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GOVERNMENT

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FORT POINT, SAN FRANCISCO BAY DISCOVERY
SITE, AND SKYLINE NATIONAL PARKWAY

HEARINGS

BEFORE THE

SUBCOMMITTEE ON PARKS AND RECREATION

OF THE

COMMITTEE ON

INTERIOR AND INSULAR AFFAIRS

UNITED STATES SENATE

NINETIETH CONGRESS

SECOND SESSION

ON

S. 2159

A BILL TO ESTABLISH THE FORT POINT NATIONAL HISTORIC
SITE IN SAN FRANCISCO, CALIFORNIA, AND FOR OTHER
PURPOSES

S. 2615

A BILL TO AUTHORIZE THE ESTABLISHMENT OF THE SITE
OF THE DISCOVERY OF SAN FRANCISCO BAY AS A NATIONAL
HISTORIC SITE, AND FOR OTHER PURPOSES

S. 2616

A BILL TO AUTHORIZE THE SECRETARY OF THE INTERIOR
TO DESIGNATE THE SKYLINE NATIONAL PARKWAY IN THE
STATE OF CALIFORNIA, AND FOR OTHER PURPOSES

SAN FRANCISCO, CALIF.—APRIL 19, 1968

S. 2159

WASHINGTON, D.C.—JUNE 24, 1968

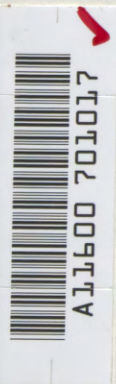


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CONTENTS

	Page
S. 2159-----	2
Departmental reports:	
Department of the Army-----	5
Department of the Interior-----	2
Department of the Interior-----	3
S. 2615-----	7
S. 2616-----	8

STATEMENTS

Alioto, Joseph L., mayor, San Francisco, Calif-----	14
Bill, Harthon L., Deputy Director, National Park Service, Department of the Interior; accompanied by Frank E. Harrison, assistant to the Director; and Reed Jarvis, staff assistant-----	75
Boushey, Mrs. Eleanor, Portola Valley, Calif-----	34
Dean, George M., president, Fort Point Museum Association, California--	17
Fitzgerald, James V., chairman, Board of Supervisors, San Mateo County, Calif-----	27
Gregg, Charles F., vice president, San Mateo County Development Association, California-----	45
Gubser, Hon. Charles S., a U.S. Representative in Congress from the State of California-----	10
Hart, Loney W., Chief of Engineers, Chief Legislative Services, Department of the Army-----	82
Johnson, Gardiner, president, California Historical Society-----	25
Kuchel, Hon. Thomas H., a U.S. Senator from the State of California--	8
Landmarks Preservation Advisory Board, San Francisco, Calif-----	24
McCarthy, Grace L., mayor, city of Pacifica, Calif-----	59
McCloskey, Hon. Paul N., a U.S. Representative in Congress from the State of California-----	12
McCord, Warren, associate planner, Santa Clara County Planning Department, California-----	50
McCoy, Mrs. Janet J., director, Office of Tourism and Visitor Services, State of California-----	32
Malliard, Hon. William S., a U.S. Representative in Congress from the State of California-----	9
Marks, Hon. Milton, State senator, State of California-----	43
Mayer, Marshall S., Redwood City, Calif-----	87
Morris, Henry R., chairman, Chamber of Commerce of Greater San Francisco-----	22
Newman, Charles H., vice president, Sequoia Branch, National Audubon Society, San Mateo County, Calif-----	56
Power, Robert H. historian, the Nut Tree, California-----	68
Reynolds, Mrs. Ralph A., president, California Roadside Council-----	54
Ribera, Ernest J., chairman, San Mateo County Parks & Recreation Commission, California-----	37
Ryan, Hon. Leo J., State assemblyman from the State of California-----	41
Shumate, Dr. Albert, president, San Francisco Landmarks Preservation Advisory Board-----	23
Spangler, Mrs. Raymond L., president, Portola Expedition Bicentennial Foundation, San Mateo County, Calif-----	57
Treichel, Georg, representative, local conservation groups of San Francisco, Calif-----	48
Treutlein, Prof. Theodore E., professor of history, San Francisco State College, California-----	61
Additional statement-----	66
Wilson, Don, county engineer, San Mateo County, Calif-----	39

