort McCoy want to construct a 400-slip boat marina on Rodman Reservoir.

To take further advantage of their proximity to the 9,000-acre waterway, the Lake Ocklawaha RV Park's owners also want to lay a 3,757-foot-long, 10-foot-wide shoreline boardwalk.

The estimated cost is in the neighborhood of \$2 million, according to the contractor.



Opponents assert that the plan, if approved, would severely harm the environment. But it would also prove to be for naught, and thus should be stopped.

Since the reservoir will eventually be drained, they maintain, hundreds of fishing boats will - literally - be left high and dry.

Yet the project will go forward for now, primarily because the contractor believes the history surrounding the reservoir indicates that the water will be there long after he, and those opposing him, are gone.

Besides reigniting the decades-long battle over the restoration of the Ocklawaha River, the marina proposal has inspired one of the more fevered - and, to a large extent, orchestrated - protest campaigns state water regulators have seen recently.

Official state policy, dating back more than a decade, is to remove Kirkpatrick Dam, the construction of which created the reservoir in 1968 by plugging the river and flooding part of the Ocala National Forest.

New fight looms over stretch of Ocklawaha River flooded by Rodman Dam

March 4, 2012 By Kevin Spear, Orlando Sentinel

One of Florida's oldest environmental conflicts is heating up again, with two outdoors groups mounting a new effort to tear down a dam and restore a stretch of the Ocklawaha River north of Orlando that was once a crystal-clear ribbon of water flowing past clusters of springs.

The long-abandoned Cross Florida Barge Canal, an ill-fated attempt to carve a shipping route across Florida's peninsula, included the building of a dam in the 1960s that flooded 21 miles of the Ocklawaha east of Gainesville. Outraged environmentalists fought the dam before it was built and have lobbied since its construction to have it removed. Now they have given legal notice that they intend to sue the federal government this spring in hopes of forcing authorities to protect endangered wildlife by eliminating the structure and the reservoir behind it.

"The ecological value of the Ocklawaha as a restored river would be unmatched in Florida," said Erin Condon, executive director of Florida Defenders of the Environment, which has joined with the Florida Wildlife Federation in giving notice of their intent to sue. "It's one of Florida's most historic and beautiful rivers, and we want to see it back in that state again," Condon said.

The reservoir, which drowned 9,000 acres of Ocklawaha River and adjoining forest, is now partly drained in an effort to fight the growth of nuisance weeds and the buildup of muck that occur when the reservoir is full. The lower water level has revealed a graveyard of thousands of tree stumps that outline the river's winding channel. The resulting scenery, often described as eerie but compelling, has been attracting a steady turnout of visitors.

"They are stunned by what lies beneath all that water and encouraged to see the river herself, flowing virtually undamaged by the canal project," said Karen Ahlers, a member of the Putnam County Environmental Council. "So many people think the river was dredged and straightened ... but quickly understand the potential for restoration."



Richard Hamann, (driving the boat) a board member of the St. Johns River Water Management District, and Tom Ankersen inspect Blue Spring, one of at least 20 springs drowned by the reservoir. (Kevin Spear, Orlando Sentinel)



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Riverkeeper reaches deal with JaxPort, chamber

Agreement includes breaching Rodman Dam, restoring Ocklawaha River

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St. Johns River compromise

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National News

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