

more I read, the more I realized that what was regarded seriously by only a few people not too long ago was one of the really dangerous threats to this country.

If any emphasis on this problem was needed, that was supplied by the alewife dieoff which offended the olfactory senses and rendered the recreational beaches in Chicago a total loss.

What could be done about the problem? After considerable study it appears that causes of pollution in our waters stem from discharge of untreated sewage from our cities, harmful chemical discharge from our factories, the discharge of oil from shore installations, boats and vessels, the introduction of high phosphate bearing detergents and the unrestricted discharge of raw sewage, trash, and garbage from boats and vessels.

On October 26, 1967, I introduced H.R. 13708 and H.R. 13709, in the hopes of blocking these sources of pollution. I naturally think my bills would prove effective in this area but I have no such pride of authorship that I would not throw all my weight behind H.R. 15906 and H.R. 15907 in the respective areas of oil pollution and the increase and improvement of secondary treatment plants.

S. 2525 would prevent the discharge of sewage wastes from any vessel or class of vessels in the navigable waters of the United States. Virtually every craft afloat these days is a contributor to pollution. The number of pleasure boats has reached the staggering total of 8 million and the number of other vessels, from large liners to the small fishing boats which ply our waters, comes to about 150,000 annually. It is estimated that the discharge of all vessels in the United States for 1 day would equal the untreated discharge from a city the size of Buffalo or Cincinnati.

This threat from the myriad pleasure boats and other vessels has been recognized right in the locality of our Nation's Capital. In the Chesapeake Bay there are areas where oystermen are not permitted to dredge because the fecal matter from boat concentration has been absorbed into the oyster beds and affords a clear and present danger of hepatitis to any unsuspecting soul who might be served six oysters on the half shell from such source.

The answer to boat and vessel pollution is in the attachment of devices which contain for proper disposal all types of untreated sewage. There is no doubt that there will be much opposition to the attachment of such devices on existing vessels and the incorporation of these in the building of new vessels, but the conclusion that they are necessary is inescapable.

Probably the most significant theory about sewage from recreational boats is not only their increasing numbers but also their high degree of mobility. The high speeds, the ease of trailer boats, and our marvelous network of highways lets every area of this country open to this kind of pollution. If it cannot be controlled federally, it will not be effectively controlled at all.

In conclusion, I urge expeditious action on all bills which will effectively stop the prime causes of pollution. While my own immediate problem is Lake Michigan, I think decisive action by Congress now is necessary to set the gears of correction in motion. While the problem of clearing up a river or a tidal area is within the scope of possibility, it is rather widely believed that once a lake becomes polluted, it is