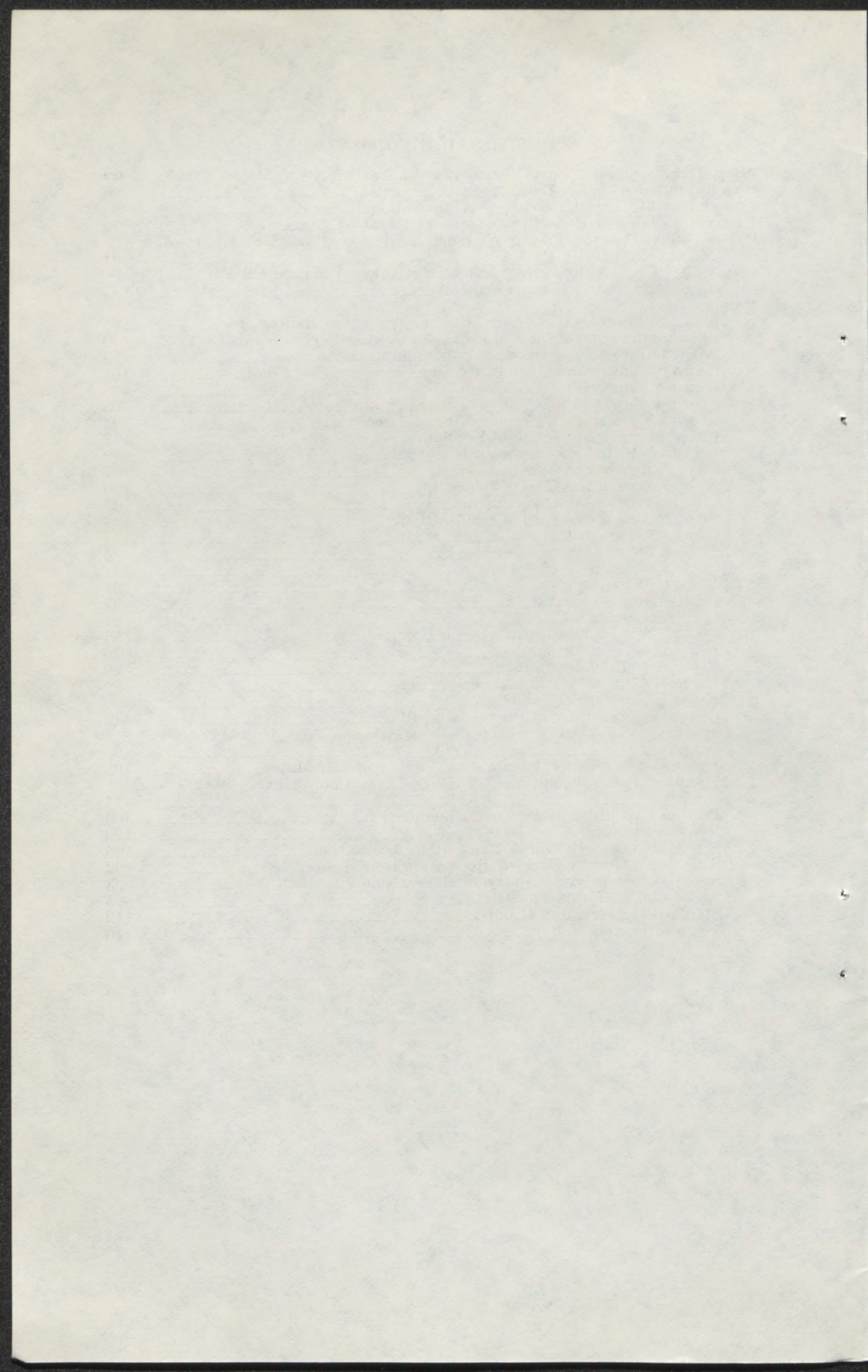
IV

COMMUNICATIONS

Barrentine, Pat, executive secretary, Committee for Green Foothills, Palo Alto, Calif.: Letter to Hon. Thomas H. Kuchel, a U.S. Senator from California, dated August 14, 1967-----	Page 89
Bromfield, Helen, president, San Mateo County Historical Association, & County Historical Museum, California: Letter to Hon. Alan Bible, chairman, Parks and Recreation Subcommittee, dated March 25, 1968-----	94
Dedrick, Mrs. Kent, chairman, Peninsula Regional Group, Sierra Club, Loma Prieta chapter, Menlo Park, Calif.: Letter to Hon. Alan Bible, chairman, Parks and Recreation Subcommittee, dated April 12, 1968---	88
Finch, Robert H., Lieutenant Governor, Sacramento, Calif.: Letter to Hon. Alan Bible, chairman, Parks and Recreation Subcommittee, dated May 2, 1968-----	90
Henshaw, Mrs. A., corresponding secretary, San Francisco Council of Women's Clubs: Letter to Hon. Thomas H. Kuchel, a U.S. Senator from California, dated September 2, 1967-----	89
Hoover, Herbert, president, California Heritage Council: Letter to Hon. Thomas H. Kuchel, a U.S. Senator from California, dated October 25, 1967-----	94
Hutton, Charles W., Association of the United States Army, Greater Los Angeles chapter, California: Letter to Hon. Alan Bible, chairman, Parks and Recreation Subcommittee, dated February 14, 1968-----	92
Paxton, Fred L., city clerk, the City Council of City of Half Moon Bay, San Mateo County, Calif.: Letter to Hon. Thomas H. Kuchel, a U.S. Senator from California, dated February 13, 1968-----	90
Pfau, Jr., Mrs. George H., president, the Junior League of San Francisco, Inc., California: Letter to Fort Point Museum Association, Presidio of San Francisco, dated February 28, 1968-----	92
Plato, Mrs. Leon, president, San Francisco Motion Picture & Television Council, California: Letter to Hon. Thomas Kuchel, a U.S. Senator from California, dated September 18, 1967-----	89
Probst, Mrs. Ruth M., corresponding secretary, National Society Colonial Dames XVII Century, Anne Bradstreet chapter, San Francisco, Calif.: Letter to Hon. Thomas H. Kuchel, a U.S. Senator from California, dated April 13, 1968-----	91
Rains, Donald M., assistant clerk, Board of Supervisors, County of Santa Clara, Calif.: Letter to Hon. Charles S. Gubser, a U.S. Representative from California, dated April 4, 1968-----	11
Reifschneider, John C. and Olga, Reno, Nev.: Letter to Hon. Alan Bible, chairman, Parks and Recreation Subcommittee, dated March 28, 1968-----	88
Smart, Isobel, city clerk, City Council of City of Millbrae, Calif.: Letter to Hon. Alan Bible, chairman, Parks, and Recreation Subcommittee, dated April 10, 1968-----	90
Spellman, Evelyn D., president, Association of Pioneer Women of California: Letter to Hon. Thomas Kuchel, a U.S. Senator from California, dated September, 1967-----	89
Stegner, Wallace, Stanford University, California: Letter to Hon. Alan Bible, chairman, Parks and Recreation Subcommittee, dated March 19, 1968-----	87
Wood, Warren R., Palo Alto, Calif.: Letter to Hon. Alan Bible, chairman, Parks and Recreation Subcommittee, dated April 24, 1968-----	88

