

Colonel SEIDEL. Sir, our first records of maintenance dredging started in 1925. And we had figures of \$36,000, \$43,000, and so on. These are thousands of dollars for dredging by the corps.

Mr. McEWEN. What was the largest amount up until this change and diversion of water into the Cooper?

Colonel SEIDEL. In 1938, sir, we spent \$105,838.

Mr. McEWEN. That was the largest amount?

Colonel SEIDEL. Yes, sir.

Mr. McEWEN. And your average amount, if you can make a quick estimate, Colonel, would have been what, \$60,000 or \$70,000, possibly in that neighborhood?

Colonel SEIDEL. About \$70,000 or \$80,000, sir.

Mr. McEWEN. About \$70,000 or \$80,000. Do you have any cost index that would enable you to project what an annual cost of \$70,000 or \$80,000 in that period would be today?

Colonel SEIDEL. Three to four times would be the best guesstimate I could give, sir.

Mr. McEWEN. Three to four times. So if we take your higher figure of \$80,000, you would be talking \$240,000 to \$320,000, something in that neighborhood, a year; in other words, it is fair to assume, then, that the corps will still have dredging work to do in Charleston Harbor even with this diversion; is that not correct?

Colonel SEIDEL. That is correct.

This is the figure that I addressed myself to when I said that if our project was constructed, that we would still have a requirement for an estimated \$1.2 million maintenance cost in Charleston Harbor on an annual basis.

Mr. McEWEN. And that, I assume, is because the Cooper is not going back to its original 500 cubic feet per second, but is going to carry, as you say, around 3,000?

Colonel SEIDEL. Yes, sir.

That plus the fact that we have now a 35-foot project depth that we maintain, and we will have a requirement for a 40-foot national defense channel. We have deepened the river considerably from what it used to be.

Mr. DORN. Colonel, you do have increased defense activity, too?

Colonel SEIDEL. Yes, sir.

Mr. DORN. The Polaris submarine base.

Mr. McEWEN. There is defense activity in Charleston Harbor?

Mr. DORN. Very much.

Mr. McEWEN. Colonel, if you put the route B redirection in, would you have a silting problem at the mouth of that channel?

Mr. McALEER. Inlets to the ocean through the sand areas are always a problem. They meander or move, they clog up so that cutting a new channel through here would create a new inlet problem with many unknown elements in it.

Mr. DORN. But actually the area where the proposed alternate route is there for the channel, from there on up above, from right there on above the old original bed of the Santee River is just about as wild as the Congo, if you want to know the truth about it.

All through there is just absolutely nothing but marshes.

Mr. McEWEN. Where in this area is the inland waterway along the coast?