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C. & O. CANAL NATIONAL HISTORICAL PARK

GOVERNMENT
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HEARING
BEFORE THE
SUBCOMMITTEE ON PUBLIC LANDS
OF THE
COMMITTEE ON
INTERIOR AND INSULAR AFFAIRS
UNITED STATES SENATE
EIGHTY-SEVENTH CONGRESS

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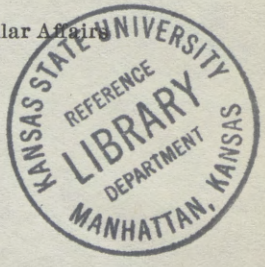
FIRST SESSION

ON
S. 77

TO PROVIDE FOR THE ESTABLISHMENT OF CHESAPEAKE
AND OHIO CANAL NATIONAL HISTORICAL PARK

APRIL 12, 1961

Printed for the use of the Committee on Interior and Insular Affairs



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C. & O. CANAL NATIONAL HISTORICAL PARK

WEDNESDAY, APRIL 12, 1961

U.S. SENATE,
SUBCOMMITTEE ON PUBLIC LANDS OF THE
COMMITTEE ON INTERIOR AND INSULAR AFFAIRS,
Washington, D.C.

The subcommittee met, pursuant to call, at 10 a.m., in room 3110, New Senate Office Building, Senator Alan Bible (chairman of the subcommittee) presiding.

Present: Senators Alan Bible, Frank E. Moss, Oren E. Long of Hawaii, Henry Dworshak, and Gordon Allott.

Also present: Benton J. Stong, professional staff member.

Senator BIBLE. The hearing will come to order.

This is the time regularly noticed for the hearing of Senate bill 77, introduced by Senator Beall. It is a bill to establish the C. & O. Canal National Historical Park in the State of Maryland.

Mr. Reporter, will you please have incorporated the Senate bill 77 at this point in the record, together with the departmental reports pertaining thereto?

(The documents referred to follow:)

[S. 77, 87th Cong., 1st sess.]

A BILL To establish the Chesapeake and Ohio Canal National Historical Park in the State of Maryland, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That (a) there is hereby established the Chesapeake and Ohio Canal National Historical Park, for the purpose of preserving and interpreting certain property in the State of Maryland for the benefit and inspiration of the people. The park, as initially established, shall comprise that particular property in Federal ownership containing not to exceed four thousand eight hundred acres, and situated along the line of the Chesapeake and Ohio Canal between the terminus of the George Washington Memorial Parkway, above the Great Falls of the Potomac River and a point within or in the vicinity of the city of Cumberland, Maryland, as may be determined by the Secretary of the Interior.

(b) Subject to the purposes and general requirements of this Act, the Secretary of the Interior is authorized to cooperate with the State of Maryland, with its political subdivisions and with other Federal agencies, in promoting such land use or development programs, through cooperative agreements or leases for terms not to exceed fifty years, as will further the objectives for the park and of the State of Maryland concerning wildlife propagation, wilderness conservation, public recreation, and related purposes.

(c) The authority granted in the Act of September 22, 1950 (64 Stat. 905), to effect land exchanges for the purposes of the proposed Chesapeake and Ohio Canal Parkway and in the Act of August 1, 1953 (67 Stat. 359), to grant easements for rights-of-way through, over, or under lands along the line of the Chesapeake and Ohio Canal is hereby continued and may hereafter be exercised by the Secretary of the Interior with respect to lands included in the Chesapeake and Ohio Canal National Historical Park. The Secretary is au-

thorized also to convey such Chesapeake and Ohio Canal lands within and in the vicinity of Cumberland, Maryland, which are not included in the Chesapeake and Ohio Canal National Historical Park in exchange for other land or interests therein of approximately equal value.

Notwithstanding section 1(a) of the Act of May 29, 1930 (46 Stat. 482, 483), that portion of the Chesapeake and Ohio Canal between the terminus of the George Washington Memorial Parkway above Great Falls and Point of Rocks, in the State of Maryland, shall hereafter be part of the Chesapeake and Ohio Canal National Historical Park.

(d) Any funds that may be available for purposes of administration of the Chesapeake and Ohio Canal property above the Great Falls terminus of the George Washington Memorial Parkway may hereafter be used by the Secretary for the purposes of the Chesapeake and Ohio Canal National Historical Park. The Secretary may construct park-type roads to provide access for visitors.

SEC. 2. The Secretary of the Interior is authorized to accept on behalf of the United States, donations of money, land, and interests in lands for purposes of the park and access thereto.

SEC. 3. (a) Such historical park shall be administered under the general laws and requirements governing areas of the national park system in such manner as to preserve the historic, scenic, and recreational values and features thereof.

(b) The enactment of this Act shall not affect adversely any valid rights heretofore existing within the areas hereby established as the Chesapeake and Ohio Canal National Historical Park.

SEC. 4. Any portion of the lands and interests in lands comprising the Chesapeake and Ohio Canal National Historical Park shall be made available upon Federal statutory authorization for public nonpark uses when such uses shall have been found, in consideration of the public interest, to have a greater public necessity than the uses authorized by this Act.

EXECUTIVE OFFICE OF THE PRESIDENT,
BUREAU OF THE BUDGET,
Washington, D.C., April 10, 1961.

HON. CLINTON P. ANDERSON,
Chairman, Committee on Interior and Insular Affairs,
U.S. Senate, New Senate Office Building,
Washington, D.C.

MY DEAR MR. CHAIRMAN: This is in response to your request for the views of the Bureau of the Budget on S. 77, a bill to establish the Chesapeake and Ohio Canal National Historical Park, in the State of Maryland, and for other purposes.

S. 77 provides for the establishment of the Chesapeake and Ohio Canal National Historical Park on lands now in Federal ownership. The size of the proposed park is limited to 4,800 acres unless additional lands become available through donation. Section 4 provides that any portion of the area shall be made available upon Federal statutory authorization for public nonpark uses when such uses shall have been found, in consideration of the public interest, to have a greater public necessity than the uses authorized by the act.

The report which the Secretary of the Interior is submitting on this bill describes in some detail the merits of the area and recommends several amendments, particularly an increase in acreage to embrace the surrounding scenic, historic, and recreational lands.

This Bureau would have no objection to the enactment of S. 77 if amended as suggested by the Secretary of the Interior.

Sincerely yours,

PHILLIP S. HUGHES,
Assistant Director for Legislative Reference.

GOVERNMENT OF THE DISTRICT OF COLUMBIA,
EXECUTIVE OFFICE,
Washington, D.C., April 11, 1961.

Hon. CLINTON P. ANDERSON,
Chairman, Committee on Interior and Insular Affairs,
U.S. Senate, Washington, D.C.

MY DEAR SENATOR ANDERSON: The Commissioners of the District of Columbia have for report S. 77, 87th Congress, a bill to establish the Chesapeake and Ohio Canal National Historical Park in the State of Maryland, and for other purposes.

The first section of the bill establishes a park to be known as the Chesapeake and Ohio Canal National Historical Park, comprised of not to exceed 4,800 acres of federally owned property in the State of Maryland. The park is to extend along the line of the Chesapeake & Ohio Canal from a point above the Great Falls of the Potomac River to a point within or in the vicinity of Cumberland, Md.

Although all of the proposed park is to be located in the State of Maryland and outside the boundaries of the District of Columbia, the Commissioners desire to emphasize that the District of Columbia has a vital interest in the establishment of the park, inasmuch as the presence of the park could operate to restrict or preempt the future development of the Potomac River from the standpoint of supplying water for a rapidly expanding Washington metropolitan area. The Potomac is the only water source for the District of Columbia and Arlington, parts of Fairfax County, and the city of Falls Church, all in Virginia. The river will shortly become a principal source for water used in Montgomery and Prince Georges Counties in Maryland. It has been estimated that the population of the Washington metropolitan area will increase in the next 40 years to approximately 4,800,000 persons; that 90 percent of the water required for this population must be provided by the Potomac River; and that the Potomac River cannot supply the quantity of water demanded by a population of this size without flow regulation. Adequate regulation will require impoundments within the Potomac watershed. Just where and when such impoundments should be placed have not yet been determined.

The Commissioners are pleased to note, therefore, that section 4 of S. 77 provides that:

"Any portion of the lands and interests in lands comprising the Chesapeake and Ohio Canal National Historical Park shall be made available upon Federal statutory authorization for public nonpark uses when such uses shall have been found, in consideration of the public interest, to have a greater public necessity than the uses authorized by this act."

Accordingly, in the belief that S. 77 will have the effect of insuring the development of the Potomac River for water supply and other beneficial purposes, while at the same time providing additional recreational facilities for the residents of the metropolitan area of the District of Columbia, the Commissioners favor its enactment.

The Commissioners have been advised by the Bureau of the Budget that, from the standpoint of the administration's program, there is no objection to the submission of this report to the Congress.

Very sincerely yours,

WALTER C. TOBRINER,
President, Board of Commissioners, District of Columbia.

DEPARTMENT OF THE INTERIOR,
OFFICE OF THE SECRETARY,
Washington, D.C., April 11, 1961.

Hon. CLINTON P. ANDERSON,
Chairman, Committee on Interior and Insular Affairs,
U.S. Senate, Washington, D.C.

DEAR SENATOR ANDERSON: Your committee has requested a report on S. 77, a bill to establish the Chesapeake and Ohio Canal National Historical Park, in the State of Maryland, and for other purposes.

We recommend early enactment of the bill, if it is amended as suggested in this report.

The bill provides for the establishment of the Chesapeake and Ohio Canal National Historical Park on lands now in Federal ownership, situated along the line of the Chesapeake & Ohio Canal between the terminus of the George Washington Memorial Parkway above Great Falls of the Potomac River and a point within or in the vicinity of Cumberland, Md. There is also in the bill a provision that limits the size of the park to 4,800 acres unless the Secretary of the Interior acquires lands for addition to the park by acceptance of donations of money, lands, and interest in lands. The bill further provides for the promoting and developing of wildlife propagation, wilderness conservation, public recreation, and related purposes.

We urge the Congress to authorize at an early date establishment of the Chesapeake and Ohio Canal National Historical Park and provide for its enlargement so that the benefits of its full park potential may be opened to the public. The federally owned Chesapeake & Ohio Canal offers scenic, historical, and recreational values of extraordinary importance. It is the nucleus for a park to serve a highly populated section of the country where more than 18 million live within a distance of 150 miles. Early acquisition of the land required to complement existing holdings is essential because of the rapidly rising land values which accompany urbanization.

The wealth of historic, scenic, and recreation values present in the Chesapeake & Ohio Canal property eminently qualify it as a national historical park. "Nature has declared in favor of the Potomack," George Washington wrote Thomas Jefferson, "and through that channel offers into our lap the whole commerce of the Western World." The scenic old Chesapeake & Ohio Canal, which Washington foresaw as a vital link with the West, symbolizes his vision of America's growth and progress.

Begun in 1828, completed in 1850, the canal parallels the Potomac River from Washington, D.C., to Cumberland, Md., a distance of 184 miles. Until operations ceased in 1924, the canal's 76 locks raised and lowered coal- and freight-laden canal boats some 600 feet between tidewater and the Alleghenies. The locks, arched masonry aqueducts, and a 3,000-foot tunnel through a mountain remain as splendid examples of early American engineering. Indeed, the Chesapeake & Ohio Canal is perhaps the finest relic of the Nation's canal-building era.

Not only is the canal itself of great historical significance, but it traverses a region rich in historical associations. Sites of Indian towns, of French and Indian War forts, and Civil War battlefields are nearby. Moreover, the canal follows one of the most scenic valleys in the eastern United States. The Potomac Valley is still largely undeveloped, and is characterized by a wild and varied natural beauty and unusual biological and geological interest. In its mountainous reaches—Harpers Ferry is an example—the scene becomes so spectacular that Jefferson once called it "worth a voyage across the Atlantic."

The historic and scenic caliber of the canal and the many opportunities there for hiking, camping, boating, fishing, bicycling, and other forms of outdoor recreation make the proposed park a nationally significant recreation resource lying close to the metropolitan centers of one of the country's most densely populated regions. In recognition of these values, the upper 165 miles from Seneca to Cumberland have been designated a national monument by Presidential proclamation of January 18, 1961. Accordingly, the lower portion of the canal has been restored and is administered as a part of National Capital Parks.

While bestowing upon the canal property well-deserved status in the national park system, the proclamation had legal limitations which precluded such considerations as the optimum size of the monument. Hence, the monument consists of only those 4,800 acres that were in Federal ownership when the proclamation issued. Present holdings are conspicuously inadequate for development and use for park and recreation purposes. In many places it comprises only the canal bed and towpath. Park use requires more space in many places to provide access, camping, picnicking grounds, parking areas, river frontage, and to preserve the natural and historic setting of the canal from adverse developments.

We desire authority to add enough land to the 4,800 acres now in the national monument to make an adequate Chesapeake and Ohio Canal National Historical Park, a park that will preserve and interpret the story of early development of this part of the country. This is the story of the westward movement of the frontier across the Appalachians, developments in industry and transportation,

great military engagements, and the peaceful growth of village and rural life. The addition of land to the monument would also preserve an extraordinarily scenic and valuable wild land recreation area close to great centers of population. In fact, the canal can become one of the finest scenic trails in America, giving access to all the related cultural and recreational values that characterize the Potomac River and its valley.

In view of the combination of historic, scenic, and other values found along the canal we regard national historical park status as a more appropriate designation. Therefore, we recommend the enactment of legislation by which the Chesapeake and Ohio Canal National Historical Park will supplant the existing national monument.

We further recommend that the legislation authorize a park of not to exceed 15,000 acres. Only with an area of this size can full public enjoyment of the park's outstanding scenic, historic, and recreation potential be achieved. In order that the non-Federal acreage may be acquired before development takes place and the cost become prohibitive it is essential that the legislation contain authority to purchase this acreage.

To enable the Department to attain its objectives we suggest the following amendments to the bill:

1. On page 1, line 8, add "and" at the end of the line.
2. On page 1, line 9, strike out "and" and substitute "including the Chesapeake and Ohio Canal National Monument, which property is".
3. On page 2, line 1, insert a comma before the word "and".
4. On page 2, line 3, add "The park may comprise such additional lands as may be acquired pursuant to subsection (b) hereof: *Provided*, That the total area of such park, including land already in Federal ownership, shall not exceed fifteen thousand acres."
5. (b) The Secretary of the Interior is hereby authorized to acquire in such manner as he may consider to be in the public interest such lands and interests in lands in the State of Maryland in the vicinity of the canal and existing Government canal property as he deems desirable for the purposes of the said park."
6. On page 2, line 4, strike out the symbol "(b)" and substitute the symbol "(c)".
7. On page 2, line 13, strike out the symbol "(c)" and substitute the symbol "(d)".
8. On page 3, line 2, strike out the period and substitute "that are authorized by this Act to be acquired for the park."
9. On page 3, line 9, strike out the symbol "(d)" and substitute the symbol "(e)".
10. On page 3, line 14 and 15 strike out "The Secretary may construct park-type roads to provide access for visitors."
11. On page 3, strike out lines 16 to 23, inclusive, and substitute therefor: "SEC. 2. (a) Within five years after the approval of this Act, the Secretary of the Interior shall file with the National Archives a map showing the lands within the maximum authorized acreage prescribed in Section 1(a) of this Act which are to comprise the Chesapeake and Ohio Canal National Historical Park: *Provided*, That the filing of such map shall not affect the authority of the Secretary subsequently to acquire, in accordance with Section 1(b), non-Federal lands within the boundaries of the park as depicted on said map. Such historical park shall be administered under the general laws and requirements governing areas of the national park system in such manner as to preserve the historic, scenic, and recreational values and features thereof."
12. On page 4, line 4, strike out "4" and insert "3" in lieu thereof.

Unlike proposals considered in earlier Congresses, S. 77 does not authorize the construction of a scenic parkway connection. We have no objections to this omission. We, likewise, have no dissatisfaction with the last section of the bill which relates to the availability of the park for public nonpark purposes upon Federal statutory authorization. The language in regard to nonpark purposes was recommended by the House Interior and Insular Affairs Committee in the 86th Congress. The language was also accepted by the Senate when it passed S. 77 in the 86th Congress.

The man-years and cost data statement required by the act of July 25, 1956 (70 Stat. 652; 5 U.S.C. 642a), is enclosed.

The Bureau of the Budget has advised that while there is no objection to the presentation of this report from the standpoint of the administration's program, it can make no commitment as to the submission of an estimate of appropriation for the purposes of the bill.

Sincerely yours,

STEWART LEE UDALL,
Secretary of the Interior.

DEPARTMENT OF THE INTERIOR

Subject matter: S. 77, to establish a Chesapeake and Ohio Canal National Historical Park

	19— calendar year	19— calendar year+1	19— calendar year+2	19— calendar year+3	19— calendar year+4
Estimated additional man-years of civilian employment:					
Executive direction: Assistant Superintendent.....	1	1	1	1	1
Total, executive direction.....	1	1	1	1	1
Administrative services and support:					
Accountant.....	1	1	2	2	2
Clerical and stenographic.....	2	3	6	7	7
Administrative assistant.....	1	1	1	1	1
Total, administrative services and support.....	4	5	9	10	10
Substantive (program):					
Chief ranger and rangers.....	7	7	7	7	7
Historian.....	1	1	1	1	1
Naturalist.....	1	1	1	1	1
Stenographic and clerical.....	2	2	2	2	2
Engineer.....	2	3	7	9	9
Architect.....	1	2	2	2	2
Landscape architect.....	3	3	6	8	8
Engineer aide.....	1	1	7	10	9
Maintenance supervisor.....	1	1	1	1	1
Skilled tradesmen.....	3	3	3	3	3
Unskilled labor.....	6	6	6	6	6
Stenographic and clerical.....	2	3	5	5	5
Total, substantive.....	30	33	48	55	54
Total, estimated additional man-years of civilian employment.....	35	39	58	66	65
Estimated additional expenditures:					
Personnel services.....	\$175,000	\$200,000	\$260,000	\$325,000	\$325,000
All other.....	500,000	1,000,000	1,000,000	1,000,000	1,000,000
Total, estimated additional expenditures.....	675,000	1,200,000	1,260,000	1,325,000	1,325,000
Estimated additional obligations:					
Land acquisition.....	400,000	400,000	300,000	200,000	200,000
Development.....	365,000	600,000	750,000	790,000	825,000
Operations.....	200,000	250,000	300,000	350,000	350,000
Total, estimated additional obligations.....	965,000	1,250,000	1,350,000	1,340,000	1,375,000

DEPARTMENT OF THE ARMY,
Washington, D.C., May 10, 1961.

HON. CLINTON P. ANDERSON,
Chairman, Committee on Interior and Insular Affairs,
U.S. Senate.

DEAR MR. CHAIRMAN: Reference is made to your request for the views of the Department of the Army with respect to S. 77, 87th Congress, a bill to establish the Chesapeake and Ohio Canal National Historical Park in the State of Maryland, and for other purposes.

The general purpose of this bill is to establish the Chesapeake and Ohio Canal National Historical Park, Md., between the terminus of the George Washington Memorial Parkway above the Great Falls of the Potomac River and a point near the city of Cumberland.

The Department of the Army, through the Corps of Engineers, has long been concerned with the development of the water resources of the Potomac River basin for the benefit of the public in general. The Department is in full accord with the overall objectives of S. 77, to preserve and develop the public recreational potentialities of the Chesapeake & Ohio Canal. These potentialities were recognized and provisions were made therefore in a report submitted to the Congress by the Secretary of the Army on May 22, 1946, on a preliminary examination and survey of the Potomac River and tributaries, Maryland, Virginia, West Virginia, and Pennsylvania, published as House Document No. 622, 79th Congress.

Under the authority of a resolution adopted on January 26, 1956, by the Committee on Public Works of the U.S. Senate, the district engineer at Washington, D.C., is conducting a review of the report contained in House Document No. 622 in order to determine whether any modification of the recommendations therein is advisable at this time, with a view to preparation of a comprehensive plan for control of floods and the development and conservation of the water and related resources of the basin, with particular emphasis on present and future needs for water supply and pollution abatement. In making this study, the Corps of Engineers is coordinating fully with the Interstate Commission on the Potomac River Basin, and with the States of Maryland, Virginia, West Virginia, Pennsylvania, and the District of Columbia, and the National Capital Regional Planning Council and other Federal agencies concerned, to insure full consideration of all views and requirements.

This study will consider all elements of water resources development. Every plan that has so far been contemplated for economic development of the water resources of the Potomac has included reservoirs as a primary component of the plan. Reservoir storage is considered essential for development of a dependable and adequate water supply for the increasing needs of the Washington area and such reservations as are ultimately found indispensable may occupy part of the lands encompassed in the proposed park.

The Department of the Army believes that action on this bill should be deferred pending completion of the overall study of development of the water resources of the basin now underway. However, should the committee determine to proceed with S.77, the Department would not interpose objection thereto in view of section 4 of the bill, which provides that any portion of the lands in the park shall be made available, upon authorization, for public nonpark uses when such uses shall have been found to have a greater public necessity than the park uses.

The Bureau of the Budget advises that, from the standpoint of the administration's program, there is no objection to the presentation of this report for the consideration of the committee.

Sincerely yours,

ELVIS J. STAHR, Jr.,
Secretary of the Army.

Senator BIBLE. Our first witness this morning is the distinguished Senator from Maryland and the author of the bill. Senator Beall, we are very happy to have you with us.

STATEMENT OF HON. J. GLENN BEALL, U.S. SENATOR FROM THE STATE OF MARYLAND

Senator BEALL. Thank you, Mr. Chairman. I have a statement that I am going to ask to be inserted in the record in order to save time. I am not going to read it at this point, but make a few remarks extemporaneously, if I may.

Senator BIBLE. Your statement may be incorporated in full in the record at this point.

(The statement referred to follows:)

STATEMENT OF SENATOR J. GLENN BEALL

Mr. Chairman, I am indeed grateful that you have scheduled this hearing on my bill, S. 77, to establish the Chesapeake and Ohio Canal National Historical Park.

In two previous Congresses, this committee has reported and the Senate has passed similar bills. On both of these occasions, the House failed to act. Since there is a full record on this legislation with which the committee is familiar, I shall not go into detail in this statement.

However, I do wish to submit an amendment to S. 77 on which I ask your approval.

In 1958, this committee reported S. 77 which provided for the establishment of a national park and for the construction and maintenance of a scenic parkway. Authorization to acquire additional land was also included. This was the original Chesapeake and Ohio Canal Park bill.

Last year, this committee, at my request, reported an amended version which deleted the spending items—that is, the parkway and the authority to acquire additional land. This was done to meet objections raised in the House.

The bill before you today is identical to the measure approved last year. Since January, developments have taken place which indicate a desirability to amend the present bill.

On January 18, 1961, President Eisenhower issued a proclamation establishing the Chesapeake and Ohio Canal National Monument. I was very happy that the former President included this proclamation in his final acts before leaving office.

In the following weeks I conferred with the Secretary of the Interior, Mr. Udall, and was pleased to learn of his support of giving full national park status to the canal. Like his predecessors, Secretary Udall favors giving authority to acquire additional land for park purposes.

I, therefore, request that S. 77 be amended to authorize the Secretary of the Interior to acquire such land and interests in land as he deems desirable for the purposes of said park. To accomplish this purpose, I suggest that the committee amend S. 77 to conform to the language of H.R. 4684, introduced by Congressman Mathias on February 21, 1961. In this way, the park could be developed to contain a total of 15,000 acres.

Mr. Chairman, the establishment of the Chesapeake and Ohio Canal National Historical Park is of great concern to me and to the people of Maryland. We have worked hard toward the realization of this park which will provide a needed recreational area for 18 million people in 7 States.

Again, I thank the members of the committee for your past recognition of this legislation. Again, I respectfully urge that S. 77 with the amendment I have suggested be reported to the Senate.

Thank you, Mr. Chairman.

