

give consideration to in terms of asking for the kind of grants that it requested. How many of them have been approved? I know of one in East Chicago, Ind., that after some 13 months, and only after a contact to Congressman Daddario when his committee was holding hearings, they got their first \$10,000. The grant had been approved. But all their money had been spent, and they had run out of credit.

Now you come up with: How do you get the other side of it? There is too much involved. And when you figure the grant program for research, it adds up to \$125 million, which is over half of what you are proposing for construction grants, and this suggests that we should either be getting some results or putting that money directly into construction for the cities. At least we would know what we were doing on that score.

ESTUARY STUDY

The proposed study on estuaries actually does nothing more than what this committee has already set up. This would just change a date from November to January, in terms of a report.

DEBT FINANCING

The financing considerations have been well developed by other witnesses before the committee, and I will not go into them. I endorse completely the concerns that Mr. Oeming had. The suggestion that this new Federal financing would be a panacea just will not work. For those that are involved with bonding, you find that bonding houses want the simply way. But the biggest objection would be on the basis of changing the tax-exempt picture of the bond; the interest rate would be above the level that the States could even issue a bond, or the cities; so our program stops.

Very frankly, I do not think it was very well thought out.

VESSEL POLLUTION CONTROL

If I might, I would like to comment a little on this picture of watercraft, on 16207 and 13923, as well as the proposed ordinance that the small-boat owners suggested. There is no doubt about it, that the discharge from boats, large and small, is an important consideration, particularly in harbors and marines. Their effect out in the deep waters, in the ocean, is problematical. But we have some practical difficulties, and those practical difficulties have been mentioned by witnesses here today. The variety of ships, the type of ships—again the Government Operations Subcommittee, when Mr. Jones was carrying forth with that, jarred the whole shipping industry into trying to come up with some kind of regulations. And it came as a jolt to the troops when they got together to find out that ships like the *SS America* has over 200 outlets, but no means to connect up all the discharges. It is not going to be simple on some of these larger ships.

And how you connect up at a port for some of these larger ships, I do not know.

The small boats and the lake boats and the lake carriers offered a good suggestion, the kind of facilities they put into boats to provide treatment. But we get into the political realm every so often, and the