

Thank you very much. We appreciate your help and we appreciate your coming this morning.

Our next witness will be Gen. James A. Mollison, chairman, Public Affairs Committee, Metropolitan Washington Board of Trade.

**STATEMENT OF BRIG. GEN. JAMES A. MOLLISON, CHAIRMAN,
PUBLIC AFFAIRS COMMITTEE, METROPOLITAN WASHINGTON
BOARD OF TRADE**

General MOLLISON. Mr. Chairman, members of the subcommittee, my name is James A. Mollison and I am chairman of the Public Affairs Committee of the Metropolitan Washington Board of Trade.

As have the previous witnesses, I thoroughly concur in the advantages that a Visitors Center will confer on Washington. This city is more than the Capital of the United States; it is in effect the capital of the free world. A Visitors Center housed as it will be in such a monumental building, in such attractive a setting is a most fitting and needed addition to Washington; therefore, Mr. Chairman, I can only add my support to such a concept as set forth in H.R. 12603.

For several years previously I have been chairman of the transportation committee of the board of trade. The growth of our city has been almost phenomenal and farmlands of but a few years ago are now not only individual houses but great apartment developments. The number of commuters pouring into the city daily is greatly increasing. Virtually all of this public transportation is by suburban bus-lines yet there is no terminal for such buses and their patrons must wait in the open in all weather. One terminal point is on Pennsylvania Avenue, another on 11th Street. Both these congest the traffic. With the completion of the new FBI building on the north side of the avenue, the Federal Triangle across from it, plus the number of others whose destination is downtown, a solution must be found for this transportation congestion and inconvenience to our citizens. The exposition transportation project of the civic groups provides modern terminals for commuters, and through the use of the center leg will take about 60 percent of these buses off the city streets as well as materially reducing their schedules.

The present subway plan provides ideal redistribution to all of downtown as well as to the Visitors Center. It might be said that as the subway expands in future years there will be less space required for suburban terminals. This is true and the space now planned for their use can be, from the studies that have been made, easily diverted to other uses. Washington is estimated to have a population of 4 to 5 million by the year 2000 and from studies we have made there will always be alternate uses available in the exposition transportation project.

May I thank you, Mr. Chairman, for this opportunity to have expressed my support for the Visitors Center. I also hope that is my remarks I have been able to at least indicate the close co-relation between it and that of the civic groups in Washington, D.C.

Mr. GRAY. Thank you, General Mollison; that was a very fine statement. We appreciate the support the Washington Board of Trade is giving this proposal.