

should be pointed out, for example, that Snohomish County is the fastest growing in the entire United States. The Census Bureau expects the population of this area to double by 1985. The A. D. Little Co., after studying the growth pattern of the area, estimated that 70,000 more people can be expected in the county by 1970, due just to the establishment of the new Boeing 747 manufacturing plant there.

That is a population equivalent to more than the county's present largest city.

With this vast growth, pressure is on the Port of Everett and Everett Harbor for increased capacity. The present training dike is inadequate. During storm periods in Puget Sound, waves nearly 2 feet high can travel up the navigation channel which is supposed to be protected by this dike. Further, there is too little moorage space in protected waters. Fishing vessels must anchor four abreast, creating an undue hazard and escalating the chances of damage during storms.

Cut logs awaiting processing in the area's mills are sorted behind the breakwater, but, due to a lack of space and because of high waves during storm periods, the sorting activity and the necessary tugboat maneuvering is severely limited. This prevents the lumber mills from operating at full capacity.

This proposed dike improvement has received the approval of every level of government and every governmental agency that has reviewed it including the State of Washington and the Bureau of the Budget.

I respectfully urge you to approve this vital project.

Thank you.

Mr. McCARTHY. Thank you, Mr. Meeds. Colonel, please go on to the Kake Harbor project.

KAKE HARBOR, ALASKA

Colonel PICK. Mr. Chairman, the city of Kake is located in southeastern Alaska approximately 40 miles west of Petersburg. Commercial fishing and fish processing provide the sole industry for the community of 500 people. Kake's central location to excellent fishing areas and its close proximity to scheduled water cargo routes insures the future growth of the fishing industry.

Kake Harbor is exposed to frequent storms from the southeast, west, and northwest. These storms damage and destroy boats by forcing them ashore or onto the rock outcroppings. The exposed and hazardous harbor conditions constitute a serious menace to the economic security of the community.

The Chief of Engineers recommends construction of a 1,580-foot-long breakwater on the west of the harbor and a 900-foot-long breakwater on the south to protect a mooring area having adequate existing depths. The Federal cost is \$1,760,000 and the non-Federal cost is \$6,000 for lands, easements, and rights-of-way. The annual charges are \$74,600 and the annual benefits are \$135,400 with a benefit-cost ratio of 1.8. Local interests have indicated willingness to provide the required local cooperation.

The comments of the State of Alaska and Federal agencies are favorable. The Bureau of the Budget has no objection to submission of the report to Congress.

Since the Federal cost for this project is less than \$10 million, the views set forth by the Secretary of the Army in his letter of January 6,