

The Bureau of the Budget has commented that it has no objections to the project; but qualifies its comments with its opinion that the deepening of the Tiverton Channel would possibly benefit only the Gulf Oil Corp. Thus, it would ultimately require that local interests pay one-half of the costs attendant to this one segment of the project, or that the work in the Tiverton Channel would be held up until other users might appear.

The function of the Bureau of the Budget is to protect the taxpayers' dollars by close examination of proposed expenditures, and I commend them in this instance for their precautionary comments. But, on the other hand, industrial relocations have become more and more commonplace these days, and no industry will doggedly remain in any area where it is unable to be competitive.

Already there are reports that another oil company in the area—Shell—may relocate unless the project is undertaken. Shell is the city of Fall River's second largest taxpayer and No. 1 importer, and its relocation would be a mortal blow to Fall River.

Thus, it becomes clear that there is a pressing economic necessity for immediate action on the entire project as presently planned. Over and above the ability of supertankers to come into the harbor, with attendant lower towing charges and fuel costs, is the great benefit it will bring to the local fishing fleet and to recreational development.

Mr. Chairman, Fall River must change; she wants to change; she is changing. For its part, the Federal Government has stated over and over again its deepest concern with the so-called problems of the cities. It has pinpointed most of our domestic problems as directly stemming from the problem of the cities. Here is an unparalleled opportunity for the Federal Government to translate its concern into action. It is my earnest request that your committee do everything in its power to make the Fall River Harbor project a reality.

Mr. BLATNIK. Thank you, Mrs. Heckler. The next project is Ipswich River, Mass.

IPSWICH RIVER, MASS.

Colonel SEIDEL. Mr. Chairman and members of the committee, this report concerns improvement of Ipswich River, in northeastern Massachusetts, about 40 miles north of Boston, in the interests of recreational boating and commercial fishing. It is in response to a resolution by the House Committee on Public Works.

Ipswich River empties into Plum Island Sound and Atlantic Ocean. The river has been improved for navigation as far back as 1886. Both the Federal and State Governments have improved the channel but it is now shoaled up to the point where increasing boating demand cannot be met and commercial fishing vessels must await favorable tides.

The project recommended would provide a two-and-a-half-mile-long channel 6 feet deep, a jetty at the river mouth, and two 6-foot-deep anchorage areas along the channel. Total cost is estimated at \$893,000, of which \$616,000 would be Federal. The benefit-cost ratio is 1.8. Normal items of local cooperation are required and assurances of such cooperation have been received. All interested Federal and State agencies favor the project and the Bureau of the Budget has no objection to the submission of this report.