

*Mr. Morse
To note*

Sp. 538

November 2nd, 1918

Cape Sable Road--Protection fresh water:

Mr. A. A. Dooley,

St. Augustine, Florida.

Dear Mr. Dooley:

Your letter October 26th.

On last Thursday the 31st of October, I made a trip to the dredge at the invitation of Mr. McGrary, the contractor, there being in the party besides Mr. McGrary and myself, Mr. Warner, reporter on the Metropolis, 1st Lieut. Helme, Engineer of Government Aviation School at Cutler, Mr. Morgan in charge of the Tamiami Trail work, Mr. Crabtree, County Engineer, Mr. Freeman in charge of the Cape Sable Road work and Mr. Powers.

We found the dredge working about half way down the line between Sec. 34 and 35 in 59-35 and progressing nicely being handicapped to some extent, however, on account of labor troubles.

All the prairie at this point is well under water which seems to be running off very fast, however, the current being in a general southwesterly direction, and the water at present is nice and fresh, although there is a reasonably heavy growth of scrub mangrove, which in my experience has always been a pretty sure sign of salty or brackish water, but of course the salt would naturally not be present during the rainy season, but rather when there is no fresh water coming down from the northward and the sloughs or lower places have little drainage and might be contaminated from the back-up waters of White Water Bay.

In talking with Mr. Freeman he stated that on last Sunday he took a small gasoline launch and ran south for about one and half miles south of where the dredge is now digging, and found all the currents flowing to the westward and very strong, and it is his opinion that the flow will never be eastward over the line of the road as far as he has investigated, but I understand he has never been any further south than this little trip just mentioned.

Mr. Crabtree, the County Engineer, who has surveyed through this

section does not seem to think that changing the embankment to the west side will prevent the water in the canal from becoming salt, as he states the whole country south of the dredge both to the east and to the west is brackish, and that it will be contaminated from the east as well as from the west, and that it would, therefore, be necessary to have an embankment on both sides, and he is doubtful that this would keep it fresh.

Mr. Powers who states he has been through there many times, feels quite sure that an embankment on the west side will be sufficient to carry the fresh water through, but that it should be changed immediately, and in fact should have started back at about the north line of Sec. 22 and 23.

I have heard before that the flow in these small streams leading down to White Water Bay is at times to the eastward, such times being during the dry season when the water is low in the glades, and that from White Water Bay being pushed back by a southwesterly wind, and there is little doubt in my mind that if this canal water is to be carried through fresh it will be necessary to have an embankment on the west side at least.

The contractor will no doubt object to changing the roadbed to the west side, as Mr. Freeman told me it would increase their cost of operation at least 25%, as the lever operator on the machine would be on the opposite side where he could not see to handle his dipper. Personally I don't see where there should be such an increase in cost from the change.

I am enclosing, herewith, story written by the Metropolis reporter in issue of yesterday, also a half dozen kodak pictures which I took on the trip.

The county roller and scarifier are working on the surfacing of the road, and we were able to nearly the middle of Mr. Jennings' Township by automobile.

FJP

Yours very truly,