

increases of these visitors as each year passes, are solutions which are difficult to come by on a "nuts-and-bolts" basis.

The factors and interests involved are so diverse, complex, and multitudinous that great intelligence, imagination, perseverance, and compromise ability are required in order to finally formulate a practical and concrete solution which will satisfy all interests and at the same time provide for these large numbers of visitors not only the basic necessities and comforts but a truly memorable and meaningful visit to one of the world's greatest centers of government—their own.

In Chairman Kenneth Gray, these required characteristics abound, and the manner in which he has pursued a practical solution to the problem can only be admired and lauded.

He is faced with a problem of present urgency, a truly adequate solution to which would cost a huge sum of money, at a time when the costs of our Government are already astronomical. Yet he has been able to formulate, activate, and continue to forge a practical plan whereby the costs to our Government will be truly nominal, yet the result of which will be an admirable and concrete first step toward coping in a meaningful way with the rapidly increasing numbers of visitors.

It is our opinion that the proper site has been chosen for the Center with its already existing monumental structure designed as the "Gateway to the Capital" after the triumphal arches of Rome.

The American Foundation for World Trade Studies, Inc., comes here today with its subsidiary, the U.S. Visitors Center Founding Corp., to offer a plan which will supplement and complement the fine work of Chairman Gray, the chairman of the subcommittee, and the study commission as we have seen already outlined in the previous testimony.

The American Foundation for World Trade Studies, whose name is perhaps misleading in that its members quickly discovered at the outset, some 9 years ago, that to study trade is to study in depth the social, economic, and political institutions of geographical areas, and more important is to study ways and means of improving and developing educational systems, and having become intrigued with the possibilities attendant upon the idea of a National Visitor Center, began a year and a half ago to work out a comprehensive plan where it could make a significant contribution to such a center and at the same time implement its plans of long standing for the creation of an Electronic Education and Information Center.

To carry out the administration of the activities designed to aid in the building of supplemental Visitor Center facilities for the use of the Federal Government, we formed a second nonprofit corporation, the U.S. Visitor Center Founding Corp.

With completely private capital, and without one penny of congressionally appropriated money, the founding corporation would build an additional 7,000 parking spaces adjacent to and immediately behind the 3,000 to 4,000 parking spaces proposed to be built by the Washington Terminal Co., and beyond that the founding corporation would build a large building extending to L Street over the railroad tracks and on the vacant corner of L and First Streets.

The first floor of this large building would join the planned "esplanade," be reached therefrom by a number of escalators, and consists