

eral Government. That will be completed several years after a second harbor tunnel is completed, and then I think you are going to have a real problem getting people to pay 50 cents to go 7 miles around a city, when they can go through the city free.

I think you are going to have the same situation you had on the Calumet Skyway, where people could go down the Indianapolis Boulevard and go off to shop, and so on; whereas, if they got on the Calumet Skyway, they had to go right on through and pay besides. Competing with a freeway which offers all sorts of additional freedoms made it very difficult to get people to go on the skyway.

Even taking the State Roads Commission's own projections, I might point out the two harbor tunnels would, I believe, by 1980 be carrying only slightly more traffic than the one harbor tunnel does right now, once the east-west freeway is opened up. I mean, even taking the State Roads Commission figures. But I do not believe that you can necessarily take them as the gospel truth, because, as I pointed out, these experts have been wrong on so many of these predictions.

Mr. SNYDER. I was going to ask you in your investigation of Coverdale and Colpitts, did you find any successes?

Mr. LONG. There have been some successes. I think it is impossible to avoid.

I might point out in reference to the point that was made a little earlier about the ability of Congress to pass on a project such as this, now this does require congressional authorization. If Congress does not authorize this, of course, the bridge could not be built even if the State had the capacity to build it.

Now, I believe the controlling thing in question whether Congress has authorization is not whether a bridge moves from one State to another, but whether it crosses navigable waters. And the Chesapeake Bay is a navigable stream. I believe also that this does raise real Federal matters, such as the question of whether navigable streams will be interfered with.

I wish we had some of the pilots in here to testify, because I believe when you have two bridges—

Mr. FALLON. Will the gentleman yield?

Mr. LONG. Yes.

Mr. FALLON. I want to point out to the gentleman, under the General Bridge Act of 1946, that Congress had given the right for States to build over navigable streams with only permission of, I think, the Corps of Army Engineers. So that Congress no longer has that authority over the States. They have given that authority to the States and the Army Corps of Engineers.

Mr. SNYDER. I have another question. What is the legal effect of the referendum in regard to this bridge? Why was it put on the ballot and in compliance with what State laws? And does the defeat preclude the State from doing it, even though Congress authorizes it? Just what is the legal position we are in with that referendum?

Mr. LONG. Unfortunately, it does not. It was petitioned to referendum only under a petition procedure which we have in Maryland. That is to say, if you get 3 percent of the voters in the previous gubernatorial election to sign a petition, then it could be put on the ballot in November. That was done. And then in November the voters voted it down.