Senator BEALL. Mr. Chairman, since 1939, the Department of Interior for the U.S. Government acquired this property from the B. & O. Railroad. Right after that time, there began this demand to create a national park similar to parks in other parts of the country

on Government-owned land. Work was started then, but the war came along and everything was stopped until about 1947 or 1948. I, as a Member of the House of Representatives, introduced a bill to permit construction of this park. We later went to Annapolis and secured legislation authorizing the State of Maryland to give to the U.S. Government such lands as it might need through the State-owned forests between Hancock, Md., and Cumberland.

This is not a speedway. It is not a highway. It is purely an idea to create a national recreation park for the preservation of wild-life and forestry.

Mr. Chairman, this proposal has been approved by the present Secretary of the Interior. As a matter of fact, it has been approved by every Secretary of Interior from Mr. Ickes on. But because of other legislation and because of differences of opinion in one House or another, it was not acted upon. It was acted upon by the House and approved by the House of Representatives at one time, and twice in the Senate we have passed this same bill.

Senator BIBLE. It was passed by the Senate last year, was it not?

Senator BEALL. Yes; that was the second time.

Senator BIBLE. Is this bill the same as the bill that was passed by the Senate a year ago?

Senator BEALL. Yes, sir. We are asking at the suggestion of the Department of Interior for an amendment which you have before you. In asking for the approval of this bill we also want to urge the amendment which permits the Secretary of the Interior to acquire additional land or accept land either by grants or by trading or purchasing. We would like to have this amendment embodied in the bill here in the committee, if it is agreeable to you and your committee.

Senator BIBLE. Have you had the opportunity of studying all of the amendments? I notice they seem to submit 11 different amendments, 3 of which appear to be substantive.

Senator BEALL. We have before us some three or four. Yes, there are several different amendments. All these are clarifying amendments that I have before me. Those have been approved by the Department of Interior. Of course, they are capable of speaking for themselves. There is one other thing I would like to say, Mr. Chairman. It is planned that this will in no way interfere with the Army Engineers and their development of the Potomac River for water-power. That is also in the bill. Several of these amendments have been approved by everybody as far as I know.

Senator BIBLE. What is the estimated proposed cost of the national park?

Senator BEALL. I don't know the estimated cost. I will have to leave that question to be answered by the Department of Interior. I do understand that the money has been earmarked and available for some years for this purpose.

Mr. Chairman, I would like to insert in the record several communications from responsible people. They are from Mr. Edward Habeeb, president of Route 40 Association; Robert C. Petersen, manager of the Cumberland Chamber of Commerce, and Frances McCoy of the Georgetown Garden Club. Statements from Adm. Neill Phillips, retired, of the American Planning and Civic Association; another one from Mr. Isaac T. Long, the Oldtown Sportsmen Club; and a very

good statement from former Circuit Court Judge George Henderson, who is chairman of the C. and O. Canal committee of the Chamber of Commerce of Cumberland. There are letters from Mr. Melvin I. Kaplan, of the Williamsport C. & O. Canal Club of Maryland, and Mr. Adam J. Harsh, secretary of the Williamsport C. & O. Canal Club.

Senator BIBLE. They will be inserted at this point in the record.
(The communications referred to follow :)

CUMBERLAND, MD., April 10, 1961.

Hon. J. GLENN BEALL,
Senate Office Building, Washington, D. C.:

Route 40 Association in accord with provisions, Senate bill 77, to create C. & O. Canal Park. We know you will support this bill. Hope further developments can be expected giving area significance it should have for tourists and persons interested in history of transportation in early days of our country.

EDWARD HABEEB,
President, Route 40 Association.

CUMBERLAND, MD., April 10, 1961.

Hon. J. GLENN BEALL,
Senate Office Building, Washington D.C.:

The Cumberland Chamber of Commerce wholly supports Senate bill 77. While it is not the ultimate we would have liked to see developed in the C. & O. Canal Park, it is a step forward. Hope your committee will send it through for passage.

ROBERT C. PETERSEN,
Manager, Cumberland Chamber of Commerce.

WASHINGTON, D.C., April 12, 1961.

Senator J. GLENN BEALL,
Senate Office Building, Washington, D.C.:

Seventy members of Georgetown Garden Club support 100 percent your bill S. 77, to establish C. and O. National Park. We greatly appreciate your efforts.

FRANCES MCCOY,
Chairman, Civic and Conservation Committee.

AMERICAN PLANNING & CIVIC ASSOCIATION,
Washington, D.C., February 2, 1961.

Re S. 77, C. & O. Canal National Historical Park.

Hon. J. GLENN BEALL,
Senate Office Building, Washington, D.C.

DEAR SENATOR BEALL: The Committee of 100 on the Federal City strongly supports the aim of establishing the C. & O. Canal National Historical Park as set forth in this bill. We urge that the bill be reintroduced in the 87th Congress.

The needs for the establishment of this park grow daily more pressing due to population pressures and to increased threats of invasion of the subject area.

Not only should this unique and priceless scenic area be preserved for its own sake, but also it should be saved as a major adjunct to the Nation's Capital and as a tourist attraction that, made into a national park, will be of major economic value to that part of Maryland.

Yours sincerely,

NEILL PHILLIPS,
Rear Admiral, USN (Retired), Chairman, Committee of 100 on the Federal City.

COMMITTEE OF 100 ON THE FEDERAL CITY,
Washington, D.C., April 11, 1961.

Re S. 77, a bill to establish the C. & O. Canal National Historical Park.

HON. ALAN BIBLE,
Senate Committee on Interior and Insular Affairs,
Subcommittee on Public Lands,
Washington, D.C.

DEAR SENATOR: I am writing to endorse this bill, on behalf of:

(1) The Audubon Naturalist Society of the Central Atlantic States, of which I am senior vice president. This society numbers about 1,300 members in the Greater Washington area.

(2) The Committee of 100 on the Federal City, of which I am chairman. The Committee of 100, since its organization in 1922 as part of the American Planning & Civic Association, has been concerned with the planned development of Greater Washington. This includes as one of its keystones the establishment of an adequate system of parks in and around Washington.

In late 1960 the C. & O. Canal and contiguous areas federally owned were made into the Chesapeake & Ohio Canal National Historic Monument. This action was an expression of great national interest that had grown up over the country in the preservation of these federally owned lands along the canal. But it remains for the Congress to provide the further vital protection to this magnificent Potomac Gorge area that national park status would afford.

This scenic region if protected as a national park will have a continuing value, of the highest quality, for recreational and educational opportunities for our people. No other area in this part of the Atlantic States offers a greater expanse of wonderful natural features. Up until the present time these natural features have been preserved due to inaccessibility. But such may not much longer endure. The area is a living museum that should by all means be protected.

The great historical value of the area is self evident, containing as it does the original Chesapeake & Ohio Canal, founded by George Washington. It was one of the engineering marvels of its time, and an important step in connecting the Capital City with the Ohio Basin.

The economic potentials of a national park in this place, with the great growth of tourism and the increasing and urgent need for more unspoiled open places for our people to visit, are very great.

We feel that S. 77, section 4, makes adequate provision for any unforeseen need to utilize lands within the area for other than park purposes; by defining the authority of the Congress to make any future decisions thereto. But we recommend:

That S. 77 be amended to provide for the acquisition of additional private lands contiguous to the canal. A minimum of 15,000 acres should be included in the park in order to give adequate protection to great scenic areas and to provide adequate public use. This means that an additional 10,000 acres should be acquired. The urgency of this step lies in the now rapid increase of unsightly and uneconomic developments and dwellings along the banks of the canal. Purchase before land prices increase further is highly desirable.

Respectfully yours,

NEILL PHILLIPS.

OLDTOWN SPORTSMEN CLUB,
Oldtown, Md., April 8, 1961.

Senator J. GLENN BEALL,
Senate Office Building,
Washington, D.C.

DEAR SENATOR BEALL: The Oldtown Sportsmen Club is pleased to learn your Senate bill 77 is to come up for hearing April 12.

We would like you to know our organization approves this bill and has full support of our membership, which is 564 members.

With kindest regards we are,
Sincerely yours,

ISAAC T. LONG,
Secretary.

CUMBERLAND, Md., April 10, 1961.

Re proposed C. & O. National Historical Park.

Hon. J. GLENN BEALL,
Senate Office Building,
Washington, D.C.

DEAR SENATOR: The purpose of this letter is to endorse your proposed Senate bill 77 establishing the Chesapeake & Ohio Canal property as a national historical park.

The canal is of major historic importance. One of George Washington's pet projects was the development of the Potomac River for navigation as a pathway to the west, and traces of what was done to this end in his time are still extant on the Virginia side of the river. Of course the plan for the C. & O. Canal came later after his death, but his earlier efforts undoubtedly had much to do with the undertaking to build the canal. And you will recall that originally it was planned to continue it beyond Cumberland to the Ohio, crossing the mountain range by a succession of locks. And possibly it would have been so extended had not the invention of the steam engine and the building of the B. & O. Railroad afforded competition which the canal could not meet. As it was the canal did continue in business until 1924.

But this is not the only reason for the park. With our growing population there is increasing need for preserving open air recreation places, and if for this reason alone the canal should be preserved and made available. It follows closely the course of the Potomac River, and the river is gradually being rid of pollution as its flow will be regulated by the dams now being planned. So that the combination of the two; i.e., the canal property and the river will afford a long, though narrow, strip where camping sites and recreation areas can be made available. What can be done in this respect is shown by the George Washington Memorial Parkway at the Washington terminus of the canal.

My own interest is only because I know how much others will be benefited by and enjoy such a park. I have reached an age where I am no longer able to take advantage of the canal, but in my younger days I made use of the canal for swimming, fishing, hiking, bicycling, and canoeing. And on a trip to Washington in 1905 I learned about the "canallers." The boatmen did not merely travel on the canal, returning to their homes, they and their families lived on the canal in their boats, all of them during the open season, and some during the winter when the boats were tied up in the basins because the canal was closed to navigation.

I know you have attended the annual fishing rodeo at the Battie Mixon Pool near Oldtown. You have seen how this event for youngsters, sponsored by the Cumberland Recreation Department and by four of the sportmen's clubs in Allegany County, affords amusement to hundreds of children—including crippled children.

Every time I see the banks along the pool, crowded as they are by young fishermen, I cannot but think what a pity it is that there are not similar stretches along the length of the canal which would be similarly made use of if only they were improved at so little cost.

While the foregoing represents my personal views, I know that there are thousands of others who think as I do.

Also as chairman of the special C. & O. Canal committee of the chamber of commerce I am authorized to say that group of businessmen favors your bill.

Sincerely,

GEORGE HENDERSON.

WILLIAMSPORT C. & O. CANAL CLUB,
Williamsport, Md., April 10, 1961.

Senator J. GLENN BEALL,
U.S. Senate, Washington, D.C.

DEAR SENATOR BEALL: As president of the Williamsport Chesapeake & Ohio Canal Club and on behalf of the more than 850 members comprising people from all walks of life and from practically every State of this great country of ours, we heartily approve and endorse Senate bill 77 which you have introduced and which bill comes up for a hearing before the Senate Committee on Interior and Insular Affairs on April 12, 1961.

Sincerely yours,

MELVIN I. KAPLAN, *President.*

WILLIAMSPORT C. & O. CANAL CLUB, INC.,
Williamsport, Md., April 7, 1961.

HON. J. GLENN BEALL,
U.S. Senator, Senate Office Building, Washington, D.C.

DEAR MR. BEALL: The officers and directors of our club have directed a letter to you, in which they give you their full support in your Senate bill 77 which will be up for a hearing on April 12.

Our club was organized 3 years ago, and now has a membership of well over 600 persons in all walks of life. Through our membership, we are represented in all parts of the 184 miles of the canal property, and we want to see this historic property developed by the national historic parks.

Yours truly,

ADAM J. HARSH, *Secretary.*

Senator BEALL. I would like the record to show that Mr. Fred Driscoll, a member of the Maryland House of Delegates, is here and I am authorized to state for him that the Maryland delegation concur and approve this legislation and beg to join in my request to have it approved.

Senator BIBLE. We are very happy to have that additional endorsement, Senator Beall.

I have no questions, other than detailed questions that we can develop from the Park Service. The bill is familiar to us, this committee having passed on it just a year ago and the Senate having passed it. I do want to commend you for your continued interest in this project, and we hope maybe we can move it forward this year.

Senator Allott?

Senator ALLOTT. I want to congratulate my friend. There are one or two questions I would like to ask on the section of the bill which reads as follows:

Any portion of the lands and interest in the lands comprising the Chesapeake and Ohio Canal National Historical Park shall be made available upon Federal statutory authorization for public nonpark uses when such uses shall have been found, in the consideration of the public interest, to have a greater public necessity than the uses authorized by this act.

I presume that means that in the event it would become necessary at some time to create a dam on the Potomac, this would take precedence over the use for park purposes?

Senator BEALL. Your assumption is correct. As the chairman will tell you, Senator Allott, all members of Congress are very much concerned about the lack of water for the Nation's Capital. It may be that the time will come when there will have to be a dam or a series of dams in the Potomac River. By this act, we don't intend to interfere with the Army Engineers for the Nation's Capital in the construction of what dams might be necessary to supply water for this Capital.

Senator ALLOTT. In other words, this section is put in here expressly by this bill.

Senator BEALL. Yes; that is exactly why it is in there.

Senator BIBLE. On that point, if the Senator will yield, as the official report of the Interior Department shows, this particular language was recommended by the House Interior and Insular Affairs Committee in the last session; is that correct?

Senator BEALL. That is correct. We have agreed to that. As the chairman knows, we have an interest in finding water for the District of Columbia.

Senator ALLOTT. This raises one other question, Senator, which I would like to ask you. Is there a possibility that park development might take place which would be subsequently wholly inconsistent with water development, and I mean water development for domestic use? I am not thinking of a reclamation program. I am thinking of water for domestic use, which would make it necessary later to inundate a part of the park in which we had put a considerable investment.

Senator BEALL. I think that is a good statement. I am glad you asked that, because I would like the record to show that we, the sponsors of this legislation, feel it most necessary that we can at no time interfere with the need for water for the Nation's Capital. There must not be anything in it at any time. We may have to give up certain parts of the canal recreation area for inundation. That is understood. I think it is good to have the record show that.

Senator ALLOTT. This would not in your opinion involve the destruction of any sizable investment that the Federal Government would make pursuant to this bill?

Senator BEALL. That is right.

Senator BIBLE. Your point is that you would not put in the money for the park today and 2 years from now flood a park in which you already had a substantial Federal investment.

Senator ALLOTT. That is correct. I was also thinking in these terms. If you do go and create a park and the park system spends a certain amount of money developing a certain portion of it, then if the need for water occurs you not only have the fundamental problem to work out but you also have the added problem of, Are you going to destroy all this good property in order to provide water?

Senator BEALL. Of course, that is an engineer's problem. It is interesting to note that the plan would be to begin this park at the extreme western end where there are no dams contemplated in the foreseeable future. Any dams might be at the eastern end.

Senator ALLOTT. I notice the House report which has been handed me from H.R. 2331 of last year limits this, and I would like to ask, Mr. Chairman, that the language of that report, the top paragraph on page 7, be included at this point in the record.

Senator BIBLE. Without objection, the statement so indicated by the Senator from Colorado will be made a part of the record at his point.

(The document referred to follows:)

The committee takes special note of the assurance given by the Department of the Interior, in a letter dated June 16, 1959, that "all expenditures for park installations and improvements are made in all parks only after a determination by this Department that they are reasonably justified by the benefits expected to accrue therefrom," and that, in the instance of the Chesapeake and Ohio Canal National Historical Park, "no installations or improvements would be considered except in the light of any plans and recommendations that might be filed by the Secretary of the Army with the Congress." This assurance was given by the Department of the Interior, in the light of proposals, theretofore made, that the bill be amended to limit or even forbid park developments until a report by the Department of the Army on water use plans for the Potomac River Basin has been completed, and to require annual consultation by the Department of the Interior with the Department of the Army and the Commissioners of the District of Columbia with respect to their need for future use of the lands to be included in the park.

Senator ALLOTT. I have one other question. What is the total estimated cost of this project, Senator?

Senator BEALL. Senator Bible asked me that question. I will have to leave that to the Department of Interior to answer.

Senator ALLOTT. Thank you very much, Senator, for your information.

Senator BEALL. Thank you, Mr. Chairman.

Senator BIBLE. Thank you very much, Senator Beall. We are delighted to have you with us.

Senator BEALL. Mr. Chairman, I also would like to say that Congressman Mathias, who is the cosponsor of the same bill, has a statement he wants to put in the record.

Senator BIBLE. We would be very happy to hear from the Congressman.

STATEMENT OF HON. CHARLES McC. MATHIAS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MARYLAND

Representative MATHIAS. I am Charles Mathias, Representative from the Sixth Congressional District of Maryland. I appreciate the opportunity to appear before your committee this morning and to associate myself with the remarks made by Senator Beall and to endorse very heartily the bill which Senator Beall has introduced to create the Chesapeake and Ohio Canal National Park.

With the permission of the committee, I would like an opportunity to file a statement with you.

Senator BIBLE. The statement will be incorporated in full at this point in the record.

(The statement referred to follows:)

STATEMENT OF CONGRESSMAN CHARLES McC. MATHIAS, JR.

Mr. Chairman, members of the committee, my name is Charles McC. Mathias, Jr., and I am a Representative from the Sixth Congressional District of Maryland. I want to thank the subcommittee for the privilege of appearing today in support of S. 77 introduced by Senator J. Glenn Beall of Maryland.

The C. & O. Canal, which is the property of the United States and is the subject of this legislation, is located almost entirely within the Sixth Congressional District of Maryland. I have introduced similar legislation in the House of Representatives.

Considerations of need, of opportunity and of economy urge approval of Senator Beall's bill.

It has been estimated by both Government agencies and private experts that the population of the Washington-Baltimore area will exceed 7 million persons within the foreseeable future. The recreational facilities now available are clearly inadequate to serve the needs of such a vast population. It is difficult to think of any other situation in which a national park could be of such immediate use to so many people.

The opportunity to create a national park now exists within the 4,800 acres comprising the C. & O. National Historical Monument. The existence of the monument provides a natural stepping-stone to conferring park status on the canal.

Economy indicates that prompt action should be taken. Although a national park can be created within the boundaries of the existing national monument at no additional cost to the Government, the use of the park by the public will undoubtedly indicate the desirability of acquiring some additional land. With the growth of the National Capital and its spread into surrounding counties, the cost of the purchase of real estate has risen and will continue to rise. It is proper that the Federal Government should protect its original investment in

the C. & O. Canal by acquiring such additional land as it may need without further delay.

Representative MATHIAS. I appreciate the opportunity.

Senator BIBLE. I have no questions. You have a companion bill introduced by yourself in the House side?

Representative MATHIAS. Yes, sir.

Senator BIBLE. Our next witness is Conrad Wirth, Director of the National Park Service.

STATEMENT OF CONRAD L. WIRTH, DIRECTOR, NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR; ACCOMPANIED BY FRANK E. HARRISON, SPECIAL ASSISTANT TO THE DIRECTOR; AND CARLOS K. DALE, SUPERINTENDENT OF NATIONAL MONUMENTS

Mr. WIRTH. I have Mr. Harrison and Mr. Dale, who is superintendent of the national monument at the present time, with me.

Senator BIBLE. Yes. The record will show that you are accompanied by Mr. Harrison and Mr. Dale.

Mr. WIRTH. Secretary Udall asked me to say to you, sir, that he is sorry he could not be here, but he is in the mines of West Virginia at the present time with Senator Byrd and Senator Jennings Randolph. We have a prepared statement from the Secretary, and also the Department's report, and I could either read the Secretary's report, or I could file it, whichever would be preferable.

Senator BIBLE. We know the Secretary's interest in this project. He has been before this committee three times on seashore bills which have been pending, and we know of his interest in this project. I would think you might file the statement and then highlight it, if you desire.

Mr. WIRTH. All right, sir.

(The statement referred to follows:)

STATEMENT BY STEWART L. UDALL, SECRETARY OF THE INTERIOR

Mr. Chairman and members of the committee, along the Potomac River upstream from us here in Washington, there exists one of the finest park opportunities that we have in America. Close to the Nation's Capital and other major centers in one of the country's most densely populated regions is a beautiful river and valley, one of the few major river valleys in the East not already committed to industrial and urban use.

Beside that river is the finest relic of our Nation's great canal-building era, the old Chesapeake & Ohio Canal from Washington to Cumberland.

Significance of this canal to a nation growing westward and vitally in need of transportation between east and west was recognized by George Washington. "Nature has declared in favor of the Potomac," he wrote Thomas Jefferson, "and through that channel offers into our lap the whole commerce of the Western World." I suspect that the vision of this strategic route to the West was a factor in the location of our National Capital here where river and maritime transportation met, close to the frontier.

Building of the C. & O. Canal was a continuing event for nearly a third of our Nation's history. The canal structures remain today as outstanding examples of early American engineering. In a sense, the canal is a thread of history woven along the Potomac River. One can visit the sites of Indian towns, French and Indian War forts, as well as battlefields of our Civil War.

This thread of history runs through one of the most scenic and unspoiled valleys in the eastern United States—a valley characterized by wild and varied natural beauty and features of unusual biological and geological interest.

These scenic, scientific, and historic resources are sufficiently outstanding in themselves to justify preservation of the canal environs. But in addition, the canal affords an outstanding and intensely needed recreational opportunity. Here, close to the homes of millions, is a place to hike, camp, go boating, fishing and bicycling, and to enjoy other forms of outdoor recreation difficult to find today in our crowded East. The values to be preserved here are of national significance.

Fortunately the core of this park resource already is in public ownership. Most of the C. & O. Canal property, purchased by the Federal Government in 1933, has now been made a national monument. The Federal holdings within this monument comprise about 4,800 acres, for the most part only the canal right-of-way itself. There is little federally owned land beyond the canal bed and towpath to develop for park use—space for campgrounds, picnic areas, parking areas, access roads; place, too, to provide river frontage. There is increasing demand for all these. Moreover, the canal property is so narrow that its historical features and its natural unspoiled charm can be easily intruded upon by developments nearby. Already, in certain places, developments are crowding in so close upon this thin thread of history as to render its park values practically useless.

So conspicuously inadequate for park purposes is the acreage now in Federal ownership that our principal request to this committee in considering S. 77 is to amend it so as to permit the acquisition, by purchase or otherwise, of approximately 10,200 additional acres. At present the canal property, as I have said before, in many places consists only of the canal bed and towpath. It averages only about 30 acres per mile along the 165-mile route from the end of the section restored as a part of National Capital Parks, at Seneca, to Cumberland.

A 15,000-acre park, such as we recommend, would average approximately 94 acres per mile. Even this is less than the standard of 125 acres per mile which Congress in the past has provided for the acquisition and development of our national parkways. So you see, this is a bare bones request. But we can make an adequate park from the 15,000 acres now requested.

If a Chesapeake & Ohio Canal National Historical Park is authorized, with permission to acquire the needed acreage, we plan to acquire only such lands as are essential to the protection and enjoyment of the scenic and historical values of the canal and its immediate environs. We would provide public access to the canal area and to river frontage where the river and canal are so close as to be a single recreation area.

In choosing additional acreage, our objective would not be to provide a uniform width. We would seek only to add lands where they are most needed to gain the park objectives. The park would be wider where space for recreation activities or canal protection is needed; narrower where the existing Federal property suffices to maintain the historical and recreational continuity of the canal.

We ask for a 5-year period to determine exactly what property should be included in the park. Preliminary studies indicate that the additional needed acreage would consist mainly of submarginal wooded, undeveloped lands. As estimated 1,600 acres of agricultural land between the canal and river probably would be needed together with perhaps, 1,300 acres of farm land on the berm side of the canal. Few substantial private residences would be involved, perhaps none. Approximately 50 camps and cottages now occupy sites that may be important for park use. No railroad or highway would be adversely affected. Care would be exercised in working out with the State of Maryland the extent of acquisition in areas of prime hunting interest.

If the C. & O. Canal National Historical Park is authorized, we would plan to preserve the historic and scenic values associated with the canal through the repair and restoration of essential canal structures, and by such land acquisition as is necessary for the preservation of the canal's setting.

