

lieve that in such event New Orleans will serve as a principal port of entry and importation for all vehicles which are destined to be delivered in the Gulf and Middle-west area. This should double the amount of vehicles which we will receive and handle through New Orleans.

The economies inherent in an operation of this magnitude and character will necessarily be passed along to the public by way of a reduction in cost of vehicles offered for sale. Additionally, handling vehicles in the manner contemplated will materially reduce the damages presently sustained to vehicles when docked as mixed cargo, which is the circumstance under which we presently operate. The savings which we will achieve by reason of a lesser amount of damages to vehicles handled will also be reflected in a reduction in price to the consumer.

To emphasize the nature and character of the vandalism and damages which we presently experience, I direct your attention to an instance reported in The Times-Picayune, our New Orleans newspaper, on June 3, 1968, a copy thereof being annexed hereto. You will note that some young people entered the storage area now being used adjacent to the public wharf and amused themselves by driving new cars around and bumping them together, somewhat in the fashion of the "bumping cars" found at our local amusement park.

This kind of vandalism could have been prevented and the resulting loss avoided if the cars had been parked in the type of staging area which is planned for our installation at Michoud.

You have been informed that the local interests, including my company, have done all that has been requested of the local sponsors of this modification. All that remains to be accomplished in order that these known and anticipated savings may be passed on to the public is the recommendation of your committee and the ultimate funding of the proposed modification.

I respectfully request your recommendation and approval of this modification and improvement to the existing waterways.

[From the Times-Picayune, June 3, 1968]

JUVENILES PLAY BUMPING GAME WITH REAL CARS

Police said a group of juveniles decided Sunday night to play bumping cars, but instead of going to Pontchartrain Beach, they picked on the local Volkswagen storage area.

About 30 of the small cars received minor damages as a result of the escapade. Harbor police estimated total damages at \$1,000.

A guard at the storage area said a truck driver who was passing by about 8:30 p.m. told him he saw some lights moving around in the storage compound on the levee near the St. Maurice st. Wharf.

The guard, Gary Roberts, went to investigate and saw several juveniles running down the levee. Upon closer inspection of the cars he found them bumped together and parked in helter-skelter fashion.

The wharf is the receiving area for the cars, which are shipped to the area from Germany. They are stored with some gas in their tanks and the keys in the ignition.

New Orleans police said the matter is under investigation.

The cars are owned by Willard E. Robertson, regional Volkswagen distributor.

STATEMENT OF HAROLD E. COOK

Mr. Chairman, members of the Committee on Public Works of the United States House of Representatives, my name is Harold E. Cook. I am executive Vice President of New Orleans East, Inc., and a resident of New Orleans, La.

I wish to express my thanks and appreciation to the members of this Committee for the opportunity to appear and request favorable consideration of the subject project.

New Orleans East, Inc. is the owner and developer of a 32,000 acre tract of land in New Orleans. We were the seller of all property on the east side of Michoud Canal. The Michoud Canal is also the property of this company.

Since the inception of this project, substantial additional industry has moved into the area. Our overall Master Plan, which has been approved by the City Planning Commission of New Orleans, calls for an area of some 6,500 acres to be occupied by light and heavy industrial plants. Past experience shows that