

under the existing authority. The bridge now is under construction, at least a substructure of it is.

Mr. BLATNIK. The whole bridge, or just the substructure?

Mr. SWICK. Substructure.

Mr. BLATNIK. Do you have to sell more bonds to complete the bridge?

Mr. SWICK. They have to sell more bonds to complete the bridge, yes, sir.

June 24, and he states: In view of the inability of the commission to sell its bridge for revenue bonds in the current money market, an alternative method of financing the new bridge should be authorized.

We will check this further. I have no further questions, Mr. Swick.

Any questions, Mr. Harsha?

Mr. HARSHA. I would like to ask Mr. Swick, this involves two States, Iowa and Illinois.

Mr. SWICK. Yes, sir.

Mr. HARSHA. Are there any positions on the various States involved that you are aware of?

Mr. SWICK. This bridge commission is in Iowa, is an Iowa corporation, and we have asked the Iowa department if they had any interest one way or the other in this bill, and they say they have no interest one way or the other.

We have not contacted the State of Illinois, but I know of no reason why they would have any objection to it.

Mr. HARSHA. The highway department has nothing to do with it then?

Mr. SWICK. The highway department says that they are not interested at this time in taking over this bridge commission operation under their general toll bridge authority.

Mr. HARSHA. Thank you. This concludes our outside witnesses.

Off the record.

(Discussion off the record.)

Mr. BLATNIK. Tomorrow, we will begin hearings, still in public session, of the Corps of Engineers, and normally their testimony would have preceded or been the opening testimony of each individual project in sequence.

The hearings for today are adjourned. The committee will resume its hearings to hear Corps of Engineers testimony tomorrow at 11 o'clock.

(Whereupon, at 4:05 p.m., the committee was adjourned, to reconvene at 11 a.m., Thursday, June 27, 1968.)