We would also plan to increase enjoyment of the park by returning water into segments of the canal, where feasible, to permit canoeing, fishing, winter sports, and other suitable recreation activities. We would maintain the towpath as a trail suitable for hiking and bicycling, and provide campgrounds and picnic areas, boat facilities on the river, museum exhibits and other interpretive services to tell the story of the canal and the region it traverses. We would plan to assist the State of Maryland and its political subdivisions in programs for propagation of wildlife, wilderness conservation, and public recreation related to the

park. Access and parking would be provided, along with drinking water and sanitary facilities.

I want to note the important economic benefits of such a park, since the canal traverses a region which is facing many economic problems.

Development of the C. & O. Canal as a 165-mile continuous park will bring visitors into the area in all seasons to enjoy the recreation facilities. Some 18 million people live within 150 miles of the canal. Park establishment undoubtedly will create additional opportunities for business enterprise in the Potomac Valley area, through increased use of overnight accommodations, restaurant facilities, and other visitor services. I do not need to emphasize to members of this committee what an important factor recreation is becoming in national, regional, and local economies. In the upper Potomac Valley recreation could become a substantial industry.

It is also important to mention the relationship of this proposed park to the critical water needs which the Potomac River must fulfill in the future. I can see no essential conflict between this park conservation measure and future water conservation needs.

The Congress of course has the authority to take whatever steps are necessary to provide the vital water resource, whether or not they affect the proposed park. That authority has been reiterated in the legislation now before this committee, so that there can be no doubt of it.

I believe that our Potomac Valley water needs can be met by tributary or upper basin water impoundment projects, or by other means, which will not impair the C. & O. Canal Park. I am convinced that fears about an adequate water supply should not delay or preclude an urgently needed park project which will help to advance all aspects of conservation in the Potomac River Basin.

In conclusion, let me urge favorable action at the earliest possible time on this outstanding conservation opportunity. We must act now to meet mounting recreational needs and to avoid increased costs at a later date resulting from the rapidly rising land values which accompany urbanization.

Mr. WIRTH. I think, as Senator Beall has stated, we have been before the Senate committee and the House committee several times on this particular piece of legislation. As you know, since the last piece of legislation was introduced there was a Presidential proclamation making the existing lands a national monument. This bill would go back to the original concept of adding additional lands to it and make it a national historic park.

In our recommended amendments it really brings the bill to the same status as it was two Congresses ago, and the way it was reported out in the House committee last year. The bill ran into difficulty on the House floor last year due to the fact that there was a parkway of about 25 miles above Pawpaw Tunnel, and then the Senate, in considering the bill, cut it down considerably in order to try to overcome the opposition in the House. However, Congressman Mathias has again introduced the bill as it came out of the House last year, and it is a desirable bill that we would like to have, exclusive of the 25-mile parkway, which was a big item in the bill from the standpoint of construction.

Senator BIBLE. Let me understand you correctly. Are you saying that the bill that is now before us as introduced by Senator Beall is identical with the bill that came out of the House last year?

Mr. WIRTH. No. It is identical with the bill that came out of the Senate last year, after the House lost this bill on the floor of the House, on account of the parkway construction.

Senator BIBLE. The proposed parkway is eliminated from your present proposal?

Mr. WIRTH. Yes, sir. It is not included in the Senate bill, nor is it included in amendments that we suggest for the Senate bill.

Senator BIBLE. The parkway is excluded from Senate bill 77?

Mr. WIRTH. That is right.

Senator BIBLE. I think it would be helpful for the committee if you could go to the map and point out the area involved, its length, its acreage, its ownership, and its estimated cost. Can you give us a good picture of just what this proposed park is?

Mr. WIRTH. Back in the 1930's, the Government acquired in a deal with the B. & O. Railroad the C. & O. Canal, all the way from the District line on up to Cumberland. That is a very narrow strip although it contains some of the land that abuts on the river. It is 180 miles in length. The land we received at that time is the land that is shown in green on this map.

Senator BIBLE. The land shown in green is now in Federal ownership?

Mr. WIRTH. Yes; and was the land that was received from the B. & O. in a settlement of financial obligations of some kind which I need not go into at this time. It is now in Federal ownership. It has been administered by the National Park Service as part of the unit of the National Capital Parks. We have this part of the canal in the city park system and from here on established as a national forest park.

The bill with amendments that we are suggesting would represent 4,800 acres of Government-owned land. We are recommending in the amendments that the Secretary be allowed to increase that acreage by buying approximately the land shown in red, which would increase the acreage to approximately 15,000 acres, which includes the 4,800 we now own. In other words, slightly over 10,000 additional acres.

There are several reasons for that. We feel it is important to get the land between the canal and the river wherever we possibly can. A map of this kind, I might say, is inadequate to show widths and distances on a scale like this. But these blotches of red here are worked out with the idea of expanding and having room along the canal, first to protect it, and second to make it available for camp grounds, picnic areas, and things of that sort.

Our plans do not call for a road which was proposed in the 1940's. We will have access into it from various roads for picnic purposes, for hiking, camping, and things of that sort.

Senator BIBLE. May I ask a question at that point? What is the distance from Seneca to Cumberland?

Mr. WIRTH. 165 from Seneca.

Senator BIBLE. It would start at Seneca and go along the C. & O. Canal to Cumberland, a distance of 165 miles.

Mr. WIRTH. The whole distance is 180 miles, but the park would be 165 miles.

Senator BIBLE. What is the distance in the bill?

Mr. WIRTH. 165 miles.

Senator BIBLE. This is 4,800 acres in Federal ownership?

Mr. WIRTH. Yes.

Senator BIBLE. You are proposing an amendment that in addition to the 4,800 acres, you should be authorized to acquire additional land not to exceed 15,000 acres?

Mr. WIRTH. In total.

Senator BIBLE. Your proposed amendment is an amendment that is authorizing you to acquire an additional 10,000 acres?

Mr. WIRTH. Approximately; that is correct. It also authorizes the Secretary to file, within 5 years, the complete study, because a lot of this has to be worked out in conjunction with the State and the wild-life refuge and things of that kind. It does provide for land exchange to work in cooperation with the State on the overall plan.

Senator BIBLE. Who owns the 10,000 acres now?

Mr. WIRTH. The 10,000 acres are privately owned.

Senator BIBLE. Is any land owned by the State of Maryland along the C. & O. Canal?

Mr. WIRTH. There are some State-owned lands.

Senator BIBLE. You don't propose to acquire any land to make up this 10,000 from the State of Maryland?

Mr. WIRTH. We are not. There are some State forest lands in here, but we do not touch them. They go back from the canal.

Senator BIBLE. Your amendment would give you authority to acquire an additional 10,000 acres from private owners?

Mr. WIRTH. That is right.

Senator BIBLE. At a cost of how much?

Mr. WIRTH. Our estimated cost is \$1,500,000.

Senator BIBLE. This is the total cost of acquisition?

Mr. WIRTH. That is our estimate; yes, sir.

Senator BIBLE. \$1,500,000?

Mr. WIRTH. Yes. I want to point out the fact that a year or so ago we were up here with an estimate of \$1 million. Our revised figure this year is a million five hundred thousand. That is why there might be some conflict with previous statements, and this one. I do want to explain that most of that is due to passing of time.

Senator BIBLE. \$1,500,000 in your attached exhibit on the cost shows that this would be the amount estimated over a period of 5 years, is that correct?

Mr. WIRTH. That is correct.

Senator BIBLE. You are proposing to spend \$1,500,000 to acquire 10,000 acres over a period of 5 years?

Mr. WIRTH. That is correct.

Senator LONG. What is the condition of this additional area now as regards present use? Is it agricultural use?

Mr. WIRTH. Most of it is wild land. Some is used for agriculture in small bits. There are quite a few summer homes or shacks on it. I have some pictures here which I can show you. The condition of most of the land involved shows a total of approximately 103 summer cottages, so to speak. Some are old trailers, and some are shacks. Approximately 113 year around and 203 summer. I could show you some of the improvements thereon. These are not our pictures. We have borrowed them so we have no right to release them. I am sure they have no objection that you see what we are talking about.

Senator LONG. Mr. Chairman, would these people be displaced? Would they have to give up their present holdings?

Mr. WIRTH. Yes, sir, as we acquire and some can be on the basis as in many places, subject to a life interest or things of that sort.

Senator BIBLE. May I just ask a question at this point simply to get my thinking cleared up? Did the bill which passed last year

include this authority to acquire an additional 10,000 acres of land over and above the land in Federal ownership?

Mr. WIRTH. The bill passed by the Senate committee last year is almost identical to S. 77, the one which is before you.

Senator BIBLE. So we did not approve the acquirement of an additional 10,000 acres?

Mr. WIRTH. I am sure that the bill that passed the Congress before did have it in. Last year's bill was a watered-down bill in order to get something through to get this area established, because it was just an open project at the time. It would give it a classification. It was finally settled, as you know, in January by the issuing of a proclamation which made it a national monument in a holding status.

Senator DWORSHAK. You said you wanted to get a bill through last year, and you were willing to reach a compromise. Did the bill which passed the Senate last year have the authority for you to acquire additional land?

Mr. WIRTH. No, sir, it did not.

Senator DWORSHAK. You are satisfied to have that kind of a bill now?

Mr. WIRTH. No, sir.

Senator DWORSHAK. What has changed your outlook?

Mr. WIRTH. We recommended favorably on the House bill which had the 10,200 additional acres on it. That was our recommendation.

Senator DWORSHAK. If you were for something a few months ago, why are you against it now?

Mr. WIRTH. We were for the House bill.

Senator DWORSHAK. You were not for the Senate bill?

Mr. WIRTH. The report on the Senate bill was on the identical bill as the House, before the Senate bill was watered down. In other words, we did not report favorably on the Senate bill as it came out of the committee. We had reported favorably as it was introduced.

Senator DWORSHAK. Then what happened in the conference committee?

Mr. WIRTH. The House bill got killed on the floor and never came out of the House. The Senate reported out a watered-down bill and it was not taken up by the House.

Senator DWORSHAK. The House did not pass its version?

Mr. WIRTH. No, sir; it did not.

Senator DWORSHAK. What makes you think now that failing last year to get a watered-down bill through you are now justified in assuming that you can get the kind of bill you want with the additional authority to acquire more land?

Mr. WIRTH. The House never did consider the bill as we are recommending with the amendments. The House bill that was considered and went to the floor, as I explained earlier, had a parkway connection of about 25 miles along the canal from Highway 40 on over Pawpaw Tunnel to Oldtown Road, and that was the thing that stumped it in the House, because that was a high estimate. That is not recommended this year.

Senator DWORSHAK. I have one more question, I believe. Does the Interior Department have authority now to acquire additional land if a bill establishing the parkway with only 5,000 acres is approved? Do you have the authority or do you need it now? In other words, if

a bill was passed, a watered-down version, establishing a 5,000-acre area, does the Interior Department currently have the authority to go out and acquire additional land or would you have to be satisfied with that original land?

Mr. WIRTH. We would have to be satisfied with the boundary line fixed in the authorization of the Congress. We do have the 4,800 now, which is all federally owned. There is no land to be acquired within that perimeter. This is asking for authority to buy an additional 10,200 in rounding out the area as we feel it ought to be rounded out.

Senator DWORSHAK. Why do you think you need that additional land? Is it to set up this parkway?

Mr. WIRTH. It is a national historical park. The main purpose of the additions is to fill in the odd pieces of land that are needed along the river so that the land will be one piece from the river to the canal. In a lot of places there is a very narrow right-of-way to build a canal.

Furthermore, we need the land in order to round out the area for camping purposes, picnic purposes, and so forth. We do not recommend, nor are we planning to build a road along this entire thing. We propose to have access to the area from the highways and feed from the outside. It will be kept in its natural condition and used for hiking, recreation, camping, and that type of activity. There will be no big developments on it.

Senator DWORSHAK. Why did you propose to set up the national monument? Why didn't you wait until you got settlement or some adjudication or planning for the whole project? What motivated you in doing that?

Mr. WIRTH. That was decided by higher authority, and I do not know.

Senator DWORSHAK. Didn't the Park Service recommend it?

Mr. WIRTH. No, sir; we did not. I might say this: The bill that you have before you was reported out of the Senate committee and it passed the Senate in 1958 with this additional land. In other words, this committee in the Senate has passed a bill similar to the one we are recommending here. But the 1958 bill had the parkway on it and this one does not.

Senator DWORSHAK. You think that is essential?

Mr. WIRTH. Since our beginning on this, over the years, sir, we have not altered our position as to the lands that are necessary. We have altered our position in agreeing to take out this section of a proposed parkway here. The rest is essentially the same as passed in 1958 and that came out of the House committee last year.

Senator DWORSHAK. For how many years have you or the Park Service been trying to set up this monument or this parkway? It goes back 25 or 30 years, doesn't it?

Mr. WIRTH. It goes back into the forties.

Senator DWORSHAK. Twenty years.

Mr. WIRTH. From a parkway standpoint. Back in the 1930's, we got the land through this exchange, or settlement of a claim, against the Baltimore & Ohio Railroad by the Federal Government. They gave the canal in lieu of that settlement.

Senator DWORSHAK. What has been responsible for the delay, as far as you can analyze the situation?

Mr. WIRTH. There have been several things. I think we have a much better relationship now with everybody, including the State, on this particular matter, especially to the last section which Senator Allott referred to and which took a long time to work out. That is the question of a dam at River Bend. I might go on with this map, Mr. Chairman, to explain this to you.

Senator BIBLE. You may proceed.

Mr. WIRTH. As near as we can figure, this is the proposed River Bend Dam site. The purpose of that last section in the bill is to make it clear that if the Congress at a later date wants to build a dam here, it has a right to do so. It already has that authority. Congress can amend the bill or can authorize the dam, and can do most anything it wishes to do. The people that are interested in the power and water for Washington, and a few other things, wanted it spelled out in the bill that if at a later date it is found necessary to build this dam and Congress finds it of a higher use than we are putting the land to, they can go ahead and do it.

This is just stating an obvious fact that Congress can do, but nevertheless it satisfies a lot of people's thinking that it is indicated that it can be considered.

Senator BIBLE. Where might this dam go, if it were constructed?

Mr. WIRTH. It is just above Great Falls.

Senator ALLOTT. Why don't you refer to that on the map, Mr. Wirth, as that striped area? You have it very adequately marked on the map.

Mr. WIRTH. The blue hatched area; yes, sir. It is up at River Bend, just above Great Falls. I don't propose to say this is the exact location or this is the exact area it will cover, but this is as near as we can figure out, because the reports and study on the Potomac River are not completed. Whether they do this or whether they will have dams in the upper reaches of the river in the steppe country as against this which has a considerable amount of agriculture land, I don't know. But the reports will not be completed for a year or two.

Senator DWORSHAK. Is that predicated on the recognition that some attention has to be given to assuring an adequate water supply for the District?

Mr. WIRTH. That is one of the reasons; yes, sir. The question of the dams on the river have been up since I came to Washington in 1928. They were considered then from the standpoint of flood control. Then it came up later on a power proposition. Now it is coming up in connection with water supply and power, I believe. It has several uses. The results are not here. I am not talking for or against it. I just don't know.

Senator BIBLE. May I just ask one question at this point, so we have the record clear on it. You have approximately 4,800 acres now within the so-called national monument; is that correct?

Mr. WIRTH. Yes, sir. That is the area shown in green on the map.

Senator BIBLE. This is administered by the National Park Service?

Mr. WIRTH. Yes.

Senator BIBLE. How do you administer it? I mean, how much money do you spend on it; what do you do? Do you have caretakers there; do you have facilities available?

Mr. WIRTH. Our annual appropriation for management protection—this is the superintendent of the monument prior to the proclamation—

Senator BIBLE. What is your annual appropriation for management, protection, rehabilitation?

Mr. WIRTH. The housekeeping elements for management and protection is about \$50,000 now. Maintenance and rehabilitation, which is the repair and keeping the place clean, and things of that sort, runs about \$75,000 a year now. In other words, a total of \$125,000.

However, we have been getting an additional \$100,000 a year, which has been going into the repair and rehabilitation of the old aqueducts and the old locks. For instance, the Pawpaw Tunnel, which is a most interesting feature, had to be completely rebridged on the inside in order to protect it.

Senator BIBLE. Is this all Federal land?

Mr. WIRTH. Yes.

Senator BIBLE. Actually, in the last several years you have been spending \$225,000 on this national monument. Is this a correct statement?

Mr. WIRTH. Yes. We had been doing that before it was a national monument. In other words, we have always had the land.

Senator BIBLE. Let me get this in proper perspective. Over the last few years you have been spending approximately \$225,000 on the C. & O. Canal property under your jurisdiction, and you continued to spend that money when it was given the status of a national monument; is that correct?

Mr. WIRTH. Yes. That is in the area we are talking about.

Senator BIBLE. I understand it is just in the area we are talking about.

Mr. WIRTH. Yes.

Senator BIBLE. What do you accomplish concretely by now asking that it be made a national park? Will you spend more money on it if it is a national park than if it is a national monument?

Mr. WIRTH. No. We feel its classification because of the scenic grandeur along the Potomac River classifies this as a national historical park, rather than as a monument.

Senator ALLOTT. Mr. Wirth, I would like to interrupt you there. If you put that as a basis for justifying the creation of a national park here, why haven't you given the same support to Dinosaur National Park?

Mr. WIRTH. Sir, I am in favor of Dinosaur National Monument being a park. I always have been.

Senator ALLOTT. I am very happy to hear that. Because if this is the basis for the creation of a park out of a national monument, there is no place in the United States that is more worthy of a designation overnight by Congress than Dinosaur National Monument as a national park. I hope that we can have some hearings on that one of these days, and I will count on your support at that time.

Mr. WIRTH. I shall certainly give it my personal support, sir.

Senator ALLOTT. Mr. Chairman, may I ask a couple of questions?

Senator BIBLE. Certainly. I was going to say we will have quite a number of projects going on in the next month or two.

Senator ALLOTT. I think of all the projects we have been considering the Dinosaur National Park is the oldest, with the exception of this. As I understand it, really what this amounts to is that the additional land you are asking for would cost \$1,500 an acre in round figures.

Mr. WIRTH. In round figures; yes, sir.

Senator ALLOTT. You speak of something about which I had never heard. Not you, but the Secretary does on page 3 of his statement. He says "A 15,000-acre parkway we recommend would average approximately 94 acres per mile. Even this is less than the standard of 125 acres per mile which Congress in the past has provided for the acquisition and development of our national parks."

I have never heard, and I don't recall since I have been on the committee, of having such a standard. I am sure it was put in there because it is so, but can you tell me to what this refers?

Mr. WIRTH. Yes, I can. It is more of a comparison to show how narrow this will be, because on the Blue Ridge Parkway, which most people know, and the Natchez Parkway—and this is not a parkway—there we require 125 acres per mile. Some bulges out and some comes in narrow. Those lands are acquired and they are the basis for building a parkway. This is narrower than our parkway. It is a question of emphasizing that this is not in our opinion an exorbitant amount of land for the protection of a beautiful river bank and the old historic canal.

Senator ALLOTT. To put this in another perspective, 125 acres sounds like a lot. But this 125 acres is less than a quarter of a section distributed out through an entire mile?

Mr. WIRTH. That is right. About a thousand feet wide.

Senator ALLOTT. I think that is all at this time. Thank you very much.

Senator BIBLE. I don't know that we have the record in good shape as to why you request national park status for this rather than operating it under the present status as a national monument. What do you actually gain?

Mr. WIRTH. Mr. Chairman, we have areas which Senator Allott has indicated, and there are other areas in the National Park System that ought to have a different classification in order to denote its main purpose. We feel that this area has the scenic and historic values so that it ought to be in that classification of a national historic park.

I would say this. If we were not going to even call it that, and call it just a monument, we would still be in here asking for the extension of the boundary line, for the simple reason in the proclamation all that could be done was to include in the proclamation the land owned by the Federal Government. We have been constantly and consistently requesting that this additional land be acquired for two main reasons. One is to protect what we already have, because it is way too narrow in many places. Second, to make land available so it can be used and enjoyed. We do not have sufficient land and bulges in the proper places for picnic grounds and camping, and things of that sort. The question of changing the name puts it in the right category. The question of the boundary line does not necessarily tie into the name. We would need the land in any circumstances.

Senator BIBLE. Your main point was that, whatever you call it, you still need an additional 10,000 acres to properly develop it and make it attractive to the public?

Mr. WIRTH. That is correct, sir. The name is what we figure is the proper classification to fit in with what it is. It is a beautiful historic area, and we think it ought to be called a national historical park.

Senator BIBLE. We constantly have these questions asked of us, and I would be at a little loss to try to explain the difference between a national monument, national park, seashore, and what criteria you use in each. I think it would be helpful to the committee if you would supply for the record the various types of national parks and monuments and seashore projects that you have under your jurisdiction and what the distinguishing feature of each is. In other words, what distinguishes the one from the other.

You can take this on a case-by-case basis. I don't know. I am asking only for information. Somebody might ask me how you tell the difference between a noted monument and the national park, and I just say I rely on my authority, Conrad Wirth, who says this is what you should call it. What criteria do you use in each case? If you could supply this for the record, and not this morning, I think it would be helpful. I know it would be helpful to me and possibly to other members of the committee.

Mr. WIRTH. Senator, I would be glad to provide what information I can, but it is not going to be understood.

Senator BIBLE. Now you leave me justified in asking for this definition.

Mr. WIRTH. I would like to tell you why.

Senator BIBLE. Very well.

Mr. WIRTH. Down through the history of the building of the National Park System from time to time different methods have been used and different people have had different ideas of what it ought to be called. We have set up a criteria; namely, a national park is an area of outstanding national importance and which Congress established by law.

Senator BIBLE. This is the national park?

Mr. WIRTH. Yes.

Senator BIBLE. Do you have limitations as to size? Obviously there are all different sizes.

Mr. WIRTH. No, sir. Congress has the authority to do what it wishes in that, and we recommend what we would like to have done. Sometimes it is cut down, and sometimes enlarged. But those things are outstanding scenic areas. That is where the name "park" came from, such as when Yellowstone was first established. In 1906 the Congress passed the Antiquities Act, which allowed the President to set aside certain areas that were of historic, prehistoric, or scientific importance as national monuments. That is where the word "monument" came from. It took various forms.

For instance, Grand Canyon was set aside by Teddy Roosevelt as a national monument. Certainly it is scientific; certainly it is scenic. We have Mesa Verde National Park, which certainly has archeological areas. Dinosaur was originally set aside as a national monument on account of the quarry. Later the boundary line was extended by F.D.R. and included the Yampa and the Green River Gorge by just

extending the boundary line. A good part was Government-owned land.

Up in North Dakota, in the Bad Lands, we have the Theodore Roosevelt Memorial Park, because Congressman Lemke at that time, whose bill it was, wanted the word "memorial" put in it. These were moved around for expediency, you might say, from time to time, so that at the present time we have a system in the national park system of some 16 or 17 different nomenclatures. We have been trying to cut that down to five or six, and we always run into difficulty because some people do not want to change the name of the area they like. However, every time we establish a new area we try to put it in the category we believe it ought to be in.

Senator BIBLE. How many national parks do you have under your jurisdiction at the present time?

Mr. WIRTH. We have 29 as plain national parks. We have national historic parks. This would be a national historic park.

Senator BIBLE. Is there a difference between a national historic park and the national park?

Mr. WIRTH. Yes. The national historic park must have a real historic value along with the scenic value. Yellowstone is primarily a big scenic area. The point that Senator Allott refers to, in the Dinosaur, would be primarily scenic.

Senator BIBLE. It would be a national park, but it would not be a national historic park?

Mr. WIRTH. That is right.

Senator BIBLE. How many national historic parks do you have? It has been suggested that maybe Dinosaur is a national prehistoric park.

Mr. WIRTH. We have 29 national parks, 8 national historical parks, 83 national monuments, 11 national military parks, 1 national memorial park.

Senator BIBLE. What was the last nomenclature?

Mr. WIRTH. National military park.

Senator BIBLE. The one after that.