ADDITIONAL INFORMATION

	Page
"Bay Discovery Site, Fact Versus Legend," article, San Mateo Times, Calif., dated April 23, 1968.....	90
Comparison of Coastal Defense Forts in National Park System.....	80
Fort Point National Historic Site (proposed), table.....	79
"These Bills Deserve Passage," article, Advance-Star, San Francisco, Calif., dated April 19, 1968.....	91
City Council of Menlo Park unanimously endorses Senate bill 2615 and urges passage, dated January 23, 1968.....	113
Resolutions:	
Board of directors, California Mission Trails Associations, Inc.....	95
Board of directors of the San Francisco Convention & Visitors Bureau.....	100
Board of directors of the Society of California Pioneers.....	95
Board of Supervisors of the City and County of San Francisco.....	101
Board of Supervisors, County of Lake, Calif.....	98
Board of Supervisors, County of Marin, Calif.....	98
Board of Supervisors, County of San Mateo, Calif.....	104
Board of Supervisors, County of Santa Clara, Calif.....	112
Board of trustees of California Historical Society, Fort Point.....	92
City Council of the City of Belmont.....	107
City Council of the City of Brisbane.....	110
City Council of the City of San Carlos.....	107
City Council of the City of San Mateo.....	108
City planning commission.....	97
Council of the City of Pacifica.....	96
Council of the City of Palo Alto.....	111
Council of the Town of Woodside.....	107
Cow Hollow Boys.....	97
Golden Gate Area Colony.....	94
Greater San Francisco Chamber of Commerce.....	93
Kiwanis Club of Belmont.....	99
Kiwanis Club of Daly City.....	99
Kiwanis Club of San Francisco.....	99
Kiwanis Club of St. Francis.....	100
Loma Prieta chapter of the Sierra Club.....	112
Monterey Tri-County chapter, Association of the United States Army.....	93
Parks and Recreation Commission, county of San Mateo.....	103
Planning Policy Committee of Santa Clara County executive committee.....	111
Portola Expedition Bicentennial Foundation.....	109
Redwood Empire Association.....	100
San Mateo County Fair & Convention Association.....	106
San Mateo County Parks & Recreation Commission.....	102
Society of American Military Engineers, San Francisco Post.....	93
Society of California Pioneers.....	95
Stanford Conservation Group.....	112
Town of Portola Valley.....	105, 110



FORT POINT, SAN FRANCISCO BAY DISCOVERY SITE, AND SKYLINE NATIONAL PARKWAY

FRIDAY, APRIL 19, 1968

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

The subcommittee met, pursuant to notice, at 9:30 a.m., in the Non-commissioned Officers' Club, Presidio, San Francisco, Calif., Senator Alan Bible (chairman of the subcommittee) presiding.

Present: Senators Bible and Kuchel.

Also present: Jerry T. Verkler, staff director; and Darryl A. Hart, assistant minority counsel.

Senator BIBLE. The hearing will come to order.

The purpose of this hearing today is to take testimony on three bills: S. 2159, to establish the Fort Point National Historical Site; S. 2615, a bill to establish a national historic site at the location where Portola discovered the San Francisco Bay; and S. 2616, to designate the Skyline National Parkway.

All three bills were introduced by your very distinguished senior Senator, Senator Kuchel, the ranking member of the Interior Committee for the other side of the aisle, as we say in the Washington area, and his colleague, the junior Senator from California, Mr. Murphy.

In August of last year we held a brief hearing on one of these bills, the Fort Point bill. The Department of Interior has not as yet submitted the administration comments upon any of this legislation which is now pending before us, and today we came out to San Francisco to hear public comments upon all three bills prior to any further consideration in Washington.

I have been chairman of the Parks and Recreation Subcommittee of the Interior Committee for some 7 or 8 years, and there is no substitute for bringing a hearing to the people. Not only do we get a chance to visit the sites, the monuments, the parks, and recreation areas and see them both from the air and on foot—there is no substitute for it—but particularly there is no substitute for hearing the expressions of the local citizenry. That is why we are here today at the constant urging of your distinguished senior Senator from California.

Senator Kuchel and I have worked very closely together over these last several years in recognizing and preserving worthy areas of his State and of this great Nation of ours, and we joined as cosponsors on a bill which has great national significance and is of great interest to the people of the State of California. It is a bill that, I am quick to

add, has a little bit more controversy, is a little more complex than the bills we are hearing here today—at least I hope things are a little more noncontroversial—and I am referring to the Redwoods Park bill. We have been there and visited in Crescent City, have been in the park areas many times, had hearings. We have passed Redwood National Park in the Senate of the United States and the House of Representatives have just completed their field hearings. We are hopeful that this can move forward to the national recognition it deserves. As it moves forward, certainly the senior Senator from California, Tom Kuchel, is entitled to the lion's share of the credit.

Mr. Reporter, at this point in the record we will introduce each of the three bills to which I referred and make them a part of the record at this point.

(The data referred to follow :)

[S. 2159, 90th Cong., first sess.]

A BILL To establish the Fort Point National Historic Site in San Francisco, California, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, in order to preserve and interpret for future generations the historically significant Fort Point in the Presidio of San Francisco, California, the Fort Point National Historic Site is by this Act established upon such lands, not to exceed twenty-nine acres, as the Secretary of the Interior shall hereafter designate as being required to preserve the historical significance of Fort Point and to provide visitor services and facilities in connection therewith. Upon designation by the Secretary of the Interior, administrative jurisdiction of such lands shall thereupon be transferred to him from the Department of the Army without a transfer of funds.

SEC. 2. The Secretary of the Interior shall administer the Fort Point National Historic Site in accordance with the Act of August 25, 1916 (35 Stat. 535), as amended and supplemented (16 U.S.C. 1 et. seq.), and the Act of August 21, 1935 (49 Stat. 666; 16 U.S.C. 461-467).

SEC. 3. There is hereby authorized to be appropriated such funds as may be necessary to carry out the purposes of this Act.

DEPARTMENT OF THE INTERIOR,
OFFICE OF THE SECRETARY,
Washington, D.C., August 15, 1967.

Hon. HENRY M. JACKSON,
Chairman, Committee on Interior and Insular Affairs, U.S. Senate,
Washington, D.C.

DEAR SENATOR JACKSON: Your Committee has requested a report from this Department on S. 2159, a bill "To establish the Fort Point National Historic Site in San Francisco, California, and for other purposes."

We recommend that action on the bill be deferred.

The bill establishes the Fort Point National Historic Site upon such lands in the Presidio of San Francisco as the Secretary of the Interior designates as being required to preserve the historical significance of Fort Point and to provide visitor services and facilities in connection therewith. The area so designated may not exceed 29 acres. Upon such designation, the bill provides that administrative jurisdiction of the lands shall be transferred from the Department of the Army to the Secretary of the Interior without a transfer of funds. The bill requires the Secretary of the Interior to administer the Fort Point National Historic Site in accordance with the Act of August 25, 1916 (37 Stat. 535), as amended and supplemented (16 U.S.C. 1 et seq.), and the Act of August 21, 1935 (49 Stat. 666; 16 U.S.C. 461-467).

