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# TENNESSEE VALLEY and TOMBIGBEE RIVER ASSOCIATION

OFFICE OF THE PRESIDENT

Mobile, Alabama.

October 19, 1934.

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OF THE  
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Gentlemen:

This letter is to acquaint you with the object of our Association, which is to secure the connection of the Tennessee and Tombigbee Rivers by canalization, and to ask your cooperation by telling your whole town of the benefits that will come in particular to the states of Alabama, Mississippi and Tennessee and in general to all of the states adjacent to the Tennessee Valley when the proposed Canal connecting these two rivers is constructed.

For over one hundred years men with great, clear vision have dreamed of and worked towards the realization of a canal connecting the Tennessee River with the Tombigbee River, before they even knew of the power of electricity, that it could be a mighty commercial factor, these smart men knew that from a flood control and navigation standpoint the canal was well worth the cost of construction. Many surveys have been made by the United States Engineers and they have approved the Bear Creek Cutoff in connecting the Tennessee with the Tombigbee as being the most feasible navigation connection between the Tennessee and the Gulf. It is a logical continuation of the intensive development program now being carried out by the Tennessee Valley Authority.

The Federal Government is laying the foundation for a vast industrial development in the Tennessee River Valley. The Muscle Shoals power dam is completed. The Norris power dam is under construction and other power sites have been selected and are under consideration. Electric power is being sold to nearby towns and industries. This development is being hurried in every possible manner. Cheap electric power in large volume is in sight.

With this vast Tennessee Valley Development under way the next step is water transportation to the Gulf. Over 648 miles will be saved by cutting a Canal between the Tennessee River and the Tombigbee River and sending river traffic to Mobile, Alabama.

as compared with the circuitous route via Tennessee River to Paducah, Kentucky, thence Ohio River to Cairo, Illinois, thence Mississippi River to New Orleans, Louisiana. This canal will shorten the distance for all Ohio River traffic to the Gulf by about 200 miles. It will give the Nation two trunk line waterways to the Gulf instead of one, as at present, and give downstream Mississippi River tows an easy up-river tow, through the Tombigbee-Tennessee Rivers, to all Ohio River and upper Mississippi River points, especially during dangerous floods of the Mississippi River.

And, lastly, this Tennessee-Tombigbee Canal will relieve the Mississippi River of flood water to the extent the Engineers design the width and depth of the Canal for the diversion of a part of the Tennessee River water into the Tombigbee River during flood periods. Now the Tennessee River deposits its vast volume of water into the Ohio River at Paducah, Kentucky, thence into the Mississippi at Cairo, Illinois. Whatever is diverted from the Tennessee River into the Tombigbee will be that much relief to the Mississippi River. The connection of the Tennessee with the Tombigbee by a Canal is a simple engineering accomplishment, as the waters of the two rivers are only separated by a short strip of easily removed earth. The Nation will have a valuable permanent asset when this development is completed.

It is impossible, because of the cost involved, for us to make personal calls to every town and city in the territory that is going to derive many benefits from the connecting up of these two great rivers and we believe that you will be only too glad to help in this good cause by giving the contents of this letter wide publicity in your community. When the people are enlightened as to the many good effects that this Canal will have on their communities we feel sure that it will have their hearty approval.

We would like very much to hear from you and others in your community, that you are in favor of this Canal and realize that a large section of our South will benefit from its construction.

Yours very truly,

Tennessee Valley and Tombigbee River Ass'n.

*A. C. Murnan*  
President

HCM/R

# A Shorter Water Route

*from the Central United States to the Gulf*

This map shows a part of the great area that would be benefitted by connecting the Tennessee and Tombigbee Rivers—by Canal at Bear Creek.

