

of taxes \$107,599,000. I will ask you if it is not conceivable that when facilities are available for visitors to stay 4 or 5 days rather than the average stay of 2 days the annual payment of the Federal Government of \$107 million could be cut down by allowing the District of Columbia to have more taxable income derived from business. Is this conceivable?

Mr. TOOHEY. Mr. Chairman, I would say with the expert operation of the District of Columbia Convention Bureau coupled with the Visitor Center there is no question it would be of great economic benefit to the District of Columbia.

Mr. GRAY. If the average stay of visitors was doubled the District could take in \$800 million per year rather than \$400 million and that would have a hearing on the amount of taxes collectible from the District of Columbia residents, which would more than pay the cost of maintaining this Center.

I appreciate your testimony.

Are there any questions of Mr. Toohey?

We thank you very much, Mr. Toohey, and would you pass on to your associates in the National Association of Travel Organizations our sincere thanks for this very informative testimony here this morning.

Mr. TOOHEY. Thank you.

Mr. GRAY. Our last witness this morning is Mr. M. C. Mulligan, the president of the Washington Terminal Co., a man who has been very, very cooperative with the 21-member Study Commission over the past several months and sincerely negotiated with us and his associates an agreement that we believe is in the best interest of the American people as well as the owners of Union Station.

I would like to call Mr. M. C. Mulligan, and I notice he has with him Mr. Shaw, the manager of the Union Station. Again let me thank you for coming and you may proceed in your own fashion.

STATEMENT OF M. C. MULLIGAN, PRESIDENT, WASHINGTON TERMINAL CO.

Mr. MULLIGAN. Thank you, Mr. Chairman. My statement is very brief.

My name, as you mentioned, is M. C. Mulligan. I am here today as president of the Washington Terminal Co. to testify regarding H.R. 12603 and its companion bills. Let me state as the outset that my company endorses the purpose of this legislation.

The Washington Terminal Co. is the owner of Washington Union Station and its related passenger terminal facilities. The company constructed these facilities pursuant to a mandate from Congress embodied in the acts of February 12, 1901, and February 28, 1903. The purpose of these statutes was generally to combine the then existing separate terminal facilities of the Baltimore & Ohio and the Pennsylvania Railroads, as well as to eliminate railroad operations at street-grade level in the District of Columbia.

Congress provided that the Terminal Co. be owned equally by the Baltimore & Ohio and the Pennsylvania Railroads, but that the facilities be made available for the use of the other railroad lines reaching the District of Columbia, namely the Chesapeake & Ohio, the Rich-