Originally a Spanish military reservation established in 1776, the Presidio of San Francisco consists of approximately 1,460 acres of land. The present Fort Point was constructed in 1861 on the site of the original Spanish fort, the

Castillo de San Joaquin. During the period of Spanish occupancy of the Presidio from 1776 to 1822, the Castillo played a significant role in extending Spanish settlement into Northern California. From 1822 to 1843 the Presidio was under the control of Mexico. It was formally ceded to the United States under the treaty of Guadalupe Hildalgo on February 4, 1848, which ended the war between the United States and Mexico. Construction of Fort Point in 1861 by the United States obliterated the early Spanish Castillo, but the 1861 fort stands today as a classic example of a coastal fortification of the mid-19th century. It symbolizes the commercial and strategic importance that the great harbor of San Francisco has had in the development of the western United States. The Presidio is now under the jurisdiction of the Department of the Army.

In June 1962 the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments evaluated a special report prepared by the National Park Service of this Department on the historical significance of Fort Point and the Presidio. The Board then classified the Presidio at San Francisco as possessing national historical significance within the meaning of the 1935 Historic Sites Act. As such, the Presidio has been designated a National Historic Landmark. The Board further recommended that should the Department of the Army ever declare the Presidio or any part of it surplus to its needs, the Department of the Interior should consider whether all or part of the area declared surplus should be added to the National Park System as a national historic site.

While the national historical significance of the Presidio at San Francisco has been recognized by this Department and concurred in by the Advisory Board, no study has yet been made to determine whether the establishment of all or part of it is a unit of the National Park System would be suitable and feasible. Without the results of such study we could not determine, for example, whether the 29-acre limitation in S. 2159 would be adequate for the purposes of the bill, whether and to what extent the buildings on the property should be restored or reconstructed, and the costs involved. The needs and plans of the Department of the Army for the area would also have to be carefully considered.

We believe that the Department will be prepared to make a recommendation, based on a suitability and feasibility study, by January 1968. Under existing program priorities, the study cannot be scheduled until mid-October 1967. We recommend that action on the bill be deferred until the results of the study are available.

The Bureau of the Budget has advised that there is no objection to the presentation of this report from the standpoint of the Administration's program.

Sincerely yours,

STANLEY A. CAIN,
Assistant Secretary of the Interior.

DEPARTMENT OF THE INTERIOR,
OFFICE OF THE SECRETARY,
Washington, D.C., June 21, 1968.

HON. HENRY M. JACKSON,
*Chairman, Committee on Interior and Insular Affairs,
U.S. Senate, Washington, D.C.*

DEAR MR. CHAIRMAN: This supplements our report of August 15, 1967, to your Committee on S. 2159, a bill "To establish the Fort Point National Historic Site in San Francisco, California, and for other purposes."

Our earlier report stated that the national significance of the Presidio of San Francisco has been recognized by the Department and concurred in by the Advisory Board on National Parks, Historic Sites, Buildings, and Monuments, but recommended that action on S. 2159 be deferred until the results of a suitability and feasibility study were available. The study has now been completed.

We recommend that the bill be enacted with amendments which would authorize certain additional land for inclusion in the Historic Site when the land is transferred to this Department.

At its November 1967 meeting, the Advisory Board, following detailed studies by the National Park Service, specifically considered the matter of Fort Point. The Board found Fort Point is a nationally significant historic resource and endorsed the proposal to establish the area as a unit of the National Park System.

The bill limits the area to be designated by the Secretary of the Interior for the Fort Point National Historic Site to 29 acres. According to Department of the Army records, this acreage is now controlled by the Fort Point Museum Association, a nonprofit educational association formed to establish Fort Point as a museum and make its historic contents available to the public. The Association controls 1.99 acres by lease and the remainder by permit from the Department of the Army.

The National Park Service studies indicate the desirability of including in the national historic site an additional 10 acres adjoining the Association property in the East Beach area and 63 acres of submerged land adjacent to Fort Point. These additional acreages are under the administrative jurisdiction of the Department of the Army. We have prepared a proposed Boundary Map No. NHS-POI 20,001, dated January 1968, which depicts the 29 acres and the additional 73 acres recommended for inclusion in the Fort Point National Historic Site.

The 10-acre tract is presently used by the Department of the Army for motor pool purposes, and we propose that the tract remain under that agency's jurisdiction until it has no further use for the property. The eventual addition to the national historic site of the 10-acre tract in the East Beach area would afford space for visitor parking beyond that possible on the 29-acre site, a small complementary visitor facility, and a maintenance facility. These developments will be most desirable in the future. A dock is located within this 10-acre area, and this will permit the National Park Service to assist and guide those visitors arriving by sightseeing boat. The visitor who approaches the Fort by boat receives a dramatic and meaningful introduction to the historic site.

The 63 acres of submerged land proposed for inclusion in the national historic site are located along the north and east shorelines and extend about 300 yards into the bay. We believe the submerged land should be included in the site to avoid potential adverse uses and developments, including dredging, which would alter the historic scene.

To meet the Department of the Army's objection that the transfer requirement of S. 2159 is mandatory, and in order to fix the authorized boundaries of the Fort Point National Historic Site, we recommend that section 1 of S. 2159 be amended to read as follows:

"In order to preserve and interpret for future generations the historical significance of Fort Point in the Presidio of San Francisco, California, the Fort Point National Historic Site is authorized to be established by the Secretary of the Interior when, in his judgment, sufficient lands within the boundaries depicted on boundary map number NHS-POI 20,001, dated January 1968, have been transferred to his administrative jurisdiction. Such lands may be transferred, subject to such terms and conditions as may be mutually agreed upon, to the administrative control and jurisdiction of the Secretary of the Interior by the Secretary of the Army, without a transfer of funds, and when so transferred shall become a part of the Fort Point National Historic Site."

The statutory citation appearing on line 7, page 2, should be amended to read "(39 Stat. 535)".

