

to justify the project will be constructed. The Secretary of the Army concurs in the Budget's recommendations.

Mr. Chairman, this concludes my statement.

Mr. BLATNIK. Mr. Dingell, of Michigan, please.

**STATEMENT OF HON. JOHN D. DINGELL, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF MICHIGAN**

Mr. DINGELL. Mr. Chairman and members of the subcommittee, for the record, my name is John D. Dingell and I am a Member of Congress from the 16th District of Michigan. I want to thank you for the opportunity to briefly explain my support of the Detroit River Trenton Channel project currently pending before you.

The Committee on Public Works of the House of Representatives adopted a resolution on July 29, 1955, authorizing the navigation study which has resulted in the report on this project which is now before you. Since coming to Congress in late 1955, I have carefully followed developments with regard to this project and am pleased that the Corps of Engineers agrees with me that the project is both feasible and economically justified. The fact that the portion of the Detroit River covered by this project falls entirely within Michigan's 16th Congressional District, which I have the honor to represent, impelled me to maintain continuing and intensive scrutiny of all developments leading to the pending proposal.

Completion of this project will mean that a major portion of the long-sought All-American Channel has become a reality. It also will bring vast new economic development to the 16th District, to southeast Michigan, and the Nation generally.

That job-producing industry will move into the areas adjacent to the proposed new channel is certain. And the amount of such industry will be much greater than that for which firm commitments have already been made.

I would like to point up what I consider a very significant fact in this regard. As you proceed down the Detroit River into that portion of the Trenton Channel now possessing a deep draft, you would note the vast industrial complex lining the American shore. However, as you continue farther down the Trenton Channel toward Lake Erie where deep water is not available, you would note the lack of job-producing industry. The change from an economically strong and viable area to one which is devoid of extensive industrial development is most striking and bears out the often proved fact that industry and jobs follow where water transportation is available.

The Detroit River Trenton Channel project also represents a justifiable continuation of the All-American Channel. The improvement of the Trenton Channel to provide an all-American waterway to Lake Erie has been proposed many times between 1890 and the year 1937 when the 75th Congress authorized a 21-foot-deep channel of about 9.5 miles in length. The 86th Congress authorized a further improvement of a major portion of this section to a 28-foot draft which was completed in 1964.

Please consider the fact that the approval of these two projects by the 75th and 86th Congresses has opened up this waterfront to large corporations—such as Wyandotte Chemicals, Firestone, Pennsalt,