

terations to the city's skyline have fired the imagination of a citizenry too used to dreariness, the hopelessness, the despair that have afflicted so many of our older cities.

A bold new downtown commercial development, hopefully to be financed privately, has been announced, a venture that promises to spearhead an ambitious downtown restoration program already underway.

The Port of Fall River Authority, in its efforts to stimulate trade through the State's second-largest port, has made impressive gains. Recently I was instrumental in bringing Federal officials to the waterfront area for an inspection of the authority's facilities, resulting 2 weeks later in certification by the Department of Agriculture that permits greatly expanded exports through the port of Fall River of grain and similar commodities under our various foreign aid programs.

Three local educational institutions—Southeastern Massachusetts Technical Institute, Bristol Community College, and Diman Vocational School—are expanding rapidly in order to keep up with the demands of citizens for more and better educational services. The rival in Fall River Harbor of the proud old battleship—the U.S.S. *Massachusetts*—for permanent berthing has not only generated estimated annual tourist revenue of more than \$2 million, but has inspired the entire city to explore other ways and means by which to strengthen the economy.

Finally, a truly unique new project—the Marine Museum at Fall River—has captured the interest of the entire area and has generated still more local pride. This new facility, located near the battleship, has gathered under one roof a collection of ship models and other artifacts that promises to generate still additional tourist revenues. That is why to Fall River Harbor project is such an important and necessary part of this massive communitywide attempt to halt the direction toward ill fortune and aim instead toward rebirth and revitalization.

Specifically, the project would: (a) deepen to 40 feet the existing turning basin at the head of the Mount Hope Bay channel, providing a channel 40 feet deep by 400 feet wide in Tiverton Lower Pool to the vicinity of the Rhode Island Refining Corp. terminal; (b) widen the bend into the Tiverton upper channel to 600 feet; and (c) alter the Brightman Street Bridge to provide for a clear channel width of 300 feet in the drawspan.

I do not regard the expenditure of \$8.7 million lightly, especially at a time when nondomestic commitments are placing a mighty strain in the Federal pocketbook. But neither do I regard lightly the efforts of 100,000 residents of Fall River to return their home city to a position of economic and competitive importance. If they are willing to roll back the tide at home, their Government should be willing to help. At present, the harbor lends itself to daylight operations alone. Other limitations arising from tidal and wind problems place a severe handicap on local efforts to develop a competitive port. Thus, a harbor whose principal products of transport are petroleum and coal finds herself unable to accommodate modern supertankers, merely because she is not quite deep enough and not quite wide enough.