

1967, submitting to you a draft bill to amend section 201 of the Flood Control Act of 1965 would apply.

Mr. Chairman, this completes my statement.

Mr. McCARTHY. The gentleman from Ohio.

Mr. HARSHA. Colonel, is that normal for Federal costs to be practically 100 percent of the project, 99 percent when the benefits are commercial fishing?

Colonel PICK. Yes, sir. The structures here are all Federal structures.

Mr. McCARTHY. The gentleman from California.

Mr. CLAUSEN. Mr. Chairman, Congressman Pollock from Alaska is now in session in his own Committee on Interior and Insular Affairs and he has spoken to me about the Kake Harbor project and the King Cove Harbor and the Sergius and Whitestone Narrows, Alaska, projects and he has asked me to get permission from the Chair to insert his statement and any supplemental statements at this point in the record. I ask unanimous consent that this be granted.

Mr. McCARTHY. Without objection, sir, it is so ordered.

(The statement referred to follows:)

STATEMENT OF HOWARD W. POLLOCK, CONGRESSMAN FOR ALASKA

Mr. Chairman and members of the subcommittee, I appreciate the opportunity to testify in strong support of the authorization for *The Kake Harbor, King Cove and Sergius and Whitestone Narrows navigation project in Alaska*.

Alaska is basically a frontier area in the early, yet rapidly expanding stages of economic development. While Alaska has the largest geographic area of any State in the Union, its population is the smallest. Most population centers in Alaska are frequently isolated from each other, and the lower 48 States by factors of adverse terrain and climate and great distances. Although the great State of Alaska has many diverse features, there is one factor which is common to all regions—we are almost totally dependent upon water transportation for movement of both people and commodities.

The proposed navigation projects will greatly enhance our vital water transportation and further assist our economic growth. Briefly the projects would benefit Alaska as follows:

KAKE HARBOR, ALASKA

The town of Kake is in southeastern Alaska, 39 miles west of Petersburg and about 850 miles northwest of Seattle.

In 1940 a CCC project to construct a breakwater was started, but never completed. Today the State of Alaska maintains a 600-foot wharf on top of the partially completed CCC breakwater. This wharf-breakwater structure is not adequate to protect the commercial fishing fleet which uses Kake Harbor. The proposed project would provide the needed protection by construction of a 1,580-foot west breakwater and a 900-foot south breakwater. Total estimated Federal cost is \$1,760,000. The benefit-to-cost ratio is 1.8 to 1 and would provide estimated annual benefits of \$135,400 for the commercial fishing industry using Kake Harbor.

KING COVE HARBOR, ALASKA

King Cove is located on the south coast of the Alaska Peninsula, about 650 miles southwesterly from anchorage and 400 miles southwesterly from Kodiak. Commercial fishing boats operating out of King Cove are unprotected from the severe storms which are characteristic of this area. Accordingly, the proposed project provides for construction of a 15-foot-deep anchorage basin of about 11 acres in area, an entrance channel 125 feet wide and 15 feet deep, on earth dike and a rock fill groin. Total estimated Federal cost of this project is \$522,000. The benefit-to-cost ratio is 4.5 to 1 and would provide an estimated \$143,750 in annual benefits to the commercial fishing fleet using King Cove Harbor.