Mr. WIRTH. The national memorial park, one. That is the Theodore Roosevelt National Memorial Park in the Bad Lands of North Dakota that I just referred to. It was a memorial to T.R. and they wanted the word in there. That is where his old ranch was.

We have three national battlefield parks. We have five national battlefield sites.

Senator BIBLE. What is the difference between a park and a site?

Mr. WIRTH. That is why I say it would be almost impossible to give you the definition as to why these were named that way when we inherited them from the military prior to 1935, when they were consolidated. To try to change the name of some of these areas in the local communities and with the Members of Congress from those States, in many cases, with all due respects to them, was a very difficult job.

Senator ALLOTT. Mr. Chairman.

Senator BIBLE. Senator Allot.

Senator ALLOTT. We have a lot of territory to cover here and this is interesting, but I would like to suggest this. It seems to me that without trying to change the names of these things—and we ought to

let the people call them anything they want to. I know what I would call some of them. It seems to me it would stop a lot of confusion if your department could draw some lines of classification under which people could proceed and under which we would have the knowledge.

I am sure the questions the chairman has been asking only reflect the vagueness that all of us feel about the classification of this area. I would like to correct the record. I am surprised that your staff didn't do this. If this cost is \$115,500,000 and you are going to have approximately 10,000 acres, it would cost not \$1,500 an acre, as I said, but \$150 an acre. I would like to ask you this. Do you think that this land can be acquired for an overall cost of \$150 an acre?

Mr. WIRTH. A lot of the land is unaccessible odds and ends. Let us divide that out. I accepted the figure of \$1,500 because it sounded right to me.

Senator ALLOTT. You are going to take over 10,000, and mark off four decimal places, which is \$150 an acre. It seems inconceivable to me that this land could be bought from these various burghers, that we run across when we start buying land, at this price.

What I am trying to get at is this. Is there some mistake in these figures?

Mr. WIRTH. I don't think so, sir. I would like very much to check now, because I agree with the Senator it sounds low to me. We are not trying to put in a low figure. We would like to tell you exactly what we are running into.

Senator ALLOTT. Then could I ask a very practical question about this, and will you supply the figures and recheck those for us? I would like to ask you this. One of the things that disturbs me most about the city of Washington is the stinking cesspool that runs through the middle of town. Personally I want to do everything we can, if we are going to put this in the status of a national park, to see that we get some control of the 165 miles of river, and the river follows this canal, so that we don't have the worst cesspool in the whole world running through the middle of Washington, D.C., in the middle of summer. What can we do about it?

Mr. WIRTH. I might say, Senator, I feel exactly the same way you do. The only thing we can do is to have these communities which do dump a certain amount of sewage in the river to stop doing it. I would say this: That a good part of the cesspool problems of the Potomac River in Washington are due to Washington itself.

Senator ALLOTT. On what stretch of the river does this occur? You mean it occurs within the District?

Mr. WIRTH. A good part of the cesspool type, the sewer part of it, is below Great Falls. I know that you have done the same thing I have. You have actually been in Rock Creek Park at times when it is absolutely impossible to go through there because it smells so bad, due to the sewer system which in storm time has it overflowing down through Rock Creek. They are working on it. It will take a considerable amount of money. I might say we did reach an agreement with the sewer people, and one of the reasons was to try to get rid of the sewer condition from the Dulles Airport coming down through a stretch of the land we are talking about, so as not to disturb the palisades sides of the Potomac. It was our better judgment that we should acquiesce to that and work out a plan rather than cause a

disruption there and further pollute the river and be criticized for not wanting to be cooperative. But it needs a whole complete sewer system, sir.

Senator ALLOTT. You mean that these towns still dump raw sewage into the Potomac?

Mr. WIRTH. I am not up to date on the latest thing, but there is a Potomac River Basin Pollution Commission that is working on that.

Senator ALLOTT. Are you on that?

Mr. WIRTH. We are represented on it. One of our National Capital people is represented on it. We are represented on the staff of the Commission.

Senator ALLOTT. Who is the head of this?

Mr. WIRTH. I would like to look that up and send it up to you, sir.

Senator ALLOTT. I can't see any possible use in spending a penny on this, if it is going to continue to be a cesspool.

Mr. WIRTH. I think you will find most of your problem below Great Falls and down here, sir [indicating].

Senator ALLOTT. And not above the falls?

Mr. WIRTH. You will find pollution of the silt type. The count up here is considerably less than down here in the stretch of the Potomac along the east and west Potomac Park. I would request the privilege of getting that information and submitting it to you, rather than just take my say-so right now.

Senator ALLOTT. May I ask you just one further question? Will you discuss this matter with your staff and try to figure out if there is any possible protection we can put in this legislation, or coercion, if you want to call it that, to try to clean up this river?

Mr. WIRTH. We certainly will, sir.

Senator ALLOTT. Thank you very much.

Senator BIBLE. When I yielded to the Senator from Colorado, you were talking about national battlegrounds and sites. Do you have under your jurisdiction other areas than those you described?

Mr. WIRTH. Yes, sir.

Senator BIBLE. I wish you would supply them for the record. I think it would be helpful to the committee. I don't care to have you detail all of them right now. But there are a number of other classifications besides that?

Mr. WIRTH. Yes. There are national memorials, national cemeteries. We have some of the old cemeteries connected with the battlefields. We have seashore recreation areas, national parkways, and the National Capital parks as one unit. I would like to submit to you the complete statistical data of what they are, and where they are, and what they represent, and their names.

Senator BIBLE. I think that would be helpful.

Mr. WIRTH. I would be very glad to do that, sir.

Senator BIBLE. Will you make that available to the committee and to the individual members of the committee?

Mr. WIRTH. We will send one to each member of the committee.

Senator DWORSHAK. What is the status of Rock Creek Park? Do you have any responsibility for that?

Mr. WIRTH. Yes, sir. It is part of the National Capital Park System, and the parks of the District of Columbia are considered as one unit of the National Park Services. It is in the 190-odd areas that we have. That is one of the 190.

Senator BIBLE. I think I have only one additional question, and it may well be answered in your justification. Approximately how much will it cost to administer this national park each year? I note on the last page of your official report you show expenditures—total estimated additional expenditures—of \$675,000 the first year, \$1,200,000 the second, \$1,206,000 the third, \$1,350,000 the fourth, \$1,325,000 the fifth. This is to administer the national historic national park?

Mr. WIRTH. Yes, sir.

Senator BIBLE. And the developments as detailed there, \$365,000 the first year, \$600,000 the second, \$750,000 the third, \$790,000 the fourth, and \$825,000 the fifth. That embraces what? Development is what?

Mr. WIRTH. A total of \$3,330,000 in the first 5 years. That is our estimate of how we would like to proceed.

Senator BIBLE. What does the word "operations" mean? Estimated additional obligation, you show \$200,000 the first year, \$250,000 the second, \$300,000 the third, \$350,000 in each of the fourth and fifth years. What is operations, specifically?

Mr. WIRTH. That is our maintenance and operation. I mean our management protection and operation, which is our housekeeping or running the shop and protecting the area, and taking care of the public. Transportation, and all the incidental expenses in administration.

Senator BIBLE. How does that differ from the items of personal services, for example?

Mr. WIRTH. Do you want to explain that, Mr. Superintendent?

Senator BIBLE. Do you understand my question, Mr. Dale? What is the difference between the items of personal services and the items of operations? What goes in each item?

Mr. DALE. The items in personal services, sir, would include those for interpretation of the area to accommodate the public, to do the things that are normal and customary within a national park area. That is putting it rather generally, sir.

Senator BIBLE. What is operations as distinguished from personal services? This is all I am asking.

Mr. DALE. Operations has to do with the maintenance of the area. Care of campgrounds and picnic areas, to maintain the tow path and other trails for condition in public use.

Senator BIBLE. For example, who do you charge a chief ranger to? Is it personal services or operations?

Mr. DALE. He would be included in personal services, as shown here in this funding, as I understand it. The chief ranger and rangers' employment is a personal services cost.

Senator BIBLE. How about the landscape architect? Is he charged to operations?

Mr. DALE. The personal services item here, sir, has to do with the cost of the employment of the man. The operations is referred to in determining the overall cost of this man's services, including those things necessary for him to do the job for which he is employed to do.

Mr. WIRTH. I think I should explain the difference between those two sets of figures. The upper one is what are estimated expenditures in order to do the various things that the Superintendent has referred to. In other words, operating the whole thing. The one below is obligations. It is more than the one on expenditures, because there are certain things that come up, like tort claims and things like that, which we have to provide for. We may not pay for them, but we have an obligation to take care of them. That is where you get the difference between the two figures.

Senator BIBLE. That would be charged under operations under your classification?

Mr. WIRTH. Yes.

Senator BIBLE. I was trying to find out what the difference was between the two. I have no further questions.

Senator Allott.

Senator ALLOTT. Mr. Chairman, before we leave that. I hold in my hand a hearing before this subcommittee on S. 77 of June 12, 1957, and at that time you supplied estimates to this committee showing that in these areas this is "estimated additional man-years of civilian employment and expenditures for the first 5 years." Then, in parentheses, "Statement to accompany the report of the Department of Interior concerning S. 77 and H.R. 1145 relating to establishment of administration and protection of the Chesapeake & Ohio Canal National Historic Park and related parkways." Then along the totals of this estimated additional man-years, the first year is \$670,000, the second year is \$970,000, and the third year is \$1,670,000, the fourth year is \$2,570,000, and the fifth year is \$2,670,000, which is double the figure that we have before us today.

Mr. WIRTH. That, sir, is figures from the hearing on June 12, 1957, and at that time the bill had in it the parkway, which I was referring to previously, that ran from above Pawpaw Tunnel, Oldtown Road over to U.S. 40. There have been changes in those things since that report was submitted, sir.

Senator ALLOTT. How would the expense be diminished in the present bill?

Mr. WIRTH. We would not have the expense of building this parkway road and the maintaining and operating of it. That is one reason. That was about a \$25 million parkway road running from Oldtown Road to U.S. 40.

Senator ALLOTT. I am looking at this appendix, and if you look at it, I don't see a single item in there for construction.

Mr. WIRTH. No. But there would be maintenance and operation of the area with the improvements.

Senator ALLOTT. You are going to have maintenance and operation of the area anyway. Let us look at what was in this. Superintendent, chief ranger and rangers, naturalist, stenographic, and clerical, engineer architect, landscape architect engineer, maintenance supervisor. Skilled tradesmen, unskilled labor, stenographic and clerical. There is no construction in there, and I can't see how your supervision is going to be increased.

Here you are estimating \$2,670,000, and now today you have cut it down to half of that.

Mr. WIRTH. Senator Allott, if you look here you will see that the figure under personal services, and so forth, runs pretty much to what we had shown on our report this year. The other figure underneath is all other, which is the development and construction funds included, and that is where the increase is shown. You will note that towards the end in the present one we have a total of \$3 million-some-odd. This other "all other" runs around 5 or 7 million, I believe.

Senator ALLOTT. You really feel you can do this with your \$965,000 up to \$1,375,000; is that right?

Mr. WIRTH. We are trying to give you our honest estimate of what it takes to do this.

Senator ALLOTT. Thank you, sir.

Senator BIBLE. Senator Moss.

Senator MOSS. I do have a question about the location of some of these pictures that you have passed around. Are these shack pictures on the Federal land now?

Mr. WIRTH. No. Those are on the lands along the canal that we are hoping to acquire within the 15,000-acre overall land. That is the type of improvements that we were considering buying.

Senator MOSS. All of these pictures, then, cover areas that would be acquired if the bill were passed as it is now written?

Mr. WIRTH. That is right. Some are abandoned buildings, some are summer shacks, and some of them are year around. You can see the lands are quite isolated and do not have very good access. That, most likely, is one of the reasons the figure is as low as it is, Senator Allott.

Senator MOSS. Do some of these shacks exist on strips of land between the canal and the river?

Mr. WIRTH. Yes, sir. Some of them are in these red spots between the green and blue, the blue representing the river.

Senator MOSS. So without acquisition of that land these shacks or habitations would continue to exist right adjacent to the parkway?

Mr. WIRTH. Unless they are acquired; yes, sir.

Senator MOSS. We talked earlier about this section 4 of the bill as it is written, which is a declaration that Congress may do what it normally could do anyway, taking land for nonpark uses when it is found in the consideration of the public interest to have greater public necessity than the uses authorized by the act. Is that directed specifically to this talk about a dam at Big Bend?

Mr. WIRTH. Yes, sir.

Senator MOSS. That would contemplate either a flood-control dam or a culinary water supply for the metropolitan area, or anything of that sort?

Mr. WIRTH. Yes, sir. This is the one that brought about that amendment. I don't know what the final report will be, but this is the one they have been talking about for years as a possibility. I might say way back in the twenty-eights, the twenty-nines and thirties they had ideas of a dam down in the river gorge inside the District which would flood up to Great Falls. There have been all kinds of schemes. This is the one under consideration now. But at this time the Corps of Engineers are studying the whole Potomac watershed. What the final result will be, I do not know. There is considerable opposition to this by a lot of people. I know the delegation from Virginia is very

much opposed to it because of the great amount of agricultural land it would take on their side of the river. I can't speak for them, but I know the last time it came up, in the late thirties, that was one of the big stumbling block.

I do know a lot of the park friends and ourselves would be opposed to a dam here unless it can be proved that it is absolutely necessary to have water. As I have said jokingly, but it has a meaning, I think, I don't think we would have much chance to prohibit that dam there if we deprive the Members of Congress of adequate water supply. Consequently, we couldn't get a bill passed. That is something that we will have to face when the facts are before us.

Senator Moss. How strong is this "absolutely necessary"? You said water is absolutely necessary.

Mr. WIRTH. I would not try to define that term, sir. I think there are several ways to get water, and that is one of the things that is in question.

Senator Moss. Is it fair to say that this section is a recognition within the bill that park boundaries do not forever become inviolate simply by the passing of an act? There are other overreaching uses that may be taken in the area.

Mr. WIRTH. I would say "Yes." I think it would be foolish for any planner of any parks or any other thing to take the stubborn position that never under any circumstances would there ever be any changes. We have had bills that have changed park boundary lines. We have extended them, we have retracted them. I think as we go along we are talking about the year 2000, but I would hesitate to have a plan of ours set down to be the law from now on and hear what the people in the year 2000 think of our planning. I know we have made strong criticism of planning done 20 or 30 years ago now.

Senator Moss. Thank you.

Senator BIBLE. Senator Long.

Senator LONG. Mr. Chairman, I would like to ask Director Wirth a question indirectly related to this.

During the discussion this morning there have been a number of references to President Theodore Roosevelt and his driving interest in national parks and monuments. We all are familiar, of course, with his great interest and the interest of his family in Rock Creek Park. Those children practically grew up there during the summer. We have had an agonizing effort over a considerable period of time to find a suitable monument to President Roosevelt. Has there ever been any thought given to the possibility of designating Rock Creek as the Theodore Roosevelt Rock Creek National Park? It would be so suitable and so meaningful as compared with any of the problems involving marble slabs and whatnot.

Mr. WIRTH. Of course, the Theodore Roosevelt Island, which is just off Lincoln Memorial, was purchased by the Roosevelt Association and given to the Federal Government for a memorial to President Theodore Roosevelt. The land up in North Dakota where he had his ranches, we have them now. We have the old ranchhouse. We have reestablished that. We have installed in there a nice buffalo herd and we hope to have some longhorns there which are typical of the period when he had his ill health and recouped his health and came out fighting. We have worked with the Theodore Roosevelt

Association as to the possibility of making arrangements with them on Sagamore Hill in Long Island, his home, and his birthplace at New York.

To go back to your question, and I am going all around the barn, I did want to explain what we had already done and which the association feels suitable. I would say that Rock Creek Park should remain as Rock Creek Park, not because of any lack of respect for Theodore Roosevelt or any other President. I feel it is known as Rock Creek Park and has a character of itself, and perhaps it should be kept that way.

Senator LONG. Thank you.

Senator BIBLE. Senator Dworshak.

Senator DWORSHAK. I think, Mr. Wirth, that I missed the colloquy engaged in by you and Senator Allott prior to my arrival at this hearing, in reference to section 4. I understand that the act of May 29, 1930, had a proviso concerning the potential use of the land which was acquired for a parkway. Would section 4 supersede that paragraph?

Mr. WIRTH. You are talking about the provision of the Capper-Cramton Act?

Senator DWORSHAK. I will read it.

Providing that the acquisition of any land in the Potomac River Valley for power purposes shall not limit or abridge its use for such work as Congress may in the future authorize for the improvement and the extension of navigation, including the connecting of the upper Potomac River with the Ohio River, or for flood control or irrigation or drainage, or for the development of hydroelectric power.

What would happen to that provision? Section 4 would not nullify that, would it?

Mr. WIRTH. That is taken out of the Capper-Cramton Act which is the acquisition of the George Washington Memorial Parkway. The George Washington Memorial Parkway, as defined, only goes up to above Great Falls. It does not go up to Cumberland. In other words, we are talking about two other pieces of property. I received a letter from former Congressman Cramton, whom we knew very well—who is retired now—a quite long letter which I got this morning. I did not read all of it yet, but I did pick up that section in which he suggested that the Capper-Cramton Act be amended and extended, and in doing so to include this as part of it. I think that is one of the points. I have not had a chance to study it to know what effect it would have. This leaves it up to Congress. This amendment or this statement in this bill I know a year ago had the concurrence of most people involved in it, including the Corps of Engineers.

Senator DWORSHAK. Section 4 is not as inclusive and as effective as the provision which I quoted from the Cramton Act insofar as safeguarding future potential uses of the area for water are concerned.

Mr. WIRTH. I think this is the same as that. In any case you would have to get authority from Congress to build a dam or anything else. I think that and this were intended to do the same thing, to allay the feeling in the people's mind that Congress still has the right to go ahead and make changes.

Senator DWORSHAK. Don't you agree that section 4 is less effective than the provision I read from the Cramton Act?

Mr. WIRTH. I would want to study it. I thought we were doing the same thing and we are all agreed on it.

Senator DWORSHAK. I am not a lawyer, but I cannot read into section 4 the safeguards I find in the other provision. I might also associate myself with the comments made by my colleague from Colorado. I have watched developments on the lower Potomac where we have had the sewage problem constantly, and we have had the water supply of the District jeopardized on many occasions. I recall last December that I helped to safeguard the water right by insisting in the development of the Chantilly Airport and the Central Intelligence Agency building that proper safeguards be provided in handling sewage so that we would not contaminate the water supply for the District. Do you recall that?

Mr. WIRTH. Yes, sir; I do.

Senator DWORSHAK. I think we did a good piece of work on that.

Mr. WIRTH. I think it was an excellent piece of work.

Senator DWORSHAK. But I am not satisfied that we are fully alerted to the need of safeguarding the interests of this great metropolitan area, and the Potomac River is the source of water. It is the medium for handling sewage. Whether it is the responsibility of the Park Service or the Commissioners or the Army Engineers, I think something should be done to cope with this entire problem so that we don't have the importance of a potential parkway or a historical park supersede the importance of maintaining the health regulations and the safeguards of the entire metropolitan area. Do you agree with me on that?

Mr. WIRTH. I agree with you 100 percent, Senator. But I repeat what I said to Senator Allott. This part of the Potomac River near East Potomac Park and West Potomac Park and Georgetown down in here [indicating] is highly polluted. Polluted with bacteria and not with silt. There is pollution up here [indicating]. There is a complete report on that.

Senator ALLOTT. May I ask you a question on that? Is that because of inadequate laws of the District of Columbia? I am asking you these questions, Mr. Wirth, because I don't think this is your primary responsibility. I want to make this perfectly clear, Mr. Chairman.

However, you come into it because you have all this area up the Potomac. You have Rock Creek. I will say this: If anyone was ever going to put any stars in your crown, they could never put more stars in your crown than if you were able to wade in and clean up this situation. Is this pollution in the Georgetown area and below there because of inadequate laws, or inadequate enforcement?

Mr. WIRTH. No, sir. I think there is inadequate appropriation for the sanitary district to do a proper job. I can't talk for them. I know the men. I know they want to do a better job. But it is a question of appropriations. It was not only until a few years ago—longer than that now—they had a real disposal plant here. We are now taking the Dulles sewage that the Senator is talking about all the way down through here by the Lincoln Memorial and East Potomac to get it to a disposal plant at Blue Plain. I don't know the answer. I do know they are anxious to do a good job. It is finances more than anything else.

During the years Washington grew like Topsy in many respects. They had a sanitary sewer and a storm sewer. When it got overloaded, one would mix with the other and overflow into an open streambed. That is where we got into our problem on Rock Creek Park. From Piney Branch down—there is an awful gush of water that comes down there. Some of that was mixed and they put in a tremendous expenditure trying to separate that. We still have that storm sewer and sanitary problem outside the District of Columbia.

Senator ALLOTT. If we created this park, you, of course, would permit no open type of sewer or dumping within the confines of the park, would you?

Mr. WIRTH. No, sir. All of our sewage goes into the disposal plants. We don't put in a campground anywhere without the approval of the Public Health and a disposal system. I might say a good part of this section of Maryland and Virginia are septic tank propositions and that will all have to be thrown out, because the soil cannot take it. As we build up these houses one after another, they have their own wells, and they are some 50 feet apart. The sanitary conditions around Washington, as far as difficulty to solve and cost to solve and the way it is run—and I am talking from what I have heard—is unequaled anywhere else in the United States. I think it is a disgrace.

Senator ALLOTT. Would you say that a great deal of this is due to the fact that both Maryland and Virginia do not have either stringent enough laws or adequate enough enforcement to provide the protection for that area northwest of Washington?

Mr. WIRTH. I am getting way over my head now. Here you have the District of Columbia. Here you have the State of Maryland, and here you have the State of Virginia. Half the population of the metropolitan area is outside of the District. Maybe more now. There is about 800,000 here. People from all over pour into here. They are trying to meet the situation for a place for drainage.

Senator DWORSHAK. Mr. Wirth, you won't deny that the Federal Government had some responsibility when it was proposed to dump the sewage from the new airport and from the CIA building into the Potomac River? Don't you think that those two proposals placed culpability upon the Federal Government?

Mr. WIRTH. I most certainly do.

Senator DWORSHAK. I don't think you can put all the blame on the District of Columbia Commissioners.

Mr. WIRTH. I am not putting the blame on them. I am saying we have a hard political situation here of management.

Senator DWORSHAK. What we need is coordination or some public awareness that the greatest need is to conserve the health and safeguard the District of Columbia so far as water supply and sewage are concerned.

Mr. WIRTH. I would agree with you on that, sir. I think that is way out of my field, but I can't help but express an opinion.

Senator DWORSHAK. How far does this parkway extend in the lower Potomac that you have just created?

Mr. WIRTH. The George Washington Memorial Parkway?

Senator DWORSHAK. This parkway that was created within a few months.

Mr. WIRTH. That is not a parkway. That is a national monument. It goes from Seneca up to Cumberland and does not go down the Potomac.

Senator DWORSHAK. How far is Seneca from the District boundary?
Mr. WIRTH. It is about 8 miles up from the District of Columbia line here.

Senator DWORSHAK. That 8 miles probably includes the area that would have been affected by the dumping of sewage from the new airport.

Mr. WIRTH. Yes. We have granted a right-of-way through the park property going up to Great Falls, which brings them down here, and then they are going through the East and West Potomac Park with a sewer to go down to Blue Plain.

Senator DWORSHAK. The final plan which was adopted is satisfactory in every way?

Mr. WIRTH. Yes.

Senator BIBLE. Are there further questions? If not, thank you very much. I want to accommodate one witness who has a 12 o'clock commitment. I would like to call him ahead of the Corps of Army Engineers; Spencer Smith, Citizens' Committee on Natural Resources.

STATEMENT OF DR. SPENCER M. SMITH, JR., SECRETARY OF THE CITIZENS COMMITTEE ON NATIONAL RESOURCES

Dr. SMITH. Mr. Chairman, Dr. Cover, president of the C. & O. Canal Association, was unable to be here this morning, and I have his testimony and would like to submit it for the record.