We are informed that the Department of the Army desires to insert in the legislation a provision for reversion of the property if the Historic Site is disestablished. Although such a provision would not adversely affect the development and operation of the property as an historic site during the period in which this Department will have a responsibility for it, the provision seems meaningless. At the time of disestablishment, Congress will decide regarding its disposition and this provision will not control that decision. Presumably, at that time if the Army is interested in recapturing it for a military purpose the Army will present its case to Congress.

We are also informed that the Department of the Army desires to insert a provision that it might use the property during a national emergency if such use is required in the interests of national defense. We find such a proposal unnecessary and undesirable. The country is now in a declared state of national emergency and has been for 18 years. That emergency may very possibly continue indefinitely. The effect of the proposal would be to give the Army a special right of present use. In the usual course of its operation of the area, the Park Service, through the Park Superintendent, would be able to accommodate any special needs that the military might have for the property. Such uses presumably would be temporary and not of such a nature as to dislocate the function of the

site. For anything beyond such temporary use, the normal course would require either Congressional action or a decision within the executive branch. If that decision involved a difference of opinion between the Departments of Defense and Interior, the decision would be made by the President. We can see no reason why this particular site should be administered in other than this usual practice.

No land acquisition costs will be attributable to the enactment of S. 2159 since the lands proposed for the national historic site are already in Federal ownership. The Department of the Army will transfer administrative jurisdiction over the property to this Department.

We estimate the development cost for the proposed Fort Point National Historic Site to be \$4,240,500, of which \$2,635,500 would be programmed over the first 5 years after establishment of the site. The annual operating costs for the site are expected to be approximately \$184,206 following the fifth year of operation.

The Bureau of the Budget has advised that there is no objection to the presentation of this report from the standpoint of the Administration's program.

Sincerely yours,

HARRY R. ANDERSON,
Assistant Secretary of the Interior.

DEPARTMENT OF THE ARMY,
Washington, D.C., June 24, 1968.

HON. HENRY M. JACKSON,
*Chairman, Committee on Interior and Insular Affairs,
U.S. Senate.*

DEAR MR. CHAIRMAN: Reference is made to your request to the Secretary of Defense for the views of the Department of Defense with respect to S. 2159, 90th Congress, a bill "To establish the Fort Point National Historic Site in San Francisco, California, and for other purposes." The Department of the Army has been assigned responsibility for expressing the views of the Department of Defense on this bill.

The purpose of the bill is to establish the Fort Point National Historic Site at the Presidio of San Francisco, California, under the administration of the Secretary of the Interior. Such lands, not to exceed 29 acres, as the Secretary designates to be required for this purpose shall be transferred to him from the Department of the Army without transfer of funds.

The Department of the Army, on behalf of the Department of Defense, has no objection to the bill, provided it is amended as hereinafter set out, but defers to the Department of the Interior insofar as the merits of establishing the historic site are concerned.

Fort Point, located on the south side of the entrance of San Francisco Bay near the south end of Golden Gate Bridge, was the site of an old fort constructed by the Spanish in 1794. United States troops first occupied the fort in 1846, during the Mexican War. The Presidio was declared a military reservation in 1850 by an executive order withdrawing land from the public domain for this purpose, including the site of the old fort. The fort was reconstructed thereafter and was first named Fort Point in 1861. Fort Point had an active history until the latter part of the 19th century, when its fortifications became obsolete. In 1822 the western portion of what is now the Presidio of San Francisco, including Fort Point, was designated Fort Winfield Scott. The Presidio of San Francisco currently comprises 1,411.09 acres of land and is headquarters for the Sixth United States Army.

In 1960 the Fort Point Museum Association, a California non-profit corporation, made application to lease a structure known as building 999, at the site of the old fort, for the purpose of restoring the building and operating a military museum. In 1963 negotiations were concluded and the Department of the Army granted the Association a lease covering building 999 and 1.99 acres of surrounding land for a term of five years, renewable at the option of the Association for successive five-year periods, not to exceed 20 years. Consideration for the grant was the requirement for the lessee to maintain, protect, repair and restore the leased property. Due to reported fund-raising difficulties, the Association was not in a position to assume the obligations incident to the lease, and the lease was not considered to be in effect until July 1967. The Association, under the

terms of the lease, is permitted to charge entrance fees, but receipts in excess of restoration, operation and maintenance costs are to be paid to the United States. The Association has not undertaken the restoration of building 999 to date.

In March 1967 the Fort Point Museum Association requested the use of an additional 27 acres of Government-owned land adjoining the 1.99 acre parcel now leased, for development as a national historic site. Government-owned improvements located on the 27-acre parcel consist of various underground harbor defense fortification structures, a concrete abutment of a former foot bridge, a 2,250-lineal foot seawall, an abandoned fuel oil storage tank and fuel oil pump house, utilities and communications systems and roads, having a total construction cost of over \$3,200,000. The present day value of the land is estimated roughly to be in excess of \$80,000 per acre. Before the Department of the Army completed action on the application to lease the 27-acre parcel, S. 2159, which apparently includes this parcel as well as the 1.99 acres now under lease, was introduced. Leasing action has been suspended pending consideration of this measure.

The 29-acre area involved in S. 2159 has no present active use or planned future use, except as a site for the Army-owned utility, communications and storm drainage systems and a public utility natural gas system which extend through the site. These systems are necessary to service the inhabited areas of the Presidio of San Francisco as well as the Golden Gate Bridge and Highway District and may be needed to provide services incident to the operation of the historic site in the event it is authorized and developed. Because of the need to have ready access to this area for maintenance of the utilities, and in consideration of the strategic position which the 29-acre parcel occupies in relation to the remainder of the military reservation and the Golden Gate Bridge and State Highway approaches, it is essential that a degree of military control be retained. Accordingly, transfer of the property for the purposes of S. 2159 should contain suitable provisions for use of the property in a manner consistent with military requirements and other existing interests in the property, including but not limited to, reservation of rights necessary for retention, operation, and maintenance of existing facilities in the area, of both Government and non-Government ownership; agreements pertaining to use and operation of access roads; and provisions for the protection of the Golden Gate Bridge and Highway District.

