

Mr. CLAUSEN. Would the gentleman yield?

Mr. HARSHA. Yes.

Mr. CLAUSEN. In addition to what the colonel has said, I will be incorporating into my own statement some of the factors relating to the question he has raised in relation to the future plans. I will just say briefly that in that spit just to the north of the opening of the bay you have now two pulp mills that are in place and operating. And, of course, they are somewhat dependent upon shipments that come in both by truck and somewhat by the use of harbor facilities.

Secondly, recently they developed a joint exercise on powers agreement between the areas of Arcata and Eureka, hopefully looking forward to a broader expanse of a facility in and around this harbor.

One of the basic points that we want to make, due to my personal familiarity with the geological conditions of the coast between Portland, Oreg., and San Francisco, is that this particular harbor facility and the one in Oregano are the only draft harbor facilities; so as a result they will be able to be used more and more as time goes on. And, of course, there are shipments that go to the Far East, Inc., and it is contemplated that it will probably continue. Also I might add that they just recently had formed the Humboldt County Ocean Resource Coordinating Counsel which is a part of the overall plan by the State of California to thus further utilize these port facilities in the hope of expanding the exportation of the ocean resources immediately to the west.

And I believe in some way all that can be justified because of the marginal benefit-cost ratio now has been incorporated into this recommendation, and once the facilities yield the type of benefits that we think they will, we will be obviously looking some more in the future.

Mr. HARSHA. That is what I am trying to get at. How can we expect the future and what type of ships will be using this thing? I am glad to see the gentleman admit it is marginal benefit-cost ratio.

Mr. CLAUSEN. Yes, it is.

Mr. HARSHA. You have not told me what kind of ships are using the thing, now. How long in the future do you think this 35-foot channel is going to take care of the problem?

Colonel PICK. Our project, sir, is for a 50-year life. I would have to supply for the record, sir, how far we project the 35-foot channel would be considered adequate.

Mr. HARSHA. Will you do that for us, please?

(The information referred to follows:)

EXISTING COMMERCE

GENERAL

Waterborne commerce through Humboldt Harbor consists principally of lumber shipments and receipts of petroleum products. The tonnage of commerce for ocean-going vessels (exclusive of local traffic, except for fish and shellfish), reported to the Regional Statistical Office, U. S. Army Engineer Division, South Pacific, for the Calendar Years 1953 through 1964, is contained in the following table.