

Mr. CLAUSEN. I might state for the record, Mr. Chairman, that when the Flood Control Subcommittee went to Fairbanks, Alaska, to view the flood damage, it was also provided with an opportunity to visit some of these projects in that area. I can testify to the need in their behalf.

Mr. McCARTHY. Please proceed, Colonel Pick.

#### SERGIUS AND WHITESTONE NARROWS, ALASKA

Colonel PICK. Mr. Chairman and members of the committee, Sergius and Whitestone Narrows are located in southeastern Alaska and are in the network of channels which comprise the inside passage from the Pacific Northwest to and within southeastern Alaska.

Whitestone Narrows lies about 15 miles north of Sitka at the south entrance to Neva Strait. The Sergius Narrows passage lies 4 miles into Peril Strait above its junction with Neva Strait and is about 27 miles northeast of Sitka. Navigation through these passages is difficult and hazardous caused by the narrow rocky channels and strong tidal currents. Numerous accidents have occurred and considerable time is lost by ships negotiating these waters.

The Chief of Engineers recommends modification of the existing 24-foot-deep channel at Whitestone Narrows by increasing the channel width from 200 to 300 feet, and the construction of a channel 24 feet deep and 450 feet wide at Sergius Narrows. The work would consist essentially of removing rock reefs at both locations. The cost of improvement is \$3,030,000. No costs for lands or relocations are involved. The annual charges are \$123,600 and the annual benefits are \$411,000 with a benefit-cost ratio of 3.3. Local interests are required to hold and save the United States free for damages due to the construction and maintenance of the improvements.

Comments of the State of Alaska and the interested Federal agencies are favorable. The report is with the Secretary of the Army for transmittal to the Bureau of the Budget for clearance as to its relationship to the program of the President prior to its submission to Congress by the Secretary of the Army.

This concludes my statement, Mr. Chairman.

Mr. McCARTHY. The gentleman from Ohio.

Mr. HARSHA. What do you mean lower operating costs, of what, Colonel, in this report under benefits?

Colonel PICK. Lower operating costs, would be those cost savings which would accrue to the State-owned ferries which use these narrows. This area of Alaska does not have any roads. The roads are actually the water passages. The State has a ferry system which runs through this area, which provides public transportation in the area. And the operation costs of this ferry system would be materially reduced by this project.

Mr. HARSHA. Is this the normal Federal responsibility?

Colonel PICK. This type of project; yes, sir.

Mr. HARSHA. Have we ever done this before?

Colonel PICK. Yes, sir; I am sure we have done this before.

Mr. HARSHA. Where?

Colonel PICK. This involves also commercial and fishing boats and any type of recreational craft, tourist craft.