There is no objection on the part of the Department of the Army to the principle that Fort Point be established as a national historic site. However, S. 2159 is objectionable to the Department of the Army in its present form since, if enacted, the transfer of 29 acres of land in the Presidio of San Francisco which the Secretary of the Interior designates as required for the purpose named in the bill would be mandatory, leaving no discretionary power in the Secretary of the Army. The Department of the Army on behalf of the Department of Defense would have no objection to the legislation provided it were amended to give the Secretary of the Army discretionary power to determine what lands the Department of the Army can relinquish and upon what terms. Also, it is considered essential that the bill provide specifically for the right of recapture of the property by the Department of the Army in the event of a national emergency and for reverter of control and jurisdiction to the Department of the Army in the event the property ceases to be used as a historic site.

The Department of the Army has been informed that studies made by the National Park Service, Department of the Interior, indicate the desirability of including in the national historic site an additional 8 acres of fast land adjoining the area referred to in the bill and 63 acres of submerged lands adjacent to Fort Point. Both of these areas are within the boundaries of the Presidio of San Francisco. Subject to pertinent comments in the preceding paragraph, there would be no objection to including the 63 acres of submerged lands within the historic site. The additional 8-acre parcel of fast land, with 18 structures located thereon, is in active Army use and could be made available for historic site purposes only if the Department of the Army is assured that satisfactory replacement facilities are provided elsewhere at the Presidio, at no cost to this Department. The estimated cost of replacement is \$360,000.

In order to satisfy the requirements of the Department of the Army, it is recommended that the bill be amended by striking all of Section 1 after the enacting clause and substituting the following:

"That, in order to preserve and interpret for future generations the historically significant Fort Point in the Presidio of San Francisco, Califor-

nia, the Fort Point National Historic Site is by this Act established upon such lands, within a certain area of the Presidio of San Francisco as shown in red on a map on file in the offices of the National Park Service, Department of the Interior, and the United States Army District Engineer, Sacramento District, as the Secretary of the Interior, with the concurrence of the Secretary of the Army, shall hereafter designate as being required to preserve the historical significance of Fort Point and to provide visitor services and facilities in connection therewith. The Secretary of the Army is authorized to transfer to the Secretary of the Interior, without transfer of funds, control and jurisdiction over such lands within the Presidio of San Francisco as the Secretaries of the Army and the Interior shall mutually agree are available and necessary for this purpose. Any transfer accomplished under this Act shall be subject to the following conditions: (a) that in the event the Fort Point National Historic Site is disestablished, control and jurisdiction over the property so transferred shall revert to the Department of the Army; (b) the military departments shall have the right to use the property during a state of national emergency upon determination by the Secretary of Defense that such use is required in the interest of national defense; and (c) any other terms and conditions that may be mutually agreed upon by the Secretary of the Army and the Secretary of the Interior."

This amendment would permit the addition of 63 acres of submerged lands to the historic site, as well as the 8-acre parcel at such time as the conditions of the Army are met.

For purposes of accuracy, it is suggested that in Section 2 of the bill the statutory citation of line 7, page 2, be changed to read "(39 Stat. 535)" in lieu of "(35 Stat. 535)."

Enactment of this legislation will have no apparent effect on the budgetary requirements of the Department of the Army.

This report has been coordinated within the Department of Defense in accordance with procedures prescribed by the Secretary of Defense.

Inasmuch as the Committee has requested that the report be expedited, it is being submitted without the advice of the Bureau of the Budget.

Sincerely yours,

(Signed) STANLEY R. RESOR,
Secretary of the Army.

[S. 2615, 90th Cong., first sess.]

A BILL To authorize the establishment of the site of the discovery of San Francisco Bay as a national historic site, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, for the purpose of preserving and interpreting the site where Don Gaspar de Portola on November 4, 1769, discovered San Francisco Bay, the Secretary of the Interior is authorized to designate not to exceed thirty acres in San Mateo County, California, for establishment as a national historic site.

SEC. 2. Within the area designated pursuant to section 1 of this Act, the Secretary of the Interior may acquire by donation, purchase with donated or appropriated funds, transfer from any Federal agency, or exchange lands and interests therein for the purposes of this Act. In exercising his authority to acquire property by exchange, the Secretary may accept title to any non-Federal property within such area and in exchange therefor he may convey to the grantor of such property any federally owned property under his jurisdiction which he classifies as suitable for exchange or other disposal. The values of the properties so exchanged either shall be approximately equal, or if they are not approximately equal the values shall be equalized by the payment of cash to the grantor or to the Secretary as the circumstances require. Notwithstanding any other provision of law, Federal property designated for purposes of the national historic site, may, with the concurrence of the head of the agency having custody thereof, be transferred to the administrative jurisdiction of the Secretary of the Interior for the purposes of this Act, without a transfer of funds.

SEC. 3. The Secretary of the Interior shall administer the national historic site established pursuant to this Act in accordance with the Act of August 25, 1916 (39 Stat. 535), as amended and supplemented (16 U.S.C. 1 et seq.), and the Act of August 21, 1935 (49 Stat. 666; 16 U.S.C. 461-467).

SEC. 4. There are authorized to be appropriated such sums as may be necessary to carry out the provisions of this Act.

[S. 2616, 90th Cong., first sess.]

A BILL To authorize the Secretary of the Interior to designate the Skyline National Parkway in the State of California, and for other purposes

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior (hereinafter referred to as the "Secretary") may designate as the Skyline National Parkway a right-of-way, together with adjacent or related sites for public recreational use and for interpretation of scenic and historic values, commencing at the intersection of Skyline Boulevard with San Bruno Road and ending near Saratoga Gap, all in San Mateo County, California.

SEC. 2. The Secretary is authorized to accept, on behalf of the United States, the donation of lands, interests therein, and other property comprising such right-of-way and adjacent or related sites as he may designate pursuant to this Act for the development, hereby authorized, of a road of parkway standards, including necessary bridges, spurs, connecting roads, access roads, and other facilities, and for the development and interpretation of recreation areas and historic sites in connection therewith: *Provided*, That the Secretary may accept not to exceed an average of one hundred and twenty-five acres per mile in fee and twenty-five acres per mile in scenic easements, except that this limitation shall not apply to land accepted for the development and interpretation of recreation areas and historic sites. Notwithstanding any other provision of law, Federal property designated for purposes of the parkway may, with the concurrence of the head of the agency having custody thereof, be transferred to the administrative jurisdiction of the Secretary for the purposes of this Act, without a transfer of funds.

