

I do want to express my deep appreciation for the consideration which the committee has given to my native State of California over the years.

As the result of the wisdom and farsightedness of yourself and other members on the committee, we have made tremendous progress in the field of harbor developments.

Today I would like to mention to you a few noncontroversial projects which have the support of the Corps of Engineers, the State of California, local government, and all others concerned. I would, therefore, on the part of the people of the Golden State and myself, urge favorable consideration by this committee of these projects. I would like to enumerate them very briefly as follows:

(1) *Humboldt Harbor and Bay*.—A project to deepen the North Bay Channel to 35 feet with widening at the bends at channel miles 0.75 and 2.6; to deepen the Samoa Channel to 35 feet; to deepen the outer reach of the Eureka Channel to 35 feet; and to dredge a 1,200-foot square anchorage area in the North Bay to a depth of 35 feet. Federal cost: \$2,430,000.

(2) *San Leandro Marina*.—A project to provide Federal maintenance of access channels at an estimated annual cost of \$62,000.

(3) *San Diego Harbor*.—A project to modify the existing project by deepening and extending project channels to provide 42-foot depth in the entrance, 40-foot depth to bulk terminals and 35-foot depth to general cargo terminals. Federal cost: \$5,360,000.

(4) *Ventura Marina*.—A project to provide for construction of an offshore breakwater. Federal cost: \$1,540,000.

(5) *Port Hueneme Harbor*.—A project to deepen the central basin, to widen, extend, and deepen the interior commercial channel, all to a depth of 35 feet. Federal cost: \$1 million.

In conclusion, Mr. Chairman, may I say that these are basic authorizations.

Thank you, gentlemen, for the opportunity to appear in behalf of these California projects.

Mr. McCARTHY. Thank you, Mr. Johnson. Next is Snohomish River, Everett Harbor, Wash.

SNOHOMISH RIVER, EVERETT HARBOR, WASH.

Colonel PICK. Mr. Chairman and members of the committee, Everett Harbor is located in western Washington, about 30 miles north of Seattle, where the Snohomish River discharges into Puget Sound. Primary commodities contributing to the commerce of the harbor and river are logs, lumber, wood pulp, and paper products. Other important commodities are petroleum products and nonmetallic mineral products.

There is an existing Federal project which provides for a training dike to channel river flows through the harbor, spur dikes, settling basins for controlling sediment depositions, and connecting channels from deep water in Port Gardner Bay to the head of upstream Steamboat Slough.

During periods of high tides and strong onshore winds, storm generated waves pass over the deteriorated training dike causing turbu-