

would be Federal and \$491,000 would be local. The benefit-cost ratio is 1.5. The usual items of local cooperation are required and local interests have indicated their willingness and ability to meet all the requirements. All interested Federal and State agencies favor the project. The Bureau of the Budget has no objection to the submission of the report.

Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6, 1967, submitting a draft bill to amend section 201 of the Flood Control Act of 1965, would apply.

Mr. Chairman, this completes my statement.

Mr. BLATNIK. Thank you. Are there any questions?

Our next witness will be Congressman Fernand J. St Germain.

STATEMENT OF HON. FERNAND J. ST GERMAIN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF RHODE ISLAND

Mr. ST GERMAIN. Mr. Chairman, the seashore in Rhode Island, which is one of the finest in the Nation, is both an important source of recreation and income for the residents of my State. Many of us believe that Narragansett Bay, which boasts 250 miles of shoreline, holds the key to Rhode Island's endeavor to realize its full potentiality.

Therefore, Mr. Chairman, you can well understand the importance that is assigned to any projects relating to Narragansett Bay.

One very important project relating to Narragansett Bay that I would like to address myself this morning concerns the construction of a breakwater in Bristol, R.I.

A breakwater, spanning 1,600 feet across the southern end of Bristol Harbor, has been proposed and favorably recommended by the Department of the Army that would afford to this harbor the protection it needs to realize its full potentiality. Though it is a large, accessible, and busy harbor, it is presently unprotected from rising seas and winds to the south, thus hampered as to its present and future use and development. Therefore, I deem it necessary and urgent that your committee act expeditiously and favorably on this project.

Bristol Harbor is one of the finest natural harbors along Rhode Island's highly esteemed Narragansett Bay. Its strategic location in relation to Narragansett Bay and to the city of Providence is a dominant factor in the use of this harbor. It is the base for 75 fishing vessels and, during 1965, 2.7 million pounds of shellfish were handled in this harbor. In addition to the fishing fleets, it services a sizable boatyard; a vast number of ever-increasing pleasure craft; four ferryboats, making more than 1,800 vessel trips annually and carrying about 35,000 people; a large but still expanding yacht club; and the U.S. Coast Guard.

According to a study of Bristol Harbor made by the Board of Engineers for Rivers and Harbors, an independent review agency established to scrutinize U.S. Army Corps of Engineers project proposals:

The proposed improvement [Bristol Harbor Breakwater] will provide for the estimated needs of existing and prospective navigation within the capabilities of cooperation and as desired by local interests. The improvement is needed and economically justified and the requirements of local cooperation, as modified herein, are appropriate.