

Mr. DENNEY. It is just curiosity on my part.

Mr. FALLON. Thank you very much, Mr. Machen.

Mr. MACHEN. Thank you very much.

Mr. FALLON. I would like to have a statement from Congressman Garmatz in support of the legislation made a part of the record. I ask unanimous consent that we insert it in the record at this point.

(Prepared statement of the Honorable Edward A. Garmatz, follows:)

STATEMENT OF EDWARD A. GARMATZ

Mr. Chairman: I wish to present to you and the Members of your Committee my strong personal endorsement and support of H.R. 11627.

I regret that I will be unable to personally appear before your Committee for a scheduled hearing on September 19th and will, therefore, appreciate your placing my statement in the record.

H.R. 11627 is a bill which gives congressional authorization for the State Roads Commission of Maryland to construct an additional tunnel crossing of the Baltimore Harbor; a bridge parallel to the existing Chesapeake Bay Bridge; a northern crossing of the Chesapeake Bay between Baltimore County and Kent County and a southern crossing of the Bay between Calvert County and Dorchester County. These proposed crossings will be financed from tolls and the legislation is permissive only and does not require the crossings to be built.

There is one tunnel under the Baltimore Harbor at this time. As a Member of Congress from Baltimore City, I am familiar with the traffic needs of the City and I am convinced that another crossing is urgently needed. The need for a bridge parallel to the existing Bay Bridge has been adequately demonstrated not only from present traffic needs but by engineering studies and projections which reflect traffic growth. The wisdom of a bridge for a northern and southern crossing of the Bay at this time and purchasing certain land needed for the approach roads before it is built up and developed also makes good sense. Both of these bridges will be needed to meet Maryland traffic demands.

The Legislature of Maryland has passed legislation authorizing these four crossings. I am advised that the Governor of Maryland and the State Roads Commission of Maryland are in favor of the legislation now before your Committee.

I, therefore, Mr. Chairman and Members of the Committee, add my endorsement and support to H.R. 11627.

Mr. FALLON. The next witness this morning will be our colleague from the Second District of Maryland, Mr. Long.

I do not think Mr. Long needs an introduction to the members of the committee. You all know him.

We are very happy to have you here this morning.

STATEMENT OF HON. CLARENCE D. LONG, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MARYLAND

Mr. LONG. It is a privilege to appear before this distinguished committee, headed by my eminent colleague, the dean of the Maryland delegation, and my very, very good friend.

Mr. Chairman and members of this committee, I appreciate the opportunity to testify before you today on H.R. 11627, the bill to amend the act of June 16, 1948, to authorize the State of Maryland, by and through its State roads commission or the successors of said commission, to construct, maintain, and operate certain additional bridges and tunnels in the State of Maryland.

This bill authorizes the construction of three bridges across the Chesapeake Bay: One bridge parallel to the existing Bay Bridge from a point in Anne Arundel County at or near Sandy Point to a point in Queen Annes County at or near Kent Island—this is a bridge