

watt hours per year. The kilowatts and kilowatt hours which will be needed in substitution for the lost generation will cost approximately \$3 to 3½ million per year. For a term of eight years this would represent an expenditure of more than \$25 million. This expenditure would represent the cost of wasting the major flow of the Santee River by by-passing the Pinopolis project. In 1976, after this expenditure has been made, no alternate power house will have been constructed, there will be no public improvements to show for the money, and the long term problem will be unresolved.

Under the Corps' plan approximately \$35 million will be spent in the construction of an alternate power house which will represent a permanent public improvement and a permanent replacement of the power lost by redirection.

The plan recommended by the Bureau of the Budget would seriously affect the South Carolina Public Service Authority, its customers, and its ability to finance future business operations. In effect, the Bureau of the Budget has recommended that no payment be made to the Authority (for the more than 80% decrease in the flow through the Pinopolis power house) after April 1, 1976, based on an open invitation to the Federal Power Commission to so restrict any license renewal as to confiscate the major value of the Pinopolis project. Without debating the legal question, we believe the position of the Bureau of the Budget is unwise and unfair, especially as applied to a small public agency, whose license by Act of Congress is not subject to recapture. The tentative agreement between the Corps of Engineers and the Authority is equitable, and we ask the Committee and the Congress to allow this arrangement to be finalized.

Mr. RIVERS. Mr. Chairman, and members of the committee, I am very grateful for the privilege of testifying before this great committee.

I, too, am kind of busy. We have a \$22 billion bill before our Committee on Armed Services which affects the very lifeblood of the military—all the weapons systems, ships, planes, tanks, R. & D., tracked vehicles of all kinds.

We have been in session, Mr. Chairman since 8:15 this morning and they have permitted me to leave for a few minutes and then I am going back.

This is a sort of honor and this committee has been so gracious, Mr. Chairman, to permit me to testify. I want to say how great it is to appear before you.

Before I begin, Mr. Chairman, I will not fail to tell this committee of the everlasting thanks this Nation owes to you for your forward look in every area in which your jurisdiction extends. I praise every one of you every time I get out on an interstate highway.

What this committee has done for transportation and conservation of our natural harbors and our highways and streams is something for which the whole Nation is everlastingly indebted.

I am a member of a military committee and it is vital that our harbors be cared for and this committee's attention to this indispensable segment of our existence is something for which I am thankful.

Now, I shall not take too much time, Mr. Chairman. I want to tell you something about which I know just about everything. I know from the inception out in the legislature when we created an organization to come to Washington, even when I was in the legislature, the favorite pastime was coming to Washington for money and we did and we got it and we built this project right in the middle of my district, 10 miles from where I was born.

So, there is very little about this that I am not familiar with.

Now, Mr. Chairman, the St. Stephens project which the Corps of Engineers proposes to build near St. Stephens, S.C., is located a few miles from where I was born and about 40 miles from Charleston. I am not going to try to describe this project to you or to get into any