

Mr. McEWEN. It would have to be deepened. I am curious, Colonel, how do you estimate the benefit-cost ratio on this? It is not a shorter route, it is a safer channel, is that correct?

Colonel PICK. That is correct, sir. We have annual tonnage through this area, approximately 150,000 tons, which cargo is about 750 tons, tourist trade is about 400 tons and fishing boats are about 1,800 tons a year. You analyze the ships that go through, the time that is saved, and this saving is the basis for the benefit claimed.

Mr. McEWEN. Your benefit is based on the time saved?

Colonel PICK. Yes, sir. Plus reduction in operating costs and in damages which do not occur.

General NOBLE. It is the same as shortening it because the time of transit is shortened by virtue of the fact that you have eliminated the hazards.

Mr. McEWEN. In other words, from the standpoint of no delays, due to storm under the present conditions, a ship could not enter the channel?

General NOBLE. Yes.

Mr. McEWEN. It is not any shorter channel. It is a safer channel which will avoid delays and avoid damages to ships?

General NOBLE. That is right.

Mr. CLAUSEN. If the gentleman would yield, also the dodging of some of this reef is a factor from the standpoint of basic navigation. Secondly, the traffic problems would be greatly resolved and the traffic potential enhanced; because as they go through, more ships would have less delay, if you know what I mean.

Mr. McEWEN. I would be interested, Colonel, if you could submit something on how you analyze the benefit-cost ratio. I am just curious as to how this is analyzed. For my own enlightenment, I would appreciate anything you can submit as to how you make the study.

I notice the other channel is marked on the chart Peril Strait, so apparently it has been recognized by whoever placed that name upon this particular passage that it is perilous.

Mr. CLAUSEN. If the gentleman would yield further, I do not want to belabor the point, but there is one thing I got the impression when I visited the Alaskan area, and I think we in Congress and this committee should take into account that of the entire land mass in Alaska, I do not know exactly what the percentage is, but it is well over 90 percent of the entire land mass, is in public domain ownership. And so the limited population, the limited tax base that they have, frankly places those areas in a very difficult position to try to provide the necessary facilities to the State and/or local units of government. And, of course, I believe that there is unlimited resources up there. And I am convinced from what I have seen that any other expenditure in this regard is going to provide some opportunity for a number of people that may want to get out of some of these hot urban areas.

Mr. McEWEN. I have no further questions, Mr. Chairman.

Mr. McCARTHY. Colonel, do you want to move ahead to Hawaii.

COASTS OF HAWAIIAN ISLANDS—HARBORS OF REFUGE, HAWAII

Colonel PICK. Mr. Chairman, boating and fishing are year-around activities in Hawaii and with the expanding economy and growing