Senator BIBLE. We would be happy to have his testimony submitted for the record. Following that of Dr. Cover, we will also insert a statement by C. R. Gutermuth for the Wildlife Management Institute.

Dr. SMITH. Thank you very much.

(Statements of Dr. Cover and Mr. Gutermuth follow:)

STATEMENT OF DR. JOHN H. COVER, ECONOMIST AND PRESIDENT OF C. & O. CANAL ASSOCIATION

Mr. Chairman and members of the committee, my name is John H. Cover. I am an economist and resident of the District of Columbia. I appear on behalf of the Chesapeake & Ohio Canal Association of which I am president, and I am appreciative of the invitation to testify.

The C. & O. Canal Association is the outgrowth of the historic hike of 1954, from Cumberland to Washington, led by Justice William O. Douglas. Early next month the association will hold its annual encampment and hike, in its continued emphasis upon the protection of this natural and historical wonderland and the hope that this area may become a national park.

We believe the Potomac River Basin to be among the most beautiful natural areas in the world. The old C. & O. Canal, its towpath, and the strip of wooded shoreline is a delightful refuge and prophylaxis from hectic daily pressures of contemporary life. We know of no other capital city which has immediately available for residents and visitors such a fascinating and rewarding out of doors. Washington is very fortunate, but so are residents upstream. Youth groups from Maryland, Virginia, Pennsylvania, and West Virginia enjoy hiking, camping, and bicycling, through much of the year, along the towpath. Canoes use the canal and adjacent river stretches. Anglers combine sport and fortitude along the banks. And where permitted, equestrians, in troops, schedule round trips of several days' duration. In recent winters as many as a thousand ice skaters have been counted on the frozen canal and neighboring river in one

Maryland area upstream from the Little Falls Dam. These are esthetic and physical restoratives.

But in addition to the recreational and historic aspects of the canal, there are scientific developments of which few are apprised. Biological experiments in several locations have been in operation for several decades. Excavations of Indian campsites, villages, hand-quarries, handicraft and munitions depositories, and of the handiwork of early explorers and trappers have yielded many museum relics, and promise many more.

We who live or sojourn in this region have been fortunate in inheriting these natural resources from a primitive people, who conserved their environment while many European areas lost their forests and their soils 1,800 years ago. The Chesapeake and Ohio Canal Association urges through Congressional legislation, the establishment of this area as a national park, and through close administrative supervision, its preservation, so that we and future generations may have recourse to one of the finest of American assets.

STATEMENT OF C. R. GUTERMUTH, VICE PRESIDENT, WILDLIFE MANAGEMENT INSTITUTE

MR. CHAIRMAN: I am C. R. Gutermuth, vice president of the Wildlife Management Institute, with headquarters in Washington, D.C. The institute is one of the older national conservation organizations—its program dates back to 1911.

The members of this committee are familiar with the background and earlier proposals to create the C. & O. Canal National Historical Park. I will not attempt to reiterate the extensive testimony that has been received in former years and is on record. The vital need for a major recreational area for the millions of people that reside in the vicinity of the District of Columbia has been explained fully.

The situation with regard to the C. & O. Canal property has changed somewhat since earlier hearings. President Eisenhower proclaimed the strip of land owned by the Federal Government as a national monument early this year. That action, which applied only to the core of the area that is believed necessary and desirable for park purposes, conferred no authority for the acquisition of additional acreage so that existing park features could be rounded out, boundary lines clarified, and buffer zones established.

Studies by the National Park Service show that about 15,000 acres, including the present Federal ownership, would be required to make the canal park a balanced unit. The authority for this necessary acquisition is not contained in S. 77, but is spelled out clearly in H.R. 4684, now in the House Committee on Interior and Insular Affairs. Conservationists believe that the authority to acquire the necessary additional acreage should be a part of any bill enacted by the Congress to create the C. & O. Canal National Historical Park.

A question that occupied the time of both the Senate and House Committees in former years is what effect, if any, the creation of the historical park would have on any future plans for impoundment of the Potomac River. The U.S. Army Corps of Engineers currently is studying the Potomac drainage for the purpose of proposing developments that might meet local needs. Any major development, even if recommended and eventually authorized, probably could not be constructed until well past 1970. Conservationists have assured the committees of their willingness to accept a proviso in the authorization act which stipulates that water projects affecting the park property would not be debarred, providing Congress in its wisdom, should decree that such developments actually are needed.

That acceptable proviso is shown as Section 4 of S. 77. It was endorsed by the National Park Service, D.C. Commissioners, and the Army Engineers at earlier hearings. The net effect of S. 77 would be to recognize the historical and recreational values of the park and enable the Secretary of the Interior to maintain and develop the desirable features.

Any issue that may arise with respect to the construction of a major water impoundment in the Potomac would be no different with or without the establishment of this area as a national historical park. Enactment of a law along the lines of S. 77, but with authority to incorporate up to 15,000 acres within the park, would enable the Secretary of the Interior to move the project ahead for the benefit of all the people.

The urgent need for an improved recreational area is with us now, Mr. Chairman. Housing and commercial developments already are encroaching on the lands that should become a part of the park project. The land never will be less expensive than it is now, and conservationists are hopeful that the committee will give its prompt approval to this proposal.

Mr. Chairman and members of the committee, I am Dr. Spencer M. Smith, Jr., secretary of the Citizens Committee on Natural Resources, a national conservation organization, with headquarters in Washington, D.C. Our Board of Directors comprise some of the Nation's outstanding conservationists, and we are pleased to be able to offer our views before this distinguished committee.

The measure before you, S. 77, has been before this committee on several different occasions. We first testified in favor of the establishment of a C. & O. Canal National Historic Park in the 85th Congress, in 1957 and 1958. The Senate approved the measure after hearings and considerable discussion. The issues as to the establishment of such a park were joined by those wanting the area of the C. & O. Canal, represented in the bill now before the committee, for use as a national park. Those opposing the authorization of such a park preferred the use of such resources for hydroelectric power and water storage. A compromise was effected and the National Historical Park was authorized and a reservation clause was inserted in the final legislation. It was generally agreed that if at some future time, problems such as water supply, electrical energy, et cetera, became egregious, then Congress, by statutory action could put whatever works it deemed advisable in the park, to meet the need. At that time, the National Park Service, the D.C. Commissioners and the Army Engineers stated that such a provision was adequate, as a safeguard, in the event the future demanded different uses than those used for park purposes.

It was also generally agreed that Congress has at any time, the power to take such action with or without any specific provision. Those opposing the park were concerned that even though Congress had the power to legislate in this direction, the proviso calling special attention to future problems would be helpful in constructing any works that might be needed. The conservation organizations, by and large, took the position that a national park should be established without any such reservation, since the Congress has, at all times, the power to use park areas for other purposes, if it deems such action advisable. In order to facilitate the measure, however, conservationists agreed to this compromise. The Senate passed the park authorization bill, with the reservation clause, in the first session of the 85th Congress. The measure went before the House of Representatives and though hearings were held, no final action was taken, since many who had accepted the compromise at the time of the Senate action apparently changed their minds and urged further compromise. The 86th Congress found the Senate again approving the park authorization, with the same reservation in June of 1960. After lengthy hearings and discussions in the House of Representatives, the measure was reported out of the committee in the final days of the 86th Congress, but was not successful on the floor of the House.

The conservationists feel that the C. & O. Canal area is indeed a poor man's park. Though it has undergone changes because a considerable part of it is in close proximity to a large metropolitan

area—it is a historic area, as well as a needed recreation one. Almost any time during the spring and summer months in Washington, you can find a number of people enjoying the advantages of a respite from the frantic pace of which we are all a part. The facilities are enjoyed by many of the organized youth clubs, as well as families. It has been referred to as a poor man's park, providing the escape for many citizens who do not have the funds an extended and distant vacation would require. The passing of time, however, finds the relentless push of metropolitan life making its inroads. Such inroads are glacier-like, for it is difficult to see their impact in one season, but while minute, a few years passing allows one the perspective to see that without proper protection the park and recreational area will wither in its importance and significance as a recreational haven to the people of Metropolitan Washington.

The committee will no doubt be urged to refrain from judgment in this matter until the many problems of electrical energy, water supply, and so forth, have been studied. An Army Engineers' report is in process, but this should not prevent the committee from taking the action to protect this area, with the safeguarding provision which the measure before the committee contains, in section 4. The corps has been studying the river for one reason or another for about 133 years. The corps' plan of 1946 proposed some 14 dams, with 4 on the main stem of the Potomac and 10 others on the tributaries of the Potomac. The corps held hearings on their 1946 plan but the public's reaction was so strong and overwhelming in opposition to the plan that the Chief of the Corps of Engineers never officially accepted the plan, nor did it send it to Congress for action. In 1932 and 1944, plans were predominantly for hydroelectric power and some consideration was given for flood control and water supply. Colonel Sumner of the corps testified in 1960, before the House Interior and Insular Affairs Committee, that electrical energy produced by hydroelectric power was not a significant factor, in proposing dams on the Potomac. The justification for the dams, recently, has been the water supply for the Washington area.

Our own reaction, Mr. Chairman, is to urge the creation of the park and if at such time in the future conditions warrant the consideration of a program, different from that of a park, we are quite sure the Congress will give due consideration and arrive at a decision regarding such a program. Certainly the conservation organizations would be happy to give their testimony on the merits of any such legislation before the Congress. We should like to invite the committee's attention to an investigation and report by a citizens group formed in 1957, called Potomac Prospect.

If I may interject, Mr. Chairman, I have some copies here that I might make available to the committee for the files.

Senator BIBLE. They will be adopted by reference for the committee's use.

Dr. SMITH. This study has been a serious effort to consider the various plans offered by various groups for the Potomac Valley.

We hope that the committee will act with dispatch, as it has in previous years, and recommend the authorization of a C. & O. Canal National Historical Park as provided in S. 77. We also accept the reservation in section 4.

We wish to thank the committee for the opportunity to present our views and we will be happy to respond to any queries the committee desires to make.

I might add one point to this. I heard the colloquy between Senator Dworshak and Mr. Wirth as to the safeguarding provision. The one that the Senator read we agreed to sometime earlier, about 1958-59. While I am not a lawyer I thought that this was an adequate safeguard provision. But we were prevailed upon to take the provision that now is in section 4 since the section 4 item was felt to be more embracing as a safeguard. We have no strong feeling one way or another. We usually leave these matters to legal minds who are supposed to work these things out. I could say for the citizens committee that we would be inclined to go with either provision. We think both of them would accomplish essentially the same thing.

Senator BIBLE. Thank you, Dr. Smith. I know you have a commitment.

Senator ALLOTT. I would like to read one sentence out of the Potomac Prospect with approbation:

It is barbarous and intolerable for the United States with its high state of civilization and wealth, any longer to permit pollution waste to be dumped into its natural waterways.

Senator BIBLE. I might add at that point since the Senator from Colorado is constantly getting into the pollution of the Potomac, I would say as a member of the Joint Committee on Metropolitan Problems, this was thoroughly explored. It was made the number one priority. The study went over 2 years. We certainly recognized the pollution problem as the number one problem. Certainly the solution is not easy because of the fact that we are dealing with the Federal Government and two sovereign States. The committee made some very firm recommendations which unfortunately cannot be enacted by the Federal Government because they involve the Commonwealth of Virginia and the State of Maryland. We thought we pointed the way by indicating that one of the real forward steps in solving this entire metropolitan sanitary problem was to create the necessary sanitary district so that they could act as a district rather than as a great many towns and counties and areas all going in somewhat different directions. We made some real headway. The Senator from Idaho has commented on it when we worked out the Chantilly problem. We hope out of that Chantilly problem there will come a realization of the need for the creation of a sanitary commission.

I think in fairness to those who have worked in the District of Columbia for so long on this, and particularly General Welling, who is no longer the Engineer Commissioner, who took a very firm and active part, some progress has been made. The problem has not been solved, but they have come a long way.

Dr. SMITH. I wanted to issue the warning that Senator Dworshak issued at the time the Chantilly project was being considered. If you will recall, Senator, you pointed out that certainly it was incumbent upon the Government to take care and not put this sewage in. But you also pointed out that the Chantilly project did nothing more than take care of the additional sewage problem and this was not going to solve all of the Potomac's needs.

Senator DWORSHAK. It aggravated the overall problem.

Dr. SMITH. That is correct. I sometimes think your warning has not been taken. A lot of people have the idea that taking care of the Chantilly sewage is going to clean up the entire Potomac. That is not what you were suggesting. In fact, you called attention to that at the time the act was before the Congress.

Senator DWORSHAK. Yes, I recall several of the newspapers here were waging an active campaign to safeguard the health of the District. I took myself the responsibility. I was in the District at the time. I said that Congress certainly would cooperate in providing funds to help solve that problem which was done subsequently. I think we also took care of the Central Intelligence Agency facility which provided another threat at the time. I do not know whether this will suffice for many years in the future, but I agree with you that threat was recognized at the time, and I think that Congress should be alerted to doing something in the future, so that we do not permit a condition to develop which would be a sinister threat to health of this whole area.

Dr. SMITH. Mr. Chairman, I think a number of people are aware of the complexities of the problem. Certainly the efforts of the Chairman here and others that served with him in this consideration have not gone unnoticed. I am happy that we have impatience in trying to solve it. I also hope that we have enough patience to get an organization together and a coordinating mechanism that will solve it on a sustaining basis. I hope we are moving in that direction.

Senator BIBLE. I hope so, too. Certainly we cannot sound the warning too often of the need of a clean Potomac. I think this is a point well taken. I do appreciate your testimony, Dr. Smith. Thank you very much. I hope we did not delay you too long.

Dr. SMITH. That is quite all right.

Senator BIBLE. The next witness is Donald Birrell of the U.S. Corps of Army Engineers.

STATEMENT OF DONALD BIRRELL, U.S. CORPS OF ARMY ENGINEERS

Mr. BIRRELL. Thank you, Mr. Chairman.

Senator BIBLE. Are you speaking from a prepared statement?

Mr. BIRRELL. No, sir. I do not have a prepared statement. My instructions were to be here at your request to answer whatever questions you might have.

Senator BIBLE. I wonder if you would not identify yourself for the record?

Mr. BIRRELL. My name is Donald Birrell. I am Assistant Chief of the Engineering Division of the U.S. Army Engineer District, Washington, of the Corps of Engineers. My principal responsibility has been the direct supervision of the preparation of the study authorized by Congress for the Potomac River basin development.

Senator BIBLE. Could you indicate your views as to the proposed Chesapeake and Ohio Canal National Historical Park? Do the Army Engineers have an official position on this? Are you for it or against it?

Mr. BIRRELL. A letter, as I understand, is being prepared by the Department of the Army, presently in process of signature, which I

am not officially responsible to submit to you, although I believe I can say that it is somewhat similar to the position previously taken.

Senator BIBLE. What was the position previously taken?

Mr. BIRRELL. The position previously taken was that the Chief of Engineers, insofar as the study which was authorized is concerned, hoped that action on the canal bill could be deferred. However, with the inclusion of section 4, I believe, if action were taken to pass this bill, he would have no objection to its passage.

Senator BIBLE. What you are saying, then, is that the official provision would be that with the inclusion of section 4, the Army Engineers advises no objection to the passage of this bill. Is this a correct statement?

Mr. BIRRELL. That is the statement, as I recollect, of the position taken at the last session of Congress when this bill was considered.

Senator BIBLE. And is that the same position taken by the Corps of Army Engineers as of today?

Mr. BIRRELL. My information is only hearsay by telephone conversation, and I cannot make a definite statement at this time.

Senator BIBLE. When will that official report be submitted?

Mr. BIRRELL. You mean the study or the statement by the Chief?

Senator BIBLE. The report from the Chief. Not the study, but the report on this particular legislation.

Mr. BIRRELL. It is presently in the Office of the Secretary. I believe it should be here in a day or so.

Senator BIBLE. In the Office of the Secretary of the Army?

Mr. BIRRELL. Yes, sir.

Senator BIBLE. Mr. Stong, could you follow through on this diligently so we have an official position of the U.S. Army on this particular problem? As I understand it, we are not in a position to know officially what they think as of this year.

Mr. STONG. Very well.

Senator BIBLE. In view of the limitations placed upon your appearance here today, I think we will have to wait for the official position of the U.S. Army, and I hope that is forthcoming within the next few days. This record will be kept open for 10 days. I would urge you, Mr. Stong, to see that we have the official position without delay. Are you familiar with the dams that have been proposed up and down this particular stretch?

Mr. BIRRELL. Yes; I am quite familiar.

Senator BIBLE. What are the long-range plans, or the immediate plans, or the intermediate plans of the U.S. Army Engineers as far as the construction of dams is concerned? I know this has varied somewhat over the years. I am just wondering what plans have been formalized—I assume they have not been finalized—by the U.S. Corps of Army Engineers as to the dams within this particular stretch of the C. & O. National Historical Park?

Mr. BIRRELL. Mr. Wirth has previously summarized the fact that a number of reports have been previously prepared. The most recent was House Document 622, dated 1946. At that time, the emphasis on hydroelectric power with a small amount of waterpower was not received favorably by the public and the report or the Chief of Engineers did not recommend the development. The present authorized study is a review of that document with the purpose expressed for con-

sideration of flood control, recreation, water supply and pollution abatement in the Potomac River Basin. In the last session of Congress before the Appropriations Committee, a report was submitted at the request of the committee which purported to show the possible features of an ultimate project in the basin for water supply and other purposes. That report is printed in the hearings before the Subcommittee on Appropriations, House of Representatives, 86th Congress, second session, part 1. In that document, studies at that time indicated that the needs of the basin for water supply and pollution abatement alone required storage in the basin amounting to some 1,700,000 acre-feet. The needs in the basin included not only the Washington metropolitan area, but the needs of many communities, towns, and cities in the upper watershed, whose requirements were comparable in total to the needs of the metropolitan area. In order to satisfy those needs, a series of reservoirs locally located to be close to the needs were visualized, but even when these local needs were satisfied up to the year 2010, there was additional storage needed to satisfy the needs in the metropolitan area, which storage could be found at River Bend Reservoir, which has been discussed here this morning at a certain fixed cost which, I think, amounted to some \$230 million for the whole development. The storage could always be found at other localities, however, at increased cost. The possibility existed that instead of a reservoir at River Bend, a total of eight other reservoirs located throughout the watershed could be built to satisfy this need. However, it would be at a greatly increased cost. That, I believe, is in substance briefly what the conception was last year when we submitted the report to the committee.

Since then we have been cooperating with other Federal agencies—in fact, throughout the program—including the Public Health Service, Department of Agriculture, the National Park Service, and the Department of Commerce and other Federal agencies in a cooperative effort to find the best solution possible for all of the many needs that are apparent in the basin. Currently, the needs are increasing, or our estimates have increased over what we considered a year ago. So that there is by no means a diminishing concept in the need for storage in the Potomac River Basin. This report is expected to be completed in June of next year, 1962.

Senator BIBLE. How long have you been engaged in making this particular report?

Mr. BIRRELL. This report was authorized in January 1956. We started active work in July of 1956 and have been pursuing it diligently since that time.

Senator BIBLE. May I ask this question: If your study is going to be completed in June 1962, is the language that has been suggested and which has been developed in questioning during the course of the hearing, the language in section 4, adequate to protect any project that might be indicated as the result of your study?

Mr. BIRRELL. I would believe so; yes, sir.

Senator BIBLE. I am just a little at a loss whether we are proceeding at the proper time or whether we are proceeding ahead of a report to be made by the U.S. Army Engineers. This I do not know.

Mr. BIRRELL. As I say, the Chief of Engineers last year and, in fact, 3 years ago, when the subject come up at that time, has repeat-

edly indicated that it would be his hope that final decision would be deferred until this study was available.

Senator BIBLE. Undoubtedly that will be reflected in the official report of the U.S. Army Engineers at this time.

Mr. BIRRELL. It would be my belief that it would, but I can't say for certain.

Senator BIBLE. I understand. What will be the scope of this report? How broad a report will it be? What are you directed to do specifically?

Mr. BIRRELL. While there have been at times certain legislative restrictions imposed on the study, at the present time it specifically mentioned flood control, recreation, water supply and pollution abatement.

Senator BIBLE. Within what area?

Mr. BIRRELL. Within the Potomac River Basin.

Senator BIBLE. It is a complete study of the basin; is that correct?

Mr. BIRRELL. That is correct. I would believe that it is one of the most complete or advanced coverages that has been made by the Corps of Engineers. Very similar, and perhaps a little more advanced than the Delaware River study which has been completed of recent date.

Senator BIBLE. You mentioned recreation and you mentioned water supply and you mentioned pollution. Does this study embrace the question of power potential in the Potomac Basin or not? Is this embraced within the study so I will know what it embraces?

Mr. BIRRELL. Hydroelectric power has not been specifically mentioned in the authorization. However, water power by the simple fact that a greater demand exists for water supply, the two are not strictly compatible because of the regulation required of the flow for water supply.

The best and most economical development for hydroelectric power is no longer possible. However, that does not mean that water power cannot be developed, but if it is, it must be a subsidiary or as a part of the development to take whatever part can be reasonably given to it.

We will give consideration to the features of hydroelectric power where they appear to be feasible and economical and will add to the benefit of the whole project.

Senator BIBLE. What priority does the U.S. Corps of Engineers give to the uses of the water within the Potomac Basin? Is the No. 1 priority flood control? Is it navigation? Is it water supply?

Mr. BIRRELL. No, our priority is dictated by needs. While all of those factors are present in the basin, I would believe from my experience that the question of water supply is of first priority.

Senator BIBLE. By water supply you mean domestic water supply?

Mr. BIRRELL. Water supply encompasses two factors. It is involved also in pollution abatement. As a matter of fact, the Select Committee on National Water Resources Policy has indicated that the national need for water is greater for pollution abatement than the actual direct use of water for industrial or domestic uses.

We find, according to the Public Health Service, that this also exists in the Potomac Basin. Our needs for water for dilution of sewage waste will be greater than all of the other needs for consumption.

When I speak of consumption, I mean direct use of water for industry or personal, domestic uses.

Senator BIBLE. These are the two top priorities?

Mr. BIRRELL. Yes, sir.

Senator BIBLE. The others fall below those?

Mr. BIRRELL. That is right.

Senator BIBLE. What is the area of responsibility of the U.S. Corps of Army Engineers for a clean Potomac?

Mr. BIRRELL. The responsibility of the corps for a clean Potomac comes in the authorization in this study which designates that the study shall consider the purposes of pollution abatement.

Incidentally, we prefer to call that water quality rather than the abatement of pollution, because the study not only will be for purposes to abate pollution, but there will be a complimentary program necessary for complete treatment of waste that will accompany any effort that is made to reduce the pollution or improve the water quality by use of surface water and release of flow from reservoirs.

Senator BIBLE. That is your charge under the study. As of today, what is your responsibility for a clean Potomac? Are you armed with legislative tools to abate these nuisances?

Mr. BIRRELL. No. The Corps of Engineers has no authority in a regulative capacity as far as pollution abatement is concerned.

Senator BIBLE. Where is that responsibility vested? Within the District of Columbia it is within the Board of Commissioners.

Mr. BIRRELL. It resides in the States and the District of Columbia, and to the extent that it has been delegated to the Public Health Service in recent legislation.

Senator BIBLE. I believe I have just one further question. In the study which is now being undertaken, will there be more than one dam suggested or can you hazard a guess on that?

Mr. BIRRELL. In the testimony that previously has been submitted, a minimum of 12 reservoirs would be required, and possibly as many as 22 or 23 scattered throughout the basin.

Senator BIBLE. By reservoirs, you mean dams as well?

Mr. BIRRELL. That is right.

Senator BIBLE. Where would they be within the confines of the proposed park?

Mr. BIRRELL. Within the confines of this map here it would be as indicated in the vicinity of River Bend and the reservoir would extend on up to Brunswick and Harpers Ferry.

Senator BIBLE. That is one. Is that the only one that is within the confines of the proposed park?

Mr. BIRRELL. That is the only one that would be within the confines of the National C. & O. Canal Park.

Senator BIBLE. The others are located where, just roughly?