SEC. 3. (a) The Secretary shall administer the Skyline National Parkway in accordance with the Act of August 25, 1916 (39 Stat. 535), as amended and supplemented (16 U.S.C. 1 et seq.).

(b) In the administration of the Skyline National Parkway the Secretary may issue revocable licenses or permits for rights-of-way over, across, and upon parkway lands, or for the use of such lands by the owners or lessees of adjacent lands, for such purposes and under such nondiscriminatory terms, regulations, and conditions as he may determine to be consistent with the use of such lands for parkway purposes.

SEC. 4. There are authorized to be appropriated such sums as may be necessary to carry out the provisions of this Act.

Senator BIBLE. I now recognize and defer to my longtime friend and colleague, Senator Tom Kuchel. Senator Kuchel.

STATEMENT OF HON. THOMAS H. KUCHEL, A U.S. SENATOR FROM THE STATE OF CALIFORNIA

Senator KUCHEL. Mr. Chairman, Congressman McCloskey, I am honored to meet here in the city of San Francisco under your chairmanship to consider three pieces of legislation of importance to this community, to our State, and, in a very real sense to our Nation. I wish to thank you very much, Mr. Chairman, for coming here today and holding these hearings.

California has no better friend than Senator Bible of Nevada. I salute you for the time, the patience, and the successful energies which you have contributed, not simply to the Senate approval of our Redwood bill, but also to your longtime interest in the Point Reyes Seashore across the bay, to the great recreation area which bears the name of our late colleague from California, Claire Engle, and for all those other bills of importance to California which have emerged from your committee.

I want to add this: I am delighted to introduce and sponsor this legislation, in part because I am a native Californian. My late father was born in this city of San Francisco in 1859. My people came here in the days of the gold rush. These bills are of importance to all of us who love this State.

S. 2159 would establish a national historic site at Fort Point. Under the bill, the administration of Fort Point would be transferred from the Secretary of the Army to the Secretary of the Interior. Under the Secretary of the Interior, the National Park Service would restore and develop the area in a manner sufficient to allow it to be opened up to the public as a fascinating and significant historical attraction. Those of us who have been through the fort cannot help but be enthusiastic about such an undertaking. Many interesting historic fortifications have been preserved on the east coast but few, if any, have received national recognition on the west coast. On that point I want to commend the Fort Point Museum Association, a group of public-spirited citizens, all of whom have devoted enthusiasm to the realization of the project which we consider today.

S. 2165 would give national recognition to where Gaspar de Portolá and his party first viewed San Francisco Bay in the year 1769. Let the record clearly show that some of my constituents vigorously dispute that statement, and we will look forward to a vigorous contention with respect to the accuracy of the statement that Portolá made the first discovery.

S. 2616, Mr. Chairman, as you have suggested, would designate the Skyline National Parkway. If approved, the parkway bill would protect and provide a stretch of scenic road easily accessible to the millions of people now living in the entire bay area, as well as to those additional millions who will be here in the years ahead.

We need to provide now for the recreation needs of the future. Once trees are felled, hillsides bulldozed and subdivided, or wildlife driven off, it is too late. The parkway proposal is a fine vehicle for the protection, preservation, and enlightened development of an elongated park in this rapidly urbanizing area.

Congressman William Mailliard, our friend from the city of San Francisco, and Congressman Charles Gubser, from Santa Clara County, have introduced companion legislation in the House of Representatives. They have given us statements which I ask, Mr. Chairman, be made a part of the record at this point.

Senator BIBLE. Without objection, the statements will be made a part of the record at this point.

(The statements referred to follow:)

STATEMENT OF HON. WILLIAM S. MAILLIARD, A U.S. REPRESENTATIVE IN
CONGRESS FROM THE STATE OF CALIFORNIA

At the outset, I want to express my appreciation to you and to my colleague, the distinguished senior Senator from California, for extending an invitation to me to submit testimony in reference to S. 2159 for inclusion in the record.

I welcome the opportunity to express my support of this legislation which, if enacted, will set Fort Point aside for the enjoyment of generations to come.

Although the south tower of the Golden Gate Bridge has virtually concealed it from sight, the public has refused to forget Fort Point. Last year, some 44,000 people went through it, including 28,286 school children. At present, the waiting list for class tours runs through March 1970. During its heyday, the fort housed six hundred men and the families of many officers. It had 149 guns, its own water and supplies to maintain its complement of troops for 120 days.

When walking around Fort Point, one senses the drama of its past while history seems to come alive. Part of the original plans for the fort were signed by Jefferson Davis, and Robert E. Lee's oldest son worked on the construction of the fort.

Although a shot was never fired in anger from the fort, it came close when the Confederate ship, SHENANDOAH, lay off shore, awaiting her chance just before the war's end.

Few are aware of the importance Fort Point once enjoyed in the days when the muzzle-loading cannon was king and capable of shooting cannon ball for a distance of two or three miles. Fort Point, as we know it today, was signed into existence by President Millard Fillmore with a Congressional appropriation of half a million dollars in 1853 and was the only Civil War fortress to be built west of the Mississippi.

Bricks used in construction were made on Russian Hill and San Quentin, while most of the granite came from Morman Island, near Folsom. During the Civil War, two companies of U.S. Artillery arrived in San Francisco, February 15, 1861, to occupy Fort Point for the first time under the command of Brigadier General Albert Sydney Johnston, who later defected to the Confederate Army and was thereafter killed at the Battle of Shiloh.

Even though the old fort was declared obsolete in 1906, it served briefly in World Wars I and II: first, when German prisoners were housed in it, and later when both a three-inch gun battery and a search light detachment were stationed within its confines.

Today, children as well as adults come to the Presidio to see the fort. Surely, they take home a memory of the splendor of the sight and its historical importance as well.

