

Mr. BLATNIK. Referring to the northern arm of the Tiverton Channel, you state that there is a question as to whether this segment of the project benefits more than a single user and that the Bureau states that it expects to give further consideration. You are referring now only to the northern arm of the Tiverton project?

Colonel SEIDEL. Yes, sir.

Mr. BLATNIK. Only that part of the total project proposal; is that right?

Colonel SEIDEL. Yes, sir. That length of about $1\frac{1}{4}$ miles.

Mr. BLATNIK. I have no further questions?

Mr. HARSHA. Although the Budget raises that question, Colonel, has it been the practice of the Congress to authorize projects similar to this?

Colonel SEIDEL. Yes, sir.

Mr. HARSHA. Now one other question that I wanted to ask you. How do you arrive at this division of cost from \$8.7 million Federal and \$1.3 million local?

Colonel SEIDEL. Sir, the non-Federal costs are for the bridge, estimated at \$497,000 and the sum of \$850,000 which would be required for the local interests to dredge berthing areas and to provide access channels to the piers and wharfs. This means that their total sum of \$1,347,000 is made up of two components, the bridge and the dredging beyond the main channel, so that they can use the facility. The rest of the cost is all Federal.

Mr. HARSHA. Is that the usual formula you follow?

Colonel SEIDEL. Yes, sir.

Mr. HARSHA. Thank you.

Mr. BLATNIK. We have as a witness next our distinguished colleague Mrs. Margaret Heckler.

STATEMENT OF HON. MARGARET M. HECKLER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MASSACHUSETTS

Mrs. HECKLER. Mr. Chairman, the Chief of Engineers, Department of the Army, has submitted to the honorable members of your committee a report on Fall River Harbor, States of Massachusetts and Rhode Island, as set forth in House Document No. 175, 90th Congress, first session.

I strongly endorse the recommendations as set forth, and I urge that your committee approve the authorization as requested.

The work to be done would include certain widening and/or deepening of existing channels and turning basins, as well as the alteration of the Brightman Street Bridge. The result would be a modern-day harbor that could attract modern-day vessels.

Another result would be a positive breakthrough for a city of nearly 100,000 inhabitants which has never fully recovered from the loss of its principal industry, but a city which has nonetheless embarked upon a concerted effort to become competitive again.

I refer to Fall River, Mass., once the textile capital of the Nation, but, since the 1920's, a city whose economic fortunes have too often fallen to dangerous levels.

Now, I am proud to report, a new Fall River is emerging. Continuing efforts to attract new commercial, industrial, educational, and recreational development have borne fruit, and several proposed al-