

There are a number of other benefits associated with this project. In addition to providing major transportation savings through barge distribution of freight from deep water ports at Tampa, St. Petersburg, Pensacola, and Panama City, construction of the St. Marks to Tampa waterway will open a large part of the remaining undeveloped coastline of Florida for recreational development and would preserve these natural resources for public use.

A thorough study has been made of the cost-benefit ratio for the project. The ratio of 1.7 to 1 is certainly favorable. There are many other benefits which are difficult to estimate. I feel that planned industrial development will occur in specially zoned areas near the urban centers along the waterway and will add materially to prospective waterway traffic in the future.

I also feel that shippers and receivers of barge transportable bulk commodities as well as the public sector of the general economy will receive immediate benefit from reduced barging transportation charges. Substantial benefits will be realized from recreational boating traffic, land enhancement from placement of dredging spoil, and general recreational development along the route of the waterway.

The Chief of Engineers is co-ordinating the project with various agencies interested in it. A final report is due soon. However, I feel sure their comments will not adversely affect this vital transportation improvement.

Mr. Chairman, I know this Subcommittee will give this project very careful consideration. I urge you to authorize construction in the present Omnibus Public Works bill before you today.

Thank you.

STATEMENT OF HON. DON FUQUA, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

Mr. FUQUA. I would like to insert my statement into the record at this point, Mr. Chairman. It concerns the Gulf Intracoastal Waterway.

Mr. BLATNIK. Without objection, it is so ordered.

(The full, prepared statement of Mr. Fuqua follows:)

STATEMENT BY HON. DON FUQUA, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

Mr. Chairman, a chain is only as strong as its weakest link. Accordingly, my concern for our Intracoastal Waterway has been of long standing and sincerely in the best interest of our nation. Since my election to Congress, I have appeared before the various appropriate committees urging the completion of the only "missing link" in the nearly 3,000 mile Intracoastal Waterway traversing along our coastline from Trenton, New Jersey, to the Mexican border. This uncompleted portion from St. Marks, Florida, to the Tampa Bay area deserves without further delay the congressional authorization which would begin the forward steps toward effective, efficient, and expeditious industrial and recreational development, along with sufficient defense transportation measures.

Emphasis cannot be overstressed with regard to the necessity of this project authorization. It is somewhat bewildering that we are so near to having perhaps one of the best protected inland waterways any nation has, and yet at the present rate of progress it seems another generation may pass before the benefits we know and advocate will be realized. A good part of the unfinished waterway lies along the Gulf coastline of my congressional district, and I have worked diligently toward the completion of the "missing link" of some 224 miles. It is time that due regard be exercised in the routing and construction of this portion of the waterway and bring to an end a lack of active and unquestionable recognition of the significance of the completion of it.

This is particular trenchant in view of the construction of the Cross Florida Barge Canal. The Gulf Intracoastal Waterway will further implement and most certainly augment the purposes and use of the Canal. I believe the defense measures served through these waterways are understandable and thought provoking even without extensive discussion or even mention. The single thought of a Communist government only 90 miles from our nation's shorelines and border makes all of this very real to us. Furthermore, the economic benefits have been presented numerous times over the years. We are now looking beyond these meritorious points of long standing into the space age. There is an imminent need of the