As a first step toward converting the old brick fort and its surrounding acreage into a museum and historical site of obvious interest, I recommend to this distinguished subcommittee that it bring its great powers of office and prestige to bear upon the full committee for a favorable report to the Senate and ultimately to Congress as a whole in order to restore and preserve this historical edifice and bestow on Fort Point the designation it so richly deserves.

STATEMENT OF HON. CHARLES S. GUBSER, A U.S. REPRESENTATIVE IN CONGRESS
FROM THE STATE OF CALIFORNIA

Mr. Chairman, it is with a sense of real urgency that I speak in behalf of the bills being considered by the Subcommittee today, and I make particular reference to the measure establishing a Skyline National Parkway.

Eight years and one week ago today I introduced a bill—which I sponsored over a period of six years—authorizing a feasibility study for such a parkway, commencing at San Francisco and following roughly the coast range summit through San Mateo and Santa Cruz Counties. In November of 1967 I joined with Senator Kuchel in again proposing the parkway. Since then I have amended my bill to include the Santa Clara County portion of the scenic drive.

When introducing my bill in April, 1960, I remarked, "This is some of the most beautiful country in the world. Unless steps are taken now to preserve its natural beauty, commercialism will ruin it for all time".

That warning comes too close to describing reality today. Those of us who have witnessed the tremendous growth of the Bay Area in recent years are painfully aware of what has been sacrificed, in terms of natural resources, to make way for subdivisions and commercial development. Time and land are running out. In a region slated for continued and accelerated population increase, wisdom and foresight dictate the setting aside of at least a portion of our unmatched scenic wealth before it is irretrievably blotted out.

It seems to me that a Skyline National Parkway is a most desirable means of preserving the startling beauty and variety of the Skyline landscape for maximum benefit to all. Studies show that pleasure driving is, and is expected to remain, a primary form of outdoor recreation for the American public. Yet, with the inevitable sprawl of urban development, there are fewer and fewer pleasurable places to drive which are readily accessible to residents of metropolitan areas. A busy, high-speed freeway with its roadside distractions and confusion of traffic lights offers little in the way of relaxation or inspiration. The Skyline National Parkway, on the other hand, promises a permanent corridor of serenity and natural beauty within easy driving distance of an extensive urban population.

The Parkway is conceived as an elongated park to accommodate the moving, rather than static, visitor. By harmonious integration of the road into its environment, the best scenic, historic and recreational features are displayed and made accessible to the motorist. Design and safety standards, combined with relatively low speed and freedom from trucks and other commercial vehicles, foster a re-

laxing, tension-free environment which permits the driver to benefit from the emotional as well as visual qualities of his parkway experience.

The change in environment and opportunity to enjoy unspoiled beauty provide a renewal or "re-creation" experience for many people which will become more and more vital as pressures of modern life increase. The human body and spirit need a refuge which only action such as that we propose today can provide.

I cannot over-emphasize the need for timely action on this proposal. So rapid is California's growth that the parkway must be laid out immediately or urban sprawl will close over our unique Skyline landscape and render its features a memory, recalled only by postcards or perhaps a Sierra Club book. We owe more to future generations than a bleak horizon of neon signs and mutilated earth.

I am convinced that the relatively small public investment that the Skyline National Parkway requires will result in future benefits which will amply justify that expenditure.

It is a pleasure to state that the Board of Supervisors, County of Santa Clara, California, is giving its full support to establishment of a Skyline National Parkway. In this regard, I am submitting for the record a letter from the Assistant Clerk, Mr. Donald M. Rains, along with a resolution adopted by the Board.

BOARD OF SUPERVISORS COUNTY OF SANTA CLARA,
San Jose, Calif., April 4, 1968.

HON. CHARLES S. GUBSER,
Congressman, 10th District, House Office Building,
Washington, D.C.

MY DEAR MR. GUBSER: Enclosed is a certified copy of a resolution adopted by the Board of Supervisors of the County of Santa Clara at its meeting on March 26, 1968, supporting HR 15852 introduced by you to authorize the Secretary of the Interior to designate Skyline Boulevard as a National Parkway.

Very truly yours,

DONALD M. RAINS,
Assistant Clerk.

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA CLARA, STATE
OF CALIFORNIA

Whereas the proposed Skyline National Parkway is one of this country's most spectacular roads presently existing within a major urban area which extends along the crest of the Santa Cruz Mountains with views of both San Francisco Bay and the Pacific Ocean; and

Whereas this scenic highway can best be preserved by creating it as a National Parkway: Now, therefore, be it

Resolved by the Board of Supervisors of the County of Santa Clara That it does hereby support HR 15852 introduced by Congressman Charles Gubser to authorize the Secretary of the Interior to designate Skyline Boulevard as a National Parkway, be it further

Resolved That copies of this resolution be sent to Congressman Gubser, Senator Kuchel, Senator Murphy and to the Committee on Interior and Insular Affairs.

Passed and adopted by the Board of Supervisors of the County of Santa Clara, State of California, on March 26, 1968, by the following vote:

Ayes: Supervisors Della Maggiore, Spangler, Mehrkens, Sanchez, Quinn.

Noes: None,

Absent: None.

RALPH H. MEHRKENS,
Chairman, Board of Supervisors.

Attest:

JEAN PULLIAN, Clerk, Board of Supervisors.

Approved as to form:

WILLIAM M. SIEGEL,
Chief Assistant County Counsel.

Senator BIBLE. Thank you very much, Senator Kuchel.

Our first witness this morning is Congressman Paul N. McCloskey, 11th Congressional District of California. Mr. Congressman, we are happy to recognize you and welcome you to this hearing.

STATEMENT OF HON. PAUL N. McCLOSKEY, A U.S. REPRESENTATIVE
IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. McCLOSKEY. Mr. Chairman, I am honored to speak in favor of Senate Bills 2615 and 2616 on behalf of the people of San Mateo County and the 11th Congressional District, in which both the San Francisco Bay Discovery Site and the proposed Skyline National Parkway are located.

I have joined with Congressman Mailliard to introduce a companion bill to the House of Representatives on both subjects.

I am particularly honored to follow and testify on this subject the senior Senator from California, who is one of the co-authors of the Interstate Defense System Highway Act of 1958, legislation which for the first time recognized, in constructing major transportation arteries, not only for the use