Mr. BIRRELL. There would be three on the north branch of the Potomac River above Cumberland. Possibly one on the south branch. There might be two, three, or more on the Shenandoah. There could be possibly one on the Monocacy, one on the Conococheague.

Senator BIBLE. Does the location of these other dams have any relationship to the creation of this C. & O. National Historic Park?

Mr. BIRRELL. The only one so far as I know that would be in conflict or would involve the C. & O. Canal Park would be the one that has been discussed, the River Bend.

Senator BIBLE. So we are talking about one dam?

Mr. BIRRELL. That is right.

Senator BIBLE. I have no further questions.

Senator Allott?

Senator ALLOTT. I believe I have just one question.

In respect to the discussed dam here, unless the abatement was carried on, or as you call it, water quality improvement did occur, that dam would, in effect, become one huge cesspool, would it not?

Mr. BIRRELL. No. That dam would serve to store water to be released during dry weather periods that would serve to convey oxygen to the waste that is being released from sewers in the metropolitan area even after the best of treatment. This oxygen would serve to activate natural processes to support bacteria which, in turn, digests the organic materials that remain in the waste.

By so doing, it would greatly assist in the purification and in the improvement of the water quality. This, according to the Public Health Service, is the only effective means of pollution abatement beyond the type of treatment which is presently perfected by mechanical means.

Senator ALLOTT. Did you understand my question, or do I misunderstand you? You say that even though no points of control or no further control is made above the dam, that the water quality in the dam will improve.

This is exactly contrary to the position that the citizens committee represented by Dr. Smith, who was just here, has taken. In their pamphlet which he left with us they point out at great length the extremely hazardous situation that would occur at a dam unless steps are taken to shut off the effluents which come into the Potomac and its tributaries above.

Mr. BIRRELL. We in the Corps of Engineers must necessarily abide by the technical advice offered by the U.S. Public Health Service. It is their position that the natural processes which I previously described, with the adequate dilution of sewage, will not to a great extent, or to the extent that it would make the reservoir unsuitable for use, the situation in the reservoir would not be hazardous.

In fact, they take the position that this is the only practical means of abatement of pollution or improvement of water quality not only in the Potomac River Basin, but for all of the major river basins in the country. I think that you will find supported in the current committee report. That is the Senate select committee report.

Senator ALLOTT. Mr. Chairman, I do not want to take up our time because we cannot settle this. But I would want to read one or two sentences of the report of the Potomac prospect, and this is the statement that is made:

It is obvious, therefore, that such a huge impoundment dam having been built at River Bend, this pollution—

speaking of pollution from above—

would be trapped in the sluggish waters of the river. Add to this the effluent from Hagerstown and Martinsburg which will enter the Potomac near the head of the reservoir and it is apparent that the impossible impoundment of the River Bend would rival the present estuary as the Nation's No. 1 cesspool.

Mr. BIRRELL. It is my personal opinion that is not the situation, and for confirmation of that I would have to refer you to the Public Health Service.

Senator ALLOTT. Thank you very much.

Senator BIBLE. I very much appreciate your testimony, Mr. Birrell. I think it would be well to have Mr. Stong carry through on that point and contact the Public Health Service and see what does happen if this dam is created.

Senator BIBLE. The next witness is Mr. Michael Nadel, assistant executive secretary of the Wilderness Society, Washington, D.C.

STATEMENT OF MICHAEL NADEL, ASSISTANT EXECUTIVE SECRETARY, THE WILDERNESS SOCIETY, WASHINGTON, D.C.

Mr. NADEL. Thank you for the privilege of appearing before this committee to support the proposed establishment of a Chesapeake & Ohio Canal National Historical Park.

I am Michael Nadel, assistant executive secretary of the Wilderness Society, whose headquarters are at 2144 P Street NW., Washington, D.C. The society is a national, nonprofit citizens' conservation organization founded in 1935, and its membership includes residents of all 50 States, Canada, and other countries.

We feel intimately close to all that affects the Chesapeake & Ohio Canal, not only because of personal experiences along many of its finest sections, but because the planning for the famous hike in 1954 which was led by U.S. Supreme Court Justice William O. Douglas along the entire length of the canal for the purpose of calling attention to its values was accomplished in the offices of the society.

This was of such significance that the Living Wilderness magazine, of which our executive secretary, Howard Zahniser, is editor, devoted a special issue in its spring 1954 number to a comprehensive chronicle of the event prepared by Mr. Jack Durham.

With your permission, Mr. Chairman, I offer a copy of this special issue for insertion in the record or, if you so desire, for the files of your committee.

Senator BIBLE. It will be incorporated by reference for the use of the committee.

Mr. NADEL. Thank you, sir.

Our director, Olaus J. Murie, was one of the nine who completed the entire 189-mile walk on that occasion. Dr. Murie said, "One of the outstanding attributes of the 8-day venture was the character of the hikers," each one "dedicated to some phase of the public welfare or having that zeal for the public good that marks the dedicated man."

Although the Chesapeake & Ohio Canal Co. was not organized until 1828, and the canal route was not completed until 1850—eleven decades ago—the beginnings of this remarkable canal actually date back as early as 1754 when George Washington began to plan for a navigational system along the Potomac Valley.

American history has been written in the environs of this remarkable strip which stretches from the apron of the Nation's Capital in a continuous, verdant, multivariant course to Cumberland, a close companion to the mighty Potomac in its quick-changing moods and phases. The tides of commerce flowed for a time along this canalway, and finally ebbed with a new era in America's growth.

One cannot walk this venerable towpath without marvel at the open tale told by nature's masonry on the face of the rocky outcroppings

and cliffs, or without breathing more deeply as the prospect opens up to meadows or converges to forest in a pattern that delights the senses.

Botanizing, birding, fishing, canoeing, geologizing, meandering, or hiking, there is a long gamut for recreational and educational pursuits, whether the pursuer is a denizen of the metropolitan Washington area, or a visitor from afar.

The crisis we face in open space is almost as topical today as the weather. But it is overshadowed, in volume of breast beating, by the purveyors of dams and the prophets of water shortage, and the advance agents of factories and pollution.

We need never fear that any reservations for parks and open spaces will ever, in the genuine potentiality of a water crisis, block off our needs. On the contrary, they are our watershed sentinels. We need never fear for the survival and growth of our commercial economy, because it has demonstrated its ability, again and again, to shoulder aside less strident considerations.

On the contrary, what we must fear is the possible irreversible loss of a desirable balance between the culture of proliferating commerce and the culture of space for the intangibles that we cannot measure.

We have to speed up our plans now, and we must act now, to hold previous samples of parks and open space for our retreat and "quiet breathing."

It is, therefore, in the public interest to establish the Chesapeake & Ohio Canal National Historical Park. We cannot leave this canal property and its environs in a vulnerable status for the aspiration of developers.

The Presidential proclamation of January 18, 1961, establishing the Chesapeake & Ohio Canal National Monument was public evidence of a national intent to preserve the historic and scientific interest of the canal and its environment.

The proclamation limited the monument to the 4,800 acres deeded in 1938 to the United States by the receivers of the Chesapeake & Ohio Canal Co., extending in a strip from Cumberland, Md., to a location above the aqueduct at Seneca. No provision was made for acquisition of some 10,000 acres of contiguous private land which had been recommended in bills before the 85th and 86th Congresses.

The worthy object of the Presidential proclamation should now be more broadly fulfilled through the firm protection which the Congress can give it as a national park.

It is a welcome thing that Senator Beall's measure, S. 77, provides a vehicle for the establishment of the park.

We would suggest that S. 77 would be improved if it were amended to provide that the Secretary of the Interior shall be authorized to acquire such additional lands in the vicinity of the canal as he deems desirable for the purposes of the park, so that the total area of the park could be brought up to at least 15,000 acres, as proposed in other bills. We recommend that language to this effect be included in S. 77.

Senator BIBLE. We heard the Secretary of the Interior on that point.

Mr. NADEL. We would call attention to the last sentence in section 1(d), which reads: "The Secretary may construct park-type roads to provide access for visitors."

It may be desirable to be explicit that what is intended is right-angle access roads rather than parallel access roads so close that the sights and sounds of the road would encroach upon the repose and solitude of the park environment.

The proposal for a Chesapeake & Ohio Canal National Historical Park has been thoroughly debated over an extensive period of time. We believe that over this period there has been shown a preponderant public sentiment in favor of the park.

We urge that the committee be guided by this overwhelming sentiment in favor of the park.

Mr. Chairman, I am privileged to say that Charles H. Callison, assistant to the president of the National Audubon Society, has read my prepared statement and wishes to associate himself with this statement in behalf of his organization.

Thank you very much for your attention.

Senator BIBLE. I appreciate that, Mr. Nadel. Do I understand by virtue of your statement that Mr. Callison is associating himself with your statement? Does he also desire to make an additional statement or can this be taken as his statement?

Mr. NADEL. I think this can be taken as his statement.

Senator BIBLE. Thank you very much. I have no questions.

We have two more witnesses. I am doubtful if I can complete both of them in the next 10 minutes, but I do want to accommodate one of the two witnesses who must leave for an afternoon appointment. That is Albert K. Herling, of the Potomac River Development Association.

STATEMENT OF ALBERT K. HERLING, PRESIDENT, POTOMAC RIVER DEVELOPMENT ASSOCIATION

Mr. HERLING. Thank you, Mr. Chairman.

Senator BIBLE. You may proceed, Mr. Herling.

Mr. HERLING. I want to thank the committee for granting me this opportunity to appear before it and present the positions of the organizations I represent on the bill before the committee this morning.

My name is Albert K. Herling. I reside in the city of Greenbelt, in Prince Georges County, Md. I have the honor of serving as president of the Potomac River Development Association, Inc., an organization dedicated to the multiple-purpose development of the Potomac River and the Potomac River Basin.

This morning I appear not only in behalf of that association, but also in behalf of the Maryland State and District of Columbia AFL-CIO and the Greater Washington Central Labor Council, AFL-CIO.

The three organizations I represent here this morning are united in their desire to accomplish, through education and all other acceptable means of public persuasion, a program of Potomac River development which would provide the wisest and widest use of the river resource which is of such great concern to us.

The Potomac River Development Association, the Maryland State and District of Columbia AFL-CIO, and the Greater Washington Central Labor Council, AFL-CIO, are enthusiastically in favor of legislation which would create a Chesapeake & Ohio Canal National Historical Park.

We ask, however, that legislation designed to establish such a park be so worded that areas most frequently mentioned as possible sites for water storage, such as River Bend, while included in the park area, be exempted from development by the National Park Service. It would make little sense, it seems to us, to expend money on areas which may well be inundated in the foreseeable future.

The question before the committee is more than the question of establishment of a national historical park. The problems of the Potomac River are also involved. The entire problem area of water supply for increasing domestic and industrial uses, flood control, irrigation, pollution, and silt control, is involved. Additional types of recreation uses of the river and the park area are also matters which must be faced.

I need not remind this committee that by 1962 the Corps of Army Engineers is to present to the Congress the results of its survey of the Potomac River Basin. Under the directives received from the Congress, the Corps of Engineers is to present its findings based on the widest cooperation with all agencies of the Federal Government, as well as the various States affected by the Potomac River.

The study is being produced at a cost of \$1,500,000. Surely, wisdom would dictate that nothing in proposed legislation for a C. & O. Canal Historical Park should raise barriers to the possible implementation of recommendations brought in as a result of this study.

We recognize that there are groups passionately in favor of legislation which would limit drastically, if not completely deny, the possibility of developing and using the resources of the Potomac River along a variety of lines needed to meet the pressing needs of the people in the area.

We will admit to a strong emotional attachment to the viewpoint they represent. But reason must also be asserted. People are as much creatures of God as are the woods, the birds, and other forms of flora and fauna, and if I may be so irreverent as to suggest, the C. & O. Canal.

Undoubtedly, the committee and its members have received what purports to be a study, with a report and recommendations on the various problems concerning the Potomac River Basin. Members of this committee will be swift to discern that this so-called study started out with its conclusions well established beforehand; that it violently distorts the nature and contents of some previous studies; that it ignores vital areas of information easily attainable; that no reference is made to any of the studies prepared for the Joint Committee on Washington Metropolitan Problems on Water Supply in the Washington Metropolitan Area, et cetera. I would be willing to supply this committee within a reasonable time a detailed and critical analysis of the study entitled "Potomac Prospect."

I do not have it available now because I just got a copy of this 2 days ago.

Senator BIBLE. The record will be kept open for 10 days and if you desire to make any comments you are free to do so.

Mr. HERLING. Ten days would be ample time and I would be delighted to supply the committee with that analysis.

Senator BIBLE. Without objection, you may do so.

(The analysis to be furnished follows:)

SOME OBSERVATIONS AND A BRIEF ANALYSIS OF A REPORT ENTITLED "POTOMAC PROSPECTS"

The following series of observations and analysis of the report entitled "Potomac Prospects" was prepared by Albert K. Herling, president of the Potomac River Development Association, Inc.

"Potomac Prospects" is a publication of the Coordinating Committee on the Potomac River Valley purporting to be a study and report with recommendations for action concerning water supply, water needs, pollution, flood moderation, recreational areas and the preservation of the natural environment of the Potomac River Basin. Such a report, if carried out with any semblance of objectivity would constitute a major contribution toward solving the large number of problems which are of such great importance to the people who live and work in the Potomac River Basin and are dependent, in a variety of ways, on the Potomac River.

Unfortunately, the publication can hardly be described as either a study or a report concerning the various areas it considers. It can accurately be described as the proposals of a group of interested citizens who have a single purpose in mind, namely the preservation of the natural environment of the Potomac River Basin.

It is crystal clear that the entire study was approached with the fixed determination that all data which interfered with the committee's preconceived notions and conclusions must either be ignored or subjected to such tortuous interpretation as to make them appear meaningless or force them into the pre-set mold which was of the committee's making. The following observations will make this clear.

IS THERE A WATER CRISIS?

In the foreward to the study the statement is made that "It is generally agreed that we do not," (have a water crisis) and a question is immediately propounded, "but will a spectacular growth of population force such a crisis upon us?" (p. 7.)

Answering its own question, the committee then suggests that various techniques now being used and future scientific advances will take care of the problem.

The committee study contains impressive tables of water flow to buttress its conclusion that there is no water crisis.

Completely ignored in the study is the "Staff Report on Water Supply" prepared for the Joint Committee on Washington Metropolitan Problems on Water Supply in the Washington Metropolitan Area, April 1958. This report was prepared by Gilbert V. Levin of Resources Research, Inc. Taking essentially the same data as presented in "Potomac Prospects," concerning the 50-year average flow of the Potomac River, the record flow of 7.5 billion gallons per day, and a low of 506 million gallons per day, Mr. Levin comes up with reasoned conclusions which are just the opposite of that which the so-called study presents. Discussing previous attempts to secure public acceptance of necessary impoundment of water in the past, Mr. Levin writes that "Since then, developments previously cited have shown that storage or Potomac River water for water supply will shortly be necessary in the Washington metropolitan area." (p. 15.)

"The principal need in the District of Columbia is for storage of raw and finished water * * *. At current average demands, a maximum of considerably less than 1 day's supply of available finished water is on hand. The total available raw water supply would satisfy the demand for one 2 additional days. During summer peak demand periods, the total storage would supply less than 1½ days demand. This situation is serious in view of current needs, and is critical in terms of the needs of the near future." (p. 14.)

Here is the answer from an expert, as compared to the obviously amateur, statistical juggling to the contrary notwithstanding, efforts of the coordinating committee.

A pseudo-scientific character is given the so-called study by its frequent references to additional means of obtaining water supply. It is interesting that they first make flat assertions that there is adequate water supply available and then spend considerable effort at pointing to other developments such as "cloud-seeding," and offer this tranquilizing statement as to other efforts: "It might well be that science will soon achieve a break-through and it is certainly not too much to expect that in 50 or 100 years rainfall will be controlled by man. Then

the days of drought, low river flows and floods in the Potomac Basin will be forever behind us—and with it, all danger of a Potomac flow inadequate to meet all possible future requirements for water.” (p. 9.)

Inadvertently, the coordinating committee's study gives an argument for impoundment when it states that while the daily discharge of the Potomac near Washington, D.C., averages 7,389 billion gallons this does not solve the question.

“If this discharge were evenly distributed throughout the year, and year by year, it would be ample for all foreseeable demands of water. *Unfortunately, it is not.* (p. 10.) (Emphasis supplied.)

The whole attitude of the study is best summarized by the expression of an ideal point of view, namely that we would prefer to see no dams on the Potomac River—no dams today, none at any time * * *. (p. 7.). The committee does admit of the necessity of sometimes compromising different points of view pending the perfect solution, as well as delays in governmental action. (p. 7.)

Conclusion: Expert analysis indicates a critical situation in water supply. The coordinating committee study would rather ignore the facts of life than face the stern realities. But this is not a reasoned attitude towards a real problem, it is an escape, and escape to the wilderness, while far better than to a solitary cell, still does not provide the answer.

THE POLLUTION PROBLEM

Everybody is in favor of a clean Potomac River. One of the chief targets of the coordinating committee's study is the so-called Wolman plan prepared by Wolman, Geyer, and Pyatt for the Interstate Commission on the Potomac River Basin.

It is interesting to note that the Wolman report is never directly quoted, it is summarized by the committee's expert summarizers.

The coordinating committee in its campaign to discredit the Wolman report points out that it does not deal with the entire river. It is clear that the committee members paid no heed to the report, if they really read it. Wolman clearly states that:

“This report deals with the Potomac River and its tributaries from the mouth of Seneca Creek, 8 miles above Great Falls, south to the mouth of Occoquan Creek 12 miles below Alexandria, 40 miles downstream. The subject is pollution and its removal. Since the purpose of pollution control is to enhance the beauty of the river and to increase its usefulness, the ends sought must be measured in terms of water supply, recreation, health, and esthetic values.” (A Clean Potomac River in the Washington Metropolitan Area, by Abel Wolman, John C. Geyer, Edwin E. Pyatt.) (p. 7.)

The coordinating committee distorts the silt problem, presumably because it represents an inconvenience to their way of thinking. But Wolman hammers away at the problem, primarily because it has been too long ignored. His study is, therefore, a major contribution in helping all of us to arrive at answers to the problem.

In discussing the silt problem, Wolman declares that “for the people in the Washington area, silt is the worst pollutant of the Potomac River. Practically all of the silt brought down from the 12,000-square-mile drainage area settles in the tidal estuary of the Potomac River in Washington * * *. Since the presence of silt has been considered unavoidable, the problem has not been studied and the public has not been adequately informed about what is happening. The absence of widespread alarm over this problem is probably due also to the fact that, for the past century, areas have been available for disposing of material dredged from the river” (p. 11, Wolman report).

Wolman concludes, on the basis of his studies, that “the interception of the silt in one or more reservoirs offers the only reasonable solution of Washington's silt problem. The most important of these reservoirs is the one closest to Washington, for it will bear the brunt of the high erosion on the Piedmont Plateau. Although a reservoir must soon be built at River Bend, in order to provide an ample water supply for the Washington region, it is here considered that an equally important function of this reservoir will be silt detention. In order to do the latter job, the reservoir must be large.

“The annual silt load of 60 million cubic feet spread evenly to the water surface would completely fill the tidal Potomac from Chain Bridge to Fort Foote, below Alexandria, in 50 years. It would take 1,000 years to fill the large River Bend Reservoir * * *” (Wolman report, pp. 13-14).

The coordinating committee writes of the nonbacterial aspects of silt, but has missed the point completely that a river filled with silt, blocking the flow of the river, helps to change a free-flowing river into a stagnant stream.

Wolman does, of course, mention the importance of soil conservation programs, reforestation programs, sewage control, and sewage treatment in his carefully written report. While ignored by the coordinating committee, fortunately the Wolman report is looked upon by all others as deserving and meriting attention and respect.

In discussing other aspects of pollution, the coordinating committee, on pages 64 and 73 of its "study," would apparently keep industrial and other pollution out of the stream by strengthening laws. But, laws alone will not keep our streams clean. Spending money to prevent or dispose of waste does help keep our streams clean. It is expensive now, when 85 to 95 percent of wastes are removed. Removing the last 5 percent is exceedingly expensive: someone would have to pay for this. The committee ignores this excessive cost completely, but the community could not ignore it.

There are many helpful suggestions in the coordinating committee report relative to pollution elimination, and so forth; some of them have long been advocated by all persons concerned with the Potomac River.

The coordinating committee report depends heavily on the 100-percent treatment of waste and the distillation of fresh water from salt water. It holds out prospects that a scientific breakthrough is "just around the corner," and that we should depend for our future water supply on such breakthroughs and that we should discontinue such proven methods for meeting future water needs as the storage of water in such impounding reservoirs as is urged by the Potomac River Development Association, the Corps of Engineers, the Wolman report, et cetera.

The coordinating committee's attitude can be compared to a mythical or imaginary group which advocates that we discontinue building any more hospitals for cancer and heart disease patients because the breakthrough for finding the cure of these diseases is "just around the corner" and therefore our present facilities are adequate.

The committee ignores the hard fact that the cost of providing water by a storage reservoir is much cheaper than pumping it from groundwater sources, though its own report on page 14 admits it to be so. The committee ignores the cost of pumping distilled seawater from sea level to water consumers although this cost would be exceedingly great.

No cost seems to alarm the committee so long as "the needs of those directly affected" (landowners?) are satisfied (p. 6, "Potomac Prospects").

RECREATION

Recreation is advocated by the coordinating committee. The forms of recreation advocated are limited in the sense that they would deny those who seek an increase in various types of water sport the opportunities which would be created with the erection of a dam at River Bend.

The committee report, on page 62, shows pictorially, the popularity of impounded water to recreationists.

Large reservoirs in the basin would provide hundreds of "coves" and bays where this kind of recreation would be available. But this, too, is ignored.

To sum up: The coordinating committee report is a slick report that contains many misstatements and misrepresentations, and which ignores the many available documented studies of the variety of needs in the Potomac River Basin. It ignores the many studies of the Joint Committee on Washington Metropolitan Problems. It distorts the irrigation needs; it offers hope for programs which may develop 50 to 100 years from now.

It offers recreation possibilities for one part of the basin which it would deny to the people in the other parts of the basin. For example, on page 64 of "Potomac Prospects," they advocate improvement of the "upper areas of the basin" where they would "benefit the residents and where costs would be at a minimum."

Presumably the owners of land which would be flooded in the upper basin are just as opposed to losing their property as are some members of the coordinating committee whose land would be flooded in the lower basin.

Moreover, the engineering studies which have been made show that the cost of storing an acre-foot of water is less in the lower basin (River Bend) than

elsewhere in the basin and would benefit the residents in the lower basins in a multiplicity of ways—water supply, flood control, recreation.

The coordinating committee's "Potomac Prospects" was written with a jaundiced pen and quite obviously can only be read and appreciated by looking at it with a jaundiced eye.

The enormity of the misrepresentations and distortions will surely be made more apparent with the publishing of the report by the Army Corps of Engineers in the not too distant future. I regret that this "brief" paper of observation and comment on the coordinating committee publication has become so extended. Actually, an analysis, comparable in size to the 96-page publication, would be necessary to correct the myriad of erroneous impressions contained in "Potomac Prospects."

The following are some samples of reference materials and selected quotations from those materials which were obviously ignored by the authors of "Potomac Prospects," a publication of the Coordinating Committee on the Potomac River Valley.

Water Resources Activities in the United States, Committee Print No. 31, March 1960 "The Impact of New Techniques on Integrated Multiple-Purpose Water Development."

"The basic physical means for improving the efficiency of natural waterflow to meet economic demands are regulation works, principally storage reservoirs. The reason for storage is the detention of surplus waters until they can be used, or the conversion of natural streamflow patterns into the more useful regulated flows. Such detention may be undertaken either for a single purpose or for two or more purposes. Multiple-purpose storage (and release) has proven far more economical than a series of single-purpose works because: (1) it increases the scale and lowers the capital costs of storage, (2) it takes advantage of complementarity among uses and thereby increases the range of services available from a unit of storage. It also lowers operational costs for the same reasons. * * *

* * * An ideally managed water supply would have all possible uses brought to such a condition of complementarity that the maximum economic and social benefits would be produced for the investment and operational costs incurred. Institution of multiple-purpose reservoir management always is a step in this direction. In the United States the principal development purposes around which multiple-purpose operation has been planned are irrigation, navigation, flood prevention, and electric power production. Development for these purposes, however, must be consistent with the long-established priorities of domestic water supply. Still other purposes are of increasing importance for multiple-purpose management: industrial water supply, waste carrying, and recreational use.

