

storage in Consolidated's tanks and subsequent distribution and marketing. Consolidated does not own any of the oil. The oil companies are therefore also to be considered as users of the present channel and prospective users of the proposed 40-foot channel.

NEED FOR DEEP-WATER HARBOR ON NORTH SHORE OF LONG ISLAND

There is at present no harbor on the north shore of Long Island capable of adequately accommodating modern oceangoing vessels. A deep-water harbor on the north shore capable of accommodating such vessels is greatly needed. The District Engineer, in his report, states as follows: "The population of Suffolk County, which comprises the tributary area of Port Jefferson Harbor, has been increasing at an accelerated rate, *greater than the national average*. A projection of the population growth in this county indicates that the population will increase from 667,000 in 1960 to about 1,000,000 in 1970 and will continue to rise to about 3,000,000 in 2020." [Italics supplied.]

The District Engineer, in his report, refers to the fact that receipt of petroleum products in Port Jefferson Harbor increased from 91,657 tons in 1945 to 947,530 tons in 1964 and that indications are that in 1970 the domestic and foreign petroleum commerce in Port Jefferson Harbor will amount to 1,460,000 tons in the year 2020 the domestic petroleum commerce will amount to 3,900,000 tons and foreign petroleum commerce to 75,000 tons.

The industrial, residential and economic development of the middle and eastern sections of Long Island is progressing at a rapid rate and is very much in need of a deep-water harbor on the north shore of Long Island as a means of access for modern oceangoing vessels. As clearly indicated on the attached chart, a 40-foot channel into Port Jefferson Harbor is absolutely essential to serve the increasing requirements in the foregoing respect throughout Suffolk County and within the Town of Brookhaven, which includes the Village of Port Jefferson. It is imperative that the need of Suffolk County, which comprises more than one-half of Long Island to the east of Nassau County, and the Town of Brookhaven for a deeper channel on the north shore in the natural harbor at Port Jefferson be accorded favorable consideration. The great benefits that would be derived by the commercial, industrial and residential interests in Suffolk County, including the Town of Brookhaven, from a 40-foot channel at Port Jefferson should be the determining factor in connection with the decision by this Subcommittee and the Senate Committee on Public Works to include the Port Jefferson Harbor improvement project in the River and Harbor Authorization Act of 1968.

In addition, plans are now being formulated for the construction of a bridge across Long Island Sound which will connect the middle or eastern end of Long Island with Connecticut or Rhode Island. The construction of this bridge will have the effect of further accelerating the industrial, residential and economic growth of this area of Long Island since it would afford a much shorter route for commercial and passenger traffic between Long Island and New England.

The American Merchant Marine Institute strongly urges the inclusion in the Omnibus River and Harbor Authorization Bill of the Port Jefferson Harbor improvement project as recommended by the Chief of Engineers, Department of the Army. The favorable consideration of our views and recommendation will be most helpful and much appreciated.

Mr. CORRADO. As you may know, the American Merchant Marine Institute is a maritime trade association, comprising 32 U.S. companies, which own and operate nearly 500 U.S.-flag oceangoing passengers and general cargo vessels, tankers, and dry bulk carriers in the foreign and domestic trades of the United States.

This morning the Congressman indicated, I believe the record would show, that he indicated that one of the reasons he was opposing this project was that it would only benefit one local petroleum company. Well unless I have been badly confused, I am appearing as a witness here today in favor of a number of our oil company members which carry petroleum products into Port Jefferson. And also at this time I would like to say I think that this oil company that he is speaking of is more or less in the nature of the tank farm that stores the oil.