

Mr. DePASCALE. I have a very brief statement I would like to read to the committee.

Mr. BARRETT. You may proceed.

**STATEMENT OF HON. LOUIS DePASCALE, MAYOR OF HOBOKEN, N.J.;
ACCOMPANIED BY RAYMOND G. CLYONS, COORDINATOR OF
URBAN RENEWAL, DIRECTOR OF ANTIPOVERTY PROGRAM, AND
DIRECTOR OF HOPES, INC.**

Mr. DePASCALE. Mr. Chairman and members of the committee, I am pleased to have the opportunity to appear before you to speak on behalf of the Demonstration Cities Act of 1966. My name is Louis DePascale; I am the mayor of Hoboken, N.J., and I feel that in presenting our situation I represent not only our city but many of the small cities throughout the Nation. As you will see, we are a model of the current urban situation in this country.

H.R. 12341 is a particular satisfaction to me because it exemplifies the responsiveness of Congress and the administration to one of our most difficult problems. Speaking at the Vice President's Conference of Mayors on August 11, 1965, I mentioned that not only were we a needy city but that the same factors that have contributed to our need have also severely limited our financial capacity. Under the circumstances, the full rewards of urban renewal and other federally aided programs always seem to dangle just beyond our reach. In common with many other communities of our size, we find the cost of the local share almost a luxury. Even with the most careful planning and coordinated mobilization of our resources, our fiscal capacity allow us to proceed so slowly that we can only make a small impact on our problems. Certainly we cannot proceed rapidly enough to arrest in time the exodus of families and industries who have long been resident here.

Hoboken, as you doubtless know, is a self-contained square mile. We are separated from our neighbors to the north and south by railroad lines and enclosed on the east and west by the Hudson River and the Palisades, respectively. Within these sharply defined boundaries are all the components of the contemporary American urban scene. The city is, in fact, a model of all that is most hopeful and most troublesome in our country's older cities.

Located directly between the Holland and Lincoln Tunnels, we are only 10 minutes away from midtown or downtown Manhattan by bus, tube (PATH), ferry, or automobile. While not the major port that we were during World War I, when the city was the principal port of embarkation, we still have many active waterfront facilities—Bethlehem Steel Shipyards, Port of New York Authority piers, and a busy lighterage pier. We house the eastern terminal of the Erie-Lackawanna Railroad and are only minutes away from the region's major highways. One of the country's outstanding engineering schools, Stevens Institute, is located here. We still have diversified industries of national reputation—Kenfell & Essex, Standard Brands, General Foods and West Virginia Pulp & Paper, to name a few. We have a heterogeneous population which, we are told by prominent sociologists, shares a common sense of community. The city has a rich history with many "firsts" going back to the 17th century.