"Although development and management for all of these purposes is needed in few localities in this country, development for a majority of them in differing combinations is a certain need in all densely settled sections of the country." (Pp. 5 and 6.)

Water Resources Activities in the United States, Committee Print No. 5. Population Projections and Economic Assumptions.

All statistics relating to the Potomac River area, Washington metropolitan area, and the Chesapeake Bay.

Committee Print No. 4. Surface Water Resources of the United States—area references.

Committee Print No. 7. Future Water Requirements for Municipal Use. (Particularly pp. 3, 7, 8, 9, 10, 11, 13, 14, and 15.)

Committee Print No. 9. Pollution Abatement.

Particularly the appendix with its references to the North Branch of the Potomac River, Washington, D.C., metropolitan area, and the Potomac River tidal estuary. (Pp. 28 and 29.)

Committee Print No. 22. Weather Modification. Future Prospects. (P. 21.)

Committee Print No. 26. Saline Water Conversion.

This report is replete with objective information as to probable cost and the nearness of the breakthrough for this needed development.

All of the studies were carried out for the use of the Select Committee on National Water Resources, Senator Robert S. Kerr, chairman.

Mr. HERLING. To sum up, the Potomac River Development Association, Inc., is in favor of the establishment of a C. & O. National Historical Park, but we strongly urge that S. 77 contain wording

which will more specifically provide for the protection of the peoples' interests in areas of public concern not connected with the establishment of a park, as such. In this the Potomac River Development Association is joined by the Maryland State and District of Columbia, AFL-CIO and the Greater Washington Central Labor Council.

Senator BIBLE. Mr. Herling, you heard the testimony and you heard colloquy relative to section 4 which was designed to give this type of protection which you seem to indicate in your last paragraph.

In your opinion, does section 4 do this, or does it not do it, or do you want to study it and give us your analysis?

Mr. HERLING. I have very definite feelings on the thing. I think as it stands now it does not quite meet what I would like to see in the bill.

Senator BIBLE. Certainly the attempt was made, as you heard the testimony, to meet the possibility of having other needs arise which would be of higher and greater public necessity and of a higher use than that of the creation of a national historic park.

I would be very happy to have you consider the testimony that has been given and make whatever analysis you would like of section 4 and furnish it at the same time as you supply the statement within the next 10 days.

Mr. HERLING. I shall do so.

Senator BIBLE. We would be very happy to have you do that.

Mr. HERLING. Thank you very much.

Senator BIBLE. Senator Allott?

Senator ALLOTT. There is just one thing. I think you have very clear-cut ideas. You know what you want. I think there is one thing, Mr. Chairman, that he suggests on page 2 when he says that this perhaps should go a little bit further than page 4. This is something I do not think we can do now, but we might do it in the executive markup of the bill.

He says that we ask, however, that the legislation be so worded that the areas most frequently mentioned as possible sites for storage and so forth be exempted from development by the National Park Service. It is possible that we could incorporate some such language in the bill giving them jurisdiction to keep it intact and so forth but protected against the problem which I raised earlier.

Senator BIBLE. I think it can well be and should be considered in executive session.

Senator ALLOTT. I think this is a very good suggestion for consideration.

I have no questions. Thank you very much.

Mr. HERLING. Thank you very much.

Senator BIBLE. We very much appreciate your testimony. We have one further witness. It is going to be impossible to complete his testimony this morning. I think we can set aside some time this afternoon and I would suggest that we stand in recess until 2:15 and I hope we can complete the record of the hearing at this time in not over a half hour this afternoon.

I shall insert in the record a statement submitted by Mr. Alex Radin for the American Public Power Association.

(The statement referred to follows:)

STATEMENT BY ALEX RADIN, GENERAL MANAGER, AMERICAN PUBLIC POWER ASSOCIATION

My name is Alex Radin. I am general manager of the American Public Power Association, the national trade association which represents more than 1,000 local publicly owned electric systems in 42 States and Puerto Rico.

Our association has supported the establishment of a park which would preserve the scenic and historic values of the old Chesapeake and Ohio Canal, but we have had some misgivings lest the establishment of such a park preclude the ultimate development of the Potomac for other important purposes.

Our fears have been heightened by the opposition to any major storage reservoir on the main stem of the Potomac by many of the same people who urge immediate establishment of the Chesapeake and Ohio Canal National Park.

It was not reassuring to read in the most recent publication of the Coordinating Committee on the Potomac River Valley, "Potomac Prospect," the following statement: "From an ideal point of view, we would prefer to see *no* dams on the Potomac River—*no dams today, none at any time.*" (Emphasis in original.) The booklet concedes that this ideal may not be possible, given a continued surge of population and the resulting need for compromise. However, the coordinating committee cast some doubt on population estimates, on the theory that current estimates of future population of Metropolitan Washington have given no attention to such factors as "possible deterrents imposed by the inability to furnish adequate transportation and recreation facilities to sustain so large a population."

The experiences of Los Angeles, Calif., Phoenix, Ariz., and other western cities located on or near arid lands indicate that population sometimes comes without considering long-range prospects for essential services, the responsibility is upon the cities to provide the necessary water and other facilities, even if it means building highways, dams, and other structures.

Washington is fortunate in having a large water supply immediately at hand. However, the flow of the Potomac is so erratic that the water must be stored during flood periods if it is to meet long-range needs of the area.

Our association believes that recreational and historic values are of great importance and must be considered in any multipurpose development of a river basin, along with other purposes such as water supply, flood control, power development, navigation, and irrigation. We would not favor the development of the Potomac only for hydropower, or for any other single purpose, where many purposes can be served.

Last year APPA members adopted a policy resolution with respect to the C. & O. Canal National Historical Park legislation which supported establishment of the park "as a part of comprehensive development of the natural resources of the Potomac River Basin, provided that the creation of this park does not preclude early comprehensive development by multiple-purpose projects making available maximum water supply, pollution control, silt control, flood control, mass recreational, and electric power benefits to the rapidly growing population of the Washington Metropolitan area and the Potomac River Basin." A copy of this resolution is attached.

We hold the same position today.

S. 77, the bill before you, specifies that any portion of the lands and interests in lands comprising the proposed park "shall be made available upon Federal statutory authorization for public nonpark uses when such uses shall have been found, in consideration of the public interest, to have a greater public necessity than the uses authorized by this act."

Although this language presumably is intended to permit the future multipurpose development of the river, our association believes that debate over the question of public necessity of the various uses of the river, including an already established national historical park, might make it difficult for Congress to authorize major storage reservoirs on the main stem of the river, even in the face of urgent water needs in the Washington Metropolitan area.

In establishing the C. & O. Canal National Historical Monument, President Eisenhower included a proviso that: "Nothing in this proclamation is intended to prejudice the use of the Chesapeake and Ohio Canal National Monument for such works as the Congress may hereafter authorize for municipal and domestic water supply, navigation, flood control, drainage, recreation, or other beneficial purposes." We would add hydroelectric power specifically to such a proviso because the hydroelectric resources of the Potomac should not be wasted; such

power could have an important "yardstick" effect on the rates of the area's private power companies and, even more important, could make an important financial contribution toward the cost of the entire development.

No proviso, however, can prevent this bill from creating a serious roadblock to future development. Where proposed reservoirs would flood portions of the park, Congress would be accused of invading a national park. Such accusations were made in connection with the Echo Park Dam, which at one time was proposed as a key project in the Colorado River storage project. Without arguing the merits of Echo Park, I am certain that the park question was a major reason for the defeat of the project.

I do not know of any plan advanced thus far for multiple-purpose development of the Potomac which would rule out the preservation of major portions of the C. & O. Canal, which stretches from Washington to the vicinity of Cumberland, Md., a distance of 184.5 miles. It is the hope of our association that any plan for comprehensive development of the Potomac River Basin will make provision for the restoration of these portions of the canal, while providing also for the development of recreational resources which will result from the construction of reservoirs. The possibilities of including beaches, campsites, hiking trails, boat docks, and similar facilities, which make the reservoirs of the Tennessee Valley Authority, the Corps of Engineers, and the Bureau of Reclamation among the most popular of the Nation's recreation spots, can transform the Potomac River Basin into an important vacation area, providing relaxation for residents of the Nation's Capital and revenues for those who live in this area.

This year there are strong arguments for delay in acting on the C. & O. Park bill. As you know, President Eisenhower's Executive order has given the area the status of a national historical monument, thus clarifying the somewhat ambiguous status which it enjoyed previously. By thus establishing the responsibility of the National Park Service for the maintenance of this historic area, I believe the former President has relieved the pressing need for enactment of park legislation during this session of Congress.

Second, the long-awaited Corps of Engineers study has been broadened to permit the consideration of a truly comprehensive plan for maximum development of the river's resources. This study is scheduled for completion in June of 1962 and there have been indications that its findings may be available even sooner. I understand that this report will include reports made by other Federal agencies such as the Soil Conservation Service, the Public Health Service, the Forestry Service, the Geological Survey, the Fish and Wildlife Service, National Park Service, and others.

In short, this report promises to be a compendium of many interested agencies on the question of how best to develop the water resources of the Potomac Basin. With such a report available, this committee could bring a more informed judgment to bear on the type of park legislation which would best serve the public interest.

I would like to refer briefly to the question of providing an adequate supply of pure water for the Nation's Capital. This appears to be the overriding question involved in any development of the Potomac.

The Senate Select Committee on National Water Resources, in its report issued in January, predicted that by 1980 demands on the Nation's water resources will almost double and that they will triple by the year 2000.

Water supply-demand studies used by the committee indicated that by 1980 the Chesapeake Bay region, which includes the Potomac and other rivers flowing into the bay, will have daily water requirements of 24 billion gallons, and that 6.1 million acre-feet of water storage must be built during the next 19 years to provide for the water needs of the region. By the year 2000, the Chesapeake Bay region must provide for an additional 14.5 million acre-feet of storage to meet expected needs.

Like many cities, Washington is facing a shortage of water unless steps are taken within the next few years to conserve the flow of the Potomac. It has been predicted that as early as 1975 the Potomac River literally would run dry if a serious drought occurs.

It would seem that the select committee had the Potomac in mind when it said in its report: "Comprehensive planning should be undertaken on the premise that full regulation of nearly all the Nation's streams is necessary over the long run, and that substantial progress toward this end will have to be made before the end of the present century. Whatever the ultimate uses of water, regula-

tion will be required, and a basic system can be adapted to serve most purposes * * * In fact, a water control system in each basin may well become as important to the national productive plant as the National System of Defense and Interstate Highways is to the Nation's transportation network."

S. 77 specifically includes "That portion of the Chesapeake and Ohio Canal between the terminus of the George Washington Memorial Parkway above Great Falls and Point of Rocks, in the State of Maryland." This stretch of the river closely coincides with the length of the reservoir of the proposed River Bend Dam, which has been recommended by many experts as the most economical source of water supply and most effective silt and pollution control structure which could be built on the lower Potomac.

This raises the question of how effective S. 77 would be in enhancing the scenic and other values of this stretch. Although the bill does not appear to prohibit the expenditure of public funds for development of this stretch of the canal, it would seem wasteful to invest any substantial amount in restoring or otherwise developing the canal in an area which may well be flooded in a relatively few years.

Any extensive development of a park under such circumstances would represent poor public policy, in my opinion. It would be preferable to invest the same sum in providing access roads and park facilities along the perimeter of the River Bend reservoir, if and when that structure is built. The experiences of the Tennessee Valley Authority, the Corps of Engineers and the Bureau of Reclamation with recreation development at other Federal multipurpose projects indicate that such a manmade lake would benefit many thousands of people each year and would be a significant addition to the recreational resources of the Potomac River Basin.

In summary, the American Public Power Association urges the committee to delay action on S. 77 at the present time for the following reasons:

1. The status of the area as the Chesapeake & Ohio Canal National Historical Monument removes any urgency which formerly may have existed to clarify the jurisdiction of the National Park Service over the canal;
2. Completion of the \$1.5 million study of the Potomac Basin by the Corps of Engineers is scheduled for next year and will make possible the consideration of the C. & O. Canal park as part of the multipurpose development of the basin; and
3. Pressing water needs of the National Capital argue against extensive investment in park development in an area, a portion of which may later be flooded by a major water storage project.

RESOLUTION No. 18 ADOPTED BY THE AMERICAN PUBLIC POWER ASSOCIATION AT THE ANNUAL CONVENTION MAY 3-5, 1960, WASHINGTON, D.C.

POTOMAC RIVER DEVELOPMENT

Whereas the U.S. Army Corps of Engineers is now restudying the Potomac River Basin to determine the most effective way to make use of the water resources of that basin; and

Whereas the Congress last year limited the scope of the Corps of Engineers study so as to prevent the consideration of a truly comprehensive plan for maximum development of the river's resources; and

Whereas Congress is considering bills which would authorize the establishment of a Chesapeake & Ohio National Historical Park along the old C. & O. Canal paralleling the Potomac for many miles; and

Whereas enactment of such legislation without appropriate safeguards to protect future comprehensive use of the Potomac, could deprive the area of vitally needed future water supply, pollution abatement, silt control, recreation, hydroelectric power, and other benefits: Now, therefore, be it

Resolved, That the American Public Power Association urges Congress to remove the restrictions placed on the Corps of Engineers study of the Potomac River Basin, in order that the corps may speedily complete a comprehensive review of the river's resources for maximum public benefit; and be it further

Resolved, That the association supports the establishment of a C. & O. National Historical Park as a part of comprehensive development of the natural resources of the Potomac River Basin, provided that the creation of this park does not preclude early comprehensive Potomac development by multiple-purpose projects

making available maximum water supply, pollution control, silt control, flood control, mass recreational, and electric power benefits to the rapidly growing population of the Washington Metropolitan area and the Potomac River Basin.

(Whereupon, at 12:30 p.m., the subcommittee recessed, to reconvene at 2:15 p.m. the same day.)

AFTERNOON SESSION

(The subcommittee reconvened at 2:15 p.m., Senator Gordon Allott presiding.)

Senator ALLOTT. The subcommittee will be in order.

The next witness is Mr. Charles Robinson, Jr., staff engineer and staff counsel, National Rural Electric Cooperative Association.

STATEMENT OF CHARLES A. ROBINSON, JR., STAFF ENGINEER AND STAFF COUNSEL, NATIONAL RURAL ELECTRIC COOPERATIVE ASSOCIATION; ACCOMPANIED BY ROBERT D. PARTRIDGE, LEGISLATIVE REPRESENTATIVE, NATIONAL RURAL ELECTRIC COOPERATIVE ASSOCIATION; AND JOHN ASHER, ASSISTANT MANAGER, CHOPTANK ELECTRIC COOPERATIVE, DENTON, MD.

Mr. ROBINSON. Thank you. My name is Charles A. Robinson, Jr. I am the staff engineer and staff counsel of the National Rural Electric Cooperative Association, which is the national service organization of REA-financed rural electric systems throughout the United States. Approximately 92 percent of all REA electric-type borrowers belong to this voluntary membership organization.

I want to thank the committee for the deep interest and understanding it has shown in this bill. I think there is very little actual difference of opinion on this measure between the National Park Service and ourselves. We want to be on record as an advocate of the national park that has been suggested. The only question we have is how the lands that may be inundated by the proposed River Bend Reservoir will be protected for development.

Our interest in the project arises from the fact that there are some 18 rural electric systems in the Potomac Valley, in Virginia, Pennsylvania, Delaware, and Maryland. We have for several years been watching the development by the Corps of Engineers of a plan for multiple-purpose developments of the river.

The corps' report is scheduled to be completed in the very near future. There is every indication that the corps will recommend construction of a reservoir at the River Bend site. As a matter of fact, every expert that has surveyed the river in the past 15 years has recommended a dam at River Bend for a water supply, to help abate the pollution problem, and for other purposes. It is our hope that eventually there may be some power generated at the River Bend Reservoir.

Senator ALLOTT. In order that I can understand, you are going to comment on your statement as you go along. But would you like to have the statement inserted in the record and then comment on it?

Mr. ROBINSON. Yes, sir. I will ask at this point that my prepared statement be included in the record.

Senator ALLOTT. That will be done. You may proceed and I will follow along with you on your statement.

(Mr. Robinson's prepared statement follows:)

STATEMENT OF NATIONAL RURAL ELECTRIC COOPERATIVE ASSOCIATION IN SUPPORT OF LEGISLATION TO ESTABLISH A CHESAPEAKE & OHIO CANAL NATIONAL HISTORICAL PARK

Mr. Chairman and gentlemen of the subcommittee, my name is Charles A. Robinson, Jr. I am the staff engineer and staff counsel of the National Rural Electric Cooperative Association, which is the national service organization of REA-financed rural electric systems throughout the United States. Approximately, 92 percent of all REA electric-type borrowers belong to this voluntary membership organization.

INTEREST OF RURAL ELECTRIC SYSTEMS

This is the third occasion upon which representatives of rural electric systems have appeared before this subcommittee in connection with legislation to authorize establishment of a C. & O. Canal National Historical Park. Our interest in this measure arises from the potential value to our membership of the low-cost hydroelectric power that could be generated as an incident of multiple-purpose impoundment of the Potomac River to meet the water supply demands of the Washington metropolitan area.

There are 18 rural electric systems lying in and adjacent to the Potomac River Basin in the States of Virginia, Maryland, Pennsylvania, and Delaware. They distribute electricity to some 140,000 consumers.

Except for a relatively limited amount of wholesale power purchased from the John H. Kerr Dam on the Roanoke River in Virginia, these 18 rural electric systems pay some of the highest wholesale power costs in the United States; up to 12.7 mills per kilowatt-hour compared to a national average of 7 mills per kilowatt-hour.

For several years, therefore, we have been looking forward to the time when low-cost hydroelectric power might be purchased by these systems from one or more multiple-purpose dams built on the Potomac River. And it is our considered opinion that the large reservoirs impounded by such dams would be completely compatible with the concept of a C. & O. Canal National Historical Park if the park is to be established as a recreation area for the Washington metropolitan area.

RESERVOIRS ENHANCE PARKS

Indeed, we believe that a major impoundment of the river, such as that suggested for the River Bend site just above Great Falls, would immeasurably enhance the recreational value and the esthetic attractiveness of the proposed national park. The impounded reservoir would increase the usable shoreline, improve the quality and increase the quantity of the water, and encourage non-Federal investment in facilities necessary to provide desirable aquatic recreation for the Nation's Capital. A national park with a major reservoir within its bounds would very probably provide more recreation for more people than would any other conceivable facility in the Washington area.

RESERVOIRS ARE NECESSARY

That major impoundments of the Potomac River are necessary is evident to anyone willing to accept facts.

Brig. Gen. Thomas H. Lipscomb, North Atlantic division engineer, U.S. Corps of Engineers, told a meeting of the Interstate Commission on the Potomac River Basin, on May 13, 1960, that the Army engineers still feel that a dam on the Potomac at River Bend is the best way to meet Washington's future water needs. General Lipscomb called the River Bend site the most effective and least costly.

As recently as February 16 of this year, Col. John Allen, U.S. Corps of Engineers, district engineer for the Washington district, stated flatly to a meeting of the Water Supply and Pollution Abatement Committee of the Washington Metropolitan Regional Conference that:

"The only logical locations for a large dam on the lower Potomac are River Bend or a site a few miles above River Bend known at Block House Point."

Colonel Allen indicated during that meeting that if the 1930 record low flow recurs in 1975 or thereafter, there will be insufficient fresh water to meet the consumptive needs of the area, and none to carry our sewer effluent downstream.

As a matter of record, the great preponderance of professional reports produced during the past 15 years, relating to District of Columbia water problems recommend substantial reservoir storage capacity and recognize River Bend as the most advantageous dam site. Specifically these reports include:

A. House Document No. 622, 79th Congress, 2d session, "Report of the Chief of Engineers, U.S. Army, Potomac River and Tributaries," March 8, 1946.

B. Information Bulletin—"Review of the Potomac River Reports", U.S. Army Engineers District, Washington, May 23, 1957 (attached to notice of public hearing No. 541).

C. "A Clean Potomac River in the Washington Metropolitan Area" (the Wolman report); a report prepared by Wolman, Geyer, and Pyatt for the Interstate Commission on the Potomac River Basin, October 1957.

D. "Water Supply", a staff report prepared for the Joint Committee on Washington Metropolitan Problems, 85th Congress, 2d session, by Mr. Gilbert Levin, April 1958.

The District of Columbia Board of Commissioners, in a statement submitted to the Washington district engineer, Corps of Engineers, on June 26, 1957, expressed unequivocal support for construction of major reservoir storage facilities, including River Bend Dam.

The truth of the matter is that Washington, D.C., is simply running out of water supply. During the drought year of 1930, the flow of the Potomac River reached a low of 506 million gallons per day at Washington. Studies conducted under authority of Congress anticipate that by 1970 the demand of the Washington area for water supply and sewage dilution will reach 1,000 million gallons per day. This means that any recurrence, subsequent to 1970, of the 1930 drought situation will result in a very serious water deficiency right here in Washington unless facilities are constructed to store water against such a contingency.

At the present time, the Corps of Engineers is in the final stage of a \$1.5 million study to determine how best to provide that storage capacity.

OPPORTUNITY FOR IMPOUNDMENT MUST BE SAFEGUARDED

Water supply for the Washington area is essential. Recreational opportunities for Washingtonians are equally essential. We advocate both. And, both can be achieved through prudent multiple purpose development of the river. Neither a water supply and power dam by itself nor a recreation project by itself will meet the test of prudence in this case. We ask, therefore, that any legislation to establish a C. & O. Canal National Historical Park, which does not simultaneously authorize the multiple purpose reservoirs which are equally necessary, contain statutory safeguards to assure that when legislation to authorize reservoirs for water supply, mass recreation and hydroelectric power is considered, there will be no basis for denying such authorization on the ground that it is forbidden by the sanctity of national park status.

To this end we suggest that S. 77 be amended to include some of the basic safeguards that were included in H.R. 5194 and H.R. 5344, introduced in the 86th Congress, 1st Session. We suggest specifically that the following proviso be inserted after line 3, page 2 of S. 77:

"The lands comprising the park situated along the line of the Chesapeake & Ohio Canal between the terminus of the George Washington Parkway, above the Great Falls of the Potomac, and a point within or in the vicinity of Brunswick, Md., shall not be developed or improved for park purposes (but may otherwise be administered in the same manner as park lands) until 6 months after the Secretary of the Army, with the approval of the President, submits to Congress his report and recommendations as provided for hereinafter. The designation or acquisition of land for the Chesapeake & Ohio National Historical Park shall not bar or prejudice its use for such works as the Congress may hereafter authorize for municipal and domestic water supply, navigation, flood control, drainage, hydroelectric power or other beneficial purposes, and the existence of the park shall not bar the Secretary of the Army and the Commissioners of the District of Columbia from causing to be made within it such investigations as in their judgment are necessary to determine the feasibility of such works.

"The Secretary of the Army shall complete a study and file with the Congress, not more than 3 years after enactment of this act, his plans and recommendations for a comprehensive development of the water and related land resources of the Potomac River Basin. Any water storage or other projects that may hereafter be authorized and that may modify or affect the land area of the park shall be operated in such manner as will interfere to the least practicable extent with the use of such lands for park purposes."

The effect of that language would be simply to prevent major Federal investment in lands which will probably be inundated for water supply and recreation purposes at a later time.

ONLY 19 PERCENT OF PARK AFFECTED

Let me emphasize that of the entire 185 miles of river valley which would comprise the C. & O. Canal National Park, we seek to apply the above proviso to less than one-fifth—the 35-mile stretch between River Bend and Brunswick which constitutes, according to overwhelming authority, the best major reservoir site on the mainstem of the river.