This route will shorten distance to Gulf:

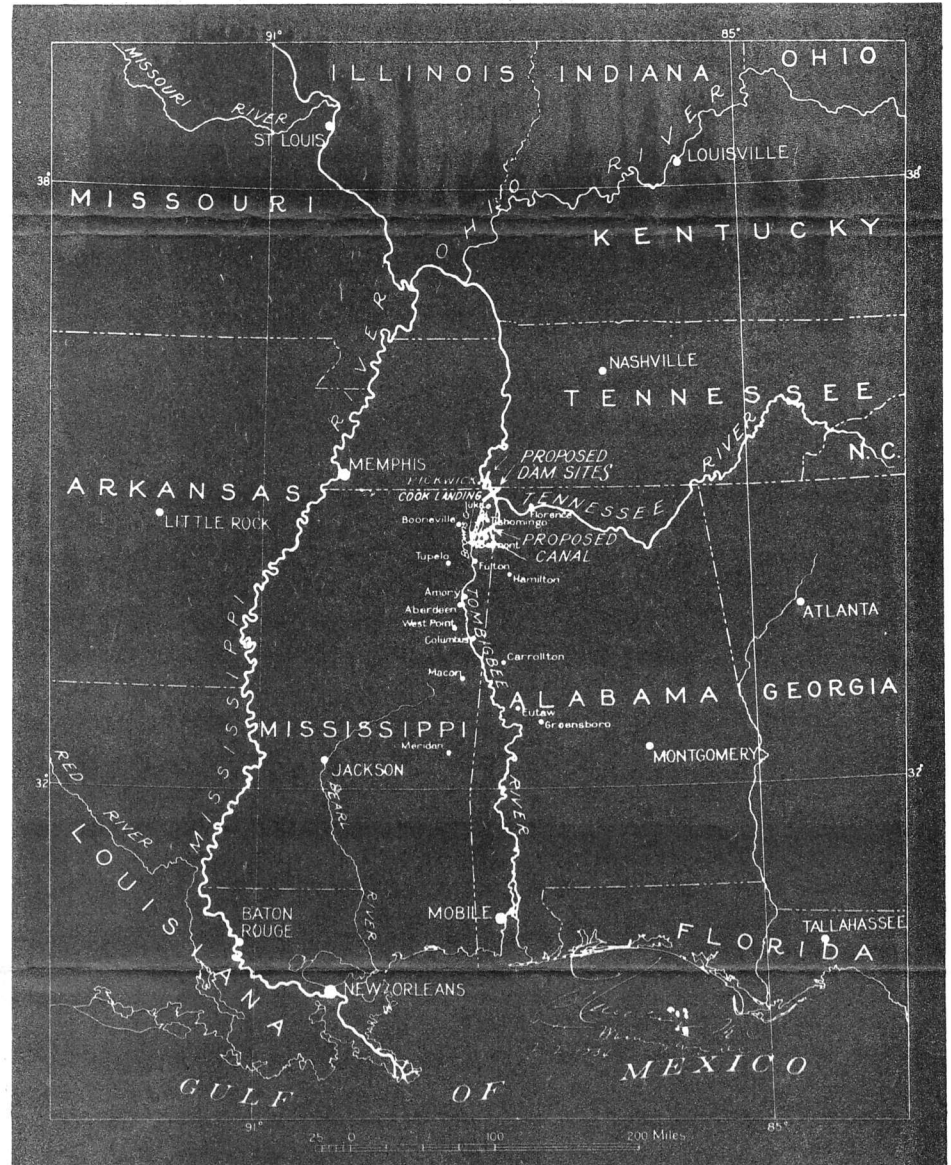
From Muscle Shoals and points on Tennessee River .....648.5 miles

From all points on Ohio River above Paducah, Ky. ....195.5 miles

From all points on Mississippi River above Cairo, Ill. ....102.5 miles

It will give the Nation two trunk line waterways to the Gulf instead of one; furnish flood relief for the Mississippi River; and give all Ohio and upper-Mississippi tows an easy up-river tow, especially during flood periods of Mississippi.

This route has been approved by the Engineers as the most feasible navigation route to the Gulf and it is the natural outlet for the vast Tennessee Valley development.



## Tennessee Valley and Tombigbee River Association

For further information, address H. C. Murnan, President, Mobile, Ala.

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