A LEGISLATIVE SAFEGUARD IS NEEDED

We ask for this statutory guarantee only because of the inflexible policy of the National Park Service against multiple-purpose development of land under its jurisdiction. Construction of the Echo Park Reservoir, a major feature of the Colorado River storage project, was successfully opposed by the National Park Service. So was construction of the Glacier View Reservoir in the Pacific Northwest. Construction of major features of the Colorado-Big Thompson project in Colorado were similarly opposed, but not successfully, by the Park Service.

In hearings held on S. 77, on August 13, 1958, by the Subcommittee on Public Lands of the House Committee on Interior and Insular Affairs, Mr. Conrad Wirth, the Director of the National Park Service, stated flatly that he opposed the River Bend Reservoir in 1929 and in 1938. He said that he would oppose it were it suggested at this time. (See p. 102, House hearings on S. 77 and H.R. 1145, 1958.)

During the first session of the 86th Congress, in 1959, we supported authorization of the C. & O. Canal National Historical Park; asking only for the same reservation we ask of you. That is, that the land comprising the best reservoir site within the park area be unequivocally reserved for multiple-purpose development which is certain to come. We supported at that time the same type of language which we are supporting here today.

During those 1959 House hearings, Mr. Stewart Brandborg, assistant conservation director of the National Wildlife Foundation, stated that his group would accept from the U.S. Congress either the entire 185-mile stretch of the river as a national park, without reservation for later multiple-purpose development, or no park at all. He flatly rejected statutory safeguards of the type we suggest.

In reply to a question by Congresswoman Pfost, chairman of the subcommittee, Mr. Brandborg's specific words were:

"I believe, Madam Chairman, that we can have our cake and eat it too here." (See p. 200 of the House hearings on H.R. 953 et al., 1959.)

During the same 1959 hearings, Mr. Wirth, the Director of the National Park Service, testified unequivocally that he wanted no bill at all unless he could have the whole 185-mile stretch. (See p. 226-227, *ibid.*)

In view of this experience, Mr. Chairman, we think that the people of the Washington, D.C., metropolitan area are entitled to language which will guarantee the availability of the River Bend site for multiple purpose development, and will leave no doubt as to the intention of Congress on this subject.

RECREATION FOR FEW OR FOR MANY?

The C. & O. Canal National Historical Park has been sold by the National Park Service to the people of Washington, D.C., as an opportunity for mass recreation. In appearing before this subcommittee over the years, and before its counterpart on the House side, witness after witness has endorsed the legislation as a means of affording this area an unparalleled recreational opportunity.

The actual fact is, however, that a major reservoir impoundment at River Bend, as part of the park, would provide greater recreational opportunity than

would the park alone without such a reservoir. In addition, the reservoir would provide the area with its water supply and with hydroelectric power facilities to help pay for the entire project.

Indeed there is serious question as to whether the National Park Service ever intends that once the park is established, it be used for popular recreation. The Washington Evening Star of March 31, 1961, carried a news story entitled "Drive Begun for Beaches in D.C. Area." That article related the story of a recent meeting of the Citizens Council for a Clean Potomac, and the adoption by that group of a resolution urging development of recreational areas with swimming facilities.

One of the meeting participants, Mr. William Carey, Chief of the Bureau of Environmental Health of the District of Columbia Health Department, said that he thought it would be a good idea if the National Park Service provided swimming facilities in that section of the Potomac River between Chain Bridge and Little Falls.

However, Mr. George Olcott, Chief of the National Plans Section of the National Park Service, replied that establishing pools and bathing beaches on C. & O. Canal land along the river would be "inconsistent" with the objective of developing the canal as a historical monument. He explained that if pools are built, bathing houses and other facilities inappropriate to a historical monument would have to be provided for the swimmers.

Already, we have apparently surrounded the C. & O. Canal with sanctification sufficient to prevent swimming in the Potomac River. Now it is proposed that we aggravate the situation by enclosing the whole valley in the even greater sanctity of National Historical Park status.

RECOMMENDATION—SAFEGUARD OR DELAY

In view of the circumstances, Mr. Chairman, it seems abundantly clear to us that a major impoundment at the River Bend site will provide more recreation for more people than will the establishment of a C. & O. Canal Historical Park without such impoundment. In addition, the River Bend Reservoir would guarantee the D.C. area an adequate water supply and would develop hydroelectric power to pay for both water supply and recreation.

We are wholeheartedly in support of a C. & O. Canal National Historical Park. But, we cannot see any justification for authorizing such a park in a manner that will do less than assure maximum utilization of its potential benefits. We think, in view of the existing attitude of the National Park Service, that the only way to guarantee such assurance is amendment of S. 77 in the manner that we have indicated.

If the other proponents of S. 77 are still of the opinion that they would rather have no park at all than one with these safeguards, we suggest, alternatively, that action on the legislation be postponed another year until the Corps of Engineers completes its study of the Potomac Basin and submits its report to Congress.

As a matter of fact, Mr. Ellis S. Tisdale, Executive Director of the Interstate Commission on the Potomac River Basin has suggested just such a course. Writing in the Commission's News Letter dated March 1961 concerning a Kiwanis group, he recently addressed, he writes:

"I also told them that the long-awaited Potomac River study of the Corps of Engineers which will be completed in June of 1962—will deserve the most careful attention of all basin residents. This \$1.5 million study will contain reports of studies made by other Federal agencies in conjunction with the Corps' study * * *. Altogether, the work of these agencies will represent the most comprehensive study yet made of the future needs of the Potomac—and how to meet them—over the next 50-year period.

"I think that no one should make up his mind as yet. I think we should all wait—wait until all the evidence is in—before deciding how we can best meet our future water needs to conserve the assets and water resources of the Potomac Basin."

The only way to preserve the desirable legal and political freedom of action relative to development of the Potomac River is to either insert in S. 77 the statutory guarantees designed to assure such freedom, or to postpone consideration of the present legislation altogether.

Mr. ROBINSON. We think there is no question but that a dam at the River Bend site will be required. You heard the representative of the Corps of Engineers state this morning that it would require six or eight dams in other portions of the river to provide the same storage capability that would be provided at River Bend, and that the other dams would cost a good deal more to erect and a good deal more to operate.

We would also like to point out, Mr. Chairman, that if the dam at River Bend were constructed, a considerable impoundment of water would result. This would provide more water, deeper water, water of a better quality, and a larger shoreline for recreational purposes.

I noted that Senator Beall said this morning that the C. & O. Canal Park as proposed in the bill would provide recreation for some 18 million persons in 6 States. I can only point out that the Evening Star of Friday, March 31, 1961, carried an article in which a representative of the Park Service stated that his service would not allow swimming facilities to be erected in the area even as a national monument because such facilities would be inconsistent with the objective of developing the canal as a historical monument.

Now, if that is the case at the present time, if we have already surrounded the area with so much sanctity that we can have no swimming in it, certainly if a park is established without very strong statutory safeguards for future multiple-purpose development, we certainly will have very little mass recreation in that area. It is, therefore, our opinion that even from the standpoint of recreation, the park, with a reservoir in it, will be far better than the park without a reservoir.

In order to make certain that the Congress preserves not only the legal, but the practical opportunity to authorize construction of a reservoir at the River Bend site, when and if the Corps of Engineers decides that it is needed, we suggest the language which appears on page 5 of our prepared statement.

That is language almost identical to that which appeared in H.R. 1594 and H.R. 3544 of the 86th Congress. It would simply prevent development as a park of the area that would be occupied by the water to be impounded by River Bend. The title to the land could pass to the Park Service. It could be administered as a park.

But the language would simply prevent Federal expenditure and investment in facilities in that area. There is also contained in the language we suggest some very specific, and we think adequate, safeguards that will leave no doubt as to the intent of Congress to preserve its opportunity to authorize that multiple-purpose development.

I am sure the chairman is well aware of the problems that have been encountered with the Park Service on prior occasions in his own native State of Colorado. The Echo Park project was deleted from the Colorado River storage project because of its opposition by the National Park Service, apparently, after an agreement by the Service to not oppose it.

The same situation occurred in the Pacific Northwest, when Glacier View Dam was proposed. Even with the Colorado Big Thompson project, the Park Service interposed its opposition to construction of the Adams Tunnel, simply because an excavation necessary to con-

struct the tunnel would have to be undertaken in parkland. That tunnel was built over the objection of the Park Service.

We hope to preclude the successful opposition to the River Bend Dam when it becomes necessary for the Park Service by including in the bill, in S. 77, perhaps in place of the existing section 4, this language which appears on page 5 of our statement.

I would like to point out, Mr. Chairman, on this map, the city of Washington. I refer to a map entitled "Index Map of Potomac River Basin, U.S. Engineer Office, Washington, D.C., April 1944."

This is a map of the Potomac River Basin showing several damsites that were studied by the Corps of Engineers in the early 1940's. I use it at this date only for purposes of illustration.

Just a few miles above Washington, D.C., is the proposed River Bend Dam site. It would, if constructed, perhaps inundate land 35 miles upriver to the vicinity of Brunswick, Md. The reservoir would be in that area. The whole length of the park is a total of 185 miles.

Mr. Wirth talked this morning in terms of 165 miles, but in all prior hearings the length is referred to as 186 miles.

Senator ALLOTT. I think he made that clear, did he not, Mr. Robinson, this morning, that the 165 referred from the proposed site of the dam on up. I understood him to qualify his statement to that extent this morning. It is from Seneca on up.

Mr. ROBINSON. Seneca would be perhaps 10 percent up in the reservoir area. Compared to the entire length of 185 miles, we ask that that reservation be applied only to the first 35 miles. This would leave 150 miles for the Park Service to fully develop in any way it saw fit, with as much money as it could persuade the Congress to appropriate.

This initial 35 miles is unquestionably, by all expert opinion, the best reservoir site on the entire river. The Corps of Engineers has reiterated that time after time, and as late as last spring, in its submission to the House Appropriations Committee, in part I of the printed hearings. The corps indicates that that stretch of the river just above Great Falls is capable of storing 540,000 acre-feet, and of increasing the low flow of the river by 1,454 cubic feet per second, which is something on the order of from 4 to 5 times the capability of any other reservoir site studied by the corps to that time.

We suggested this language, Mr. Chairman, as I pointed out, during the 86th Congress. At that time, Mr. Wirth would not accept it and he flatly told the House committee that he wanted the entire 185 miles without reservation or nothing at all.

We suggest, therefore, that in view of the early date on which the corps report on comprehensive development of the river is to be submitted, and in view of the \$11½ million spent on that report, of the almost certain necessity of building this dam for a water supply, for pollution abatement, for silt control, that our statutory and express limitation on the use of this parkland be included as an amendment to S. 77.

I would like to discuss the silt problem for a moment.

Senator ALLOTT. Before you go into that, I see that you have met one of the questions that I raised, in that you provided for a time limitation after the filing of the report, and then provided that the Secretary of the Army shall file a subsequent report within 3 years,

which would meet part of the question raised by my questioning this morning.

Mr. ROBINSON. Yes, sir. We are not asking for authorization of any project at this time. All we are asking for is a legal and a politically practical opportunity for the Congress to authorize multiple-purpose development here when it is needed.

We think the only way to do that is to make it crystal clear that the Congress intends to do that, and that it reserves the opportunity to do that without any question.

The silt problem is one of the most severe sources of pollution in the lower reaches of the river. I call the attention of the committee to a document entitled "A Clean Potomac River in the Washington Metropolitan River," prepared for the Interstate Commission on the Potomac River Basin, an agency in which the States affected, the District of Columbia, and the Federal Government, participate, an interstate compact agency.

This report was prepared by the firm of Wolman, Geyer & Pyatt in October 1957. A portion of it states:

The silt problem is of such magnitude that its solution should take precedence over all other pollution control activities in Metropolitan Washington. If this problem is not solved, if the river is left to fill with sediment, efforts to develop the recreational uses of the Potomac River in Washington will be almost fruitless.

It was suggested at that time that the River Bend Dam was the best conceivable silt trap that could be erected in the river. We calculated that it would take 1,000 years for that dam to fill with silt, whereas, Wolman calculated that if the dam were not built, the lower reaches of the river would be filled to uselessness by silt within 50 years.

I think the Corps of Engineers will bear out our statement, because I know that they are constantly having to dredge that silt out of the river and are actually running out of places in which to put it.

Senator Allott, this morning you raised the question to one of the witnesses as to who was the head of the Interstate Commission on the Potomac River. I might say that the chief staff officer is Mr. Ellis S. Tisdale, director. Mr. Tisdale has perhaps been closer to the pollution problem in the Potomac than any other person in the area.

David Auld, I am advised, the Chief of Sanitary Engineering for the District of Columbia, is chairman of the Interstate Commission on the Potomac River Basin. Mr. Auld has especially gone in favor of River Bend Dam on a number of occasions, as has the present Engineer Commissioner, Mr. Clark.

Mr. Tisdale, the director of the Interstate Commission, stated in his recent newsletter, relating his experience with a Kiwanis Club address in the vicinity:

I also told them that the long awaited Potomac River study by the Corps of Engineers which will be completed in June of 1962 will deserve the most careful consideration of all basin residents. This \$1.5 million study will contain reports of other studies made by other Federal agencies in conjunction with the corps study, Soil Conservation Service, Health Service, Forest Service, Fish and Wildlife Service, National Park Service, Geodetic Survey, and others. Altogether, the work of these agencies will represent the most comprehensive study yet made of the future needs of the Potomac and how to meet them over the next 50 years. But I think no one should make up his mind as yet. I think we should wait, wait until all the evidence is in and then weigh it all carefully before deciding how we can best meet our future water needs to serve the assets and future resources of the Potomac Basin.

This was in reply to a question on the position of the group on the C. & O. Park. He suggested that this be postponed until the Corps of Engineers report is in.

We do not ask that, Mr. Chairman. We want to see the park developed, but developed so that it will not preclude multiple-purpose development of the river when it is needed. Our people have long looked forward to the possibility of multiple-purpose development. We think it is not only needed for recreation and power, but basically for water supply and pollution control.

I recall no hearing before this subcommittee or its counterpart on the House side in which the advocates of a C. & O. Canal Park without reservoirs have ever brought forth a single qualified expert that would flatly deny the need for a dam in this area.

I thank you very much, Mr. Chairman, for hearing us out.

With your permission, I would like to introduce Mr. Bob Partridge, our legislative representative, and Mr. John Asher, assistant manager of the Choptank Electric Co-op at Denton, Md., who has been most active in pursuing our policies on the Potomac River.

Senator ALLOTT. We are happy to have you here, gentlemen.

Mr. Robinson, referring to page 5 of your recommended language, two thoughts occurred to me.

In the first paragraph you say that it shall not be improved for park purposes until 6 months after the Secretary of the Army submits to Congress his report. And then in the next paragraph you say the Secretary of the Army shall complete a study and file with the Congress not more than 3 years after enactment of this act.

It occurs to me that this might conceivably be interpreted as an extension of the July 1962 time, when we expect the Secretary of the Army to report. In other words, the 3 years in the second paragraph could conceivably extend the time in which we expect a report, and then if you added the 6 months after that, as in the first paragraph, it might run it up to 3 years and 6 months before any action was taken.

I wondered if you contemplated that in offering this particular amendment.

Mr. ROBINSON. Mr. Chairman, this language, as I stated, was taken from bills previously introduced in prior sessions of the Congress.

We would have no objection if this language were included to making the second paragraph relate to the study now underway by the Corps of Engineers. That was authorized by a Senate resolution, a resolution of the Senate Public Works Committee, several years ago, and has been amended by the same committee from time to time.

Senator ALLOTT. I agree with this, and I am sure this is what you had in mind. But then let us assume this: That the report is submitted, that this would be included as a part, or something similar to this.

The report is submitted in June 1962, as we now contemplate. If my memory serves me right, this is the date that was given. And then you say that until 6 months after the Secretary has submitted, with the approval of the President, his report to Congress. This still would not keep the Director of Parks from starting park improvement 6 months after this report is submitted to Congress, even though Congress may not have gotten around to acting in any way on it. This raises some possible troubles in my mind.

Mr. ROBINSON. You are saying, sir, that once the Secretary of the Army submits his report, the Director of the National Park Service would be able to proceed with developments of that stretch of the river within 6 months?

Senator ALLOTT. After 6 months.

Mr. ROBINSON. Yes, sir; after 6 months, without regard to any other legislative activity that may be contemplated.

Senator ALLOTT. Well, let us assume this: Let us go on your assumption that the dam will be recommended by the Army Engineers. Congress does not always act quickly. June is a pretty late time for any substantive legislation of this kind to take place in Congress, as you well realize.

So it could be that the 6 months would pass and it would then be January 1963. Six months would have passed and there would be nothing, if this amendment as it is written is adopted, which would keep the Director of Parks from then proceeding to the development of this area for a park area, even though it was the probable intention of Congress to proceed along the line of development suggested by the Army Engineers.

Mr. ROBINSON. Yes, sir. But I think at this stage, Mr. Chairman, all we are trying to do is to support the development of the national park, but to preserve the opportunity for Congress to authorize development of the river on a multiple-purpose basis. I think that the first paragraph of the language we suggest makes it unmistakably clear what is intended, and that the second paragraph is intended only to preclude immediate development of the park area, and then enable the Park Service to come to Congress at such time as multiple-purpose development is suggested and say, "You cannot build a dam here. We have spent X thousands of dollars developing this for recreation."

I do not think we are at this stage trying to deny the Park Service an opportunity to go ahead with its—

Senator ALLOTT. Let me make my proposition to you again. I do not think I made myself clear to you.

What is said in this amendment is that this area, this dam area, shall not be developed or improved for park purposes until 6 months after the report is received. If Congress has not acted within that 6 months, by stating it in this way, we have apparently left it open for the Director of Parks to proceed with the development after 6 months.

I do not think this is what your intention is. Your intention is not to interfere with the development of this area as a park, but at the same time you want this specific area not to be developed until Congress has determined what shall be done with it pursuant to the Engineers' report and such other testimony as Congress might wish to receive on it.

Is that not the case?

Mr. ROBINSON. Yes, sir. I think I see the point you are raising. But I am not sure we ourselves would be justified in seeking a perennial moratorium on development of that stretch of the river if it became clear that Congress was not ever going to develop it.

Perhaps the 6 months should be changed to some other ascertainable period more remote. It should be perhaps a year or 2. But when the Corps of Engineers submits its report, if the River Bend Reservoir is recommended, I think the Park Service would be subject to some

rather severe and warranted criticism if pending the authorization of a project pursuant to that report it spent a substantial appropriation of money in that reach of the river.

Senator ALLOTT. I think, Mr. Robinson, you have made your position clear. I think it is well taken, at least from my own personal point of view, and I am only one of several members of the committee.

Mr. ROBINSON. Sir, there is nothing this area needs more than recreation. We want to support this project 100 percent. We want to compliment Mr. Wirth's able and longstanding advocacy of the park, and the tremendous interest evidenced in it by members of this subcommittee, and members of the subcommittee on the House side.

All we ask is that the unreasonable position that has been taken in regard to the project by certain of its advocates, to the effect that no reservation would ever be tolerated within the initial 35 miles, be side-tracked, and that the park be authorized with suitable reservations in it.

If the chairman is of the opinion that this is not a strong enough reservation, I would be happy to submit stronger language, language that might go further toward preserving that practical opportunity.

Senator ALLOTT. Let me suggest this: I am just one member of the committee, and the committee may, as a whole, may well have different ideas than my own on this.

You are the last witness on this matter. I understood the chairman to say today that the hearings would be held open for 10 days. If you would desire, Mr. Robinson, to work on this and after studying it you decide that you find more suitable language, you would be perfectly welcome to submit it for inclusion in the hearings.

Mr. ROBINSON. Thank you very much, Mr. Chairman.

(The language subsequently submitted follows:)

PROPOSED LANGUAGE FOR S. 77

The lands comprising the park situated along the line of the Chesapeake & Ohio Canal between the terminus of the George Washington Parkway, above the Great Falls of the Potomac, and a point within or in the vicinity of Brunswick, Md., shall not be developed or improved for park purposes (but may otherwise be administered in the same manner as park lands) until the Secretary of the Army, with the approval of the President submits to Congress his report and recommendations pursuant to the resolution of the Committee on Public Works of the United States Senate, relating to the Potomac River, adopted January 26, 1956, as amended, and until one full biennial Congress of the United States shall have assembled and adjourned after such report and recommendations are so submitted. The designation or acquisition of land for the Chesapeake & Ohio National Historical Park shall not bar or prejudice its use for such works as the Congress may hereafter authorize for municipal and domestic water supply, pollution abatement, navigation, flood control, drainage, hydroelectric power or other beneficial purposes, and the existence of the park shall not bar the Secretary of the Army and the Commissioners of the District of Columbia from causing to be made within it such investigations as in their judgment are necessary to determine the feasibility of such works.

Any water storage or other projects that may hereafter be authorized and that may modify or affect the land area of the park shall be operated in such manner as will interfere to the least practicable extent with the use of such land for park purposes.

Senator ALLOTT. Thank you very much for your very lucid explanation of this matter.

I have two wires here, one from Mr. and Mrs. Frank W. Mish and others, and one from Mrs. Anna N. Shoemaker, chairman of the conservation committee, both of which will be included in the record at this point.

(The telegrams referred to follow:)

HAGERSTOWN, MD., April 12, 1961.

CHAIRMAN, COMMITTEE ON INTERIOR AND INSULAR AFFAIRS,
U.S. Senate, Washington, D.C.:

As members of the C. & O. Canal Club, Williamsport, Md., as well as of the endorsing Washington County Historical Society of Hagerstown, my wife, son, and I strongly urge passage of Senate bill 77.

Mr. and Mrs. FRANK W. MISH, Jr.
ROY V. MISH.

SILVER SPRING, MD., April 11, 1961.

Hon. CLINTON P. ANDERSON,
Chairman, Committee on Interior and Insular Affairs,
Senate Office Building, Washington, D.C.:

The National Capital Garden Club League, representing over 6,000 men and women in garden clubs located in Washington and in suburban areas of Maryland and Virginia, urge favorable action by your committee on S. 77 to establish a Chesapeake & Ohio National Historical Park. To protect park values in certain strategic areas along the canal we further respectfully urge authorization for minimum land purchases be incorporated in present bill.

ANNA N. SHOEMAKER,
Chairman, Conservation Committee.

Senator ALLOTT. The hearings will be held open for 10 days for the inclusion of such other matter, including any additional comments you might wish to make relative to this amendment.

Mr. ROBINSON. Thank you very much, Mr. Chairman. We appreciate very much the opportunity of appearing. We doubly appreciate it since we are the only witnesses that held the subcommittee over for the afternoon session. We are most appreciative of your attention to our problem.

Senator ALLOTT. Thank you very much.

The committee will adjourn.

(Whereupon, at 2:50 p.m., the subcommittee recessed, to reconvene at the call of the chairman.)

(Mr. John Asher subsequently submitted the following letter:)

CHOPTANK ELECTRIC COOPERATIVE, INC.,
Denton, Md., April 17, 1961.

Hon. ALAN BIBLE,
Chairman, Subcommittee on Land, Senate Interior Committee,
U.S. Senate, Washington, D.C.

DEAR SENATOR BIBLE: * * * I respectfully request that this letter be made a part of the hearing on S. 77.

As you know, Senator George W. Norris, of Nebraska, urged development of the Potomac River in the Congress as long ago as 1921-23. I am sure you also know that if he were still living, he would be 100 years old in May of this year. In connection with Potomac River development, it seems to me appropriate to include in these hearings at least two short statements about the Potomac River that Senator Norris made to the Congress 40 years ago:

"Consumers could get their power for less and there is enough power to pull every trolley car, to light and heat every home, to turn every wheel in the city of Washington, all going to waste at Great Falls. The power there belongs to the people and should be developed by the Government for the benefit of the people.

"It is a moral sin that within the shadow of the dome of the Capitol one of the greatest waterpower possibilities is being wasted while we investigate and investigate."

Your consideration of this request will be very much appreciated.

Very truly yours,

JOHN W. ASHER, Jr.,
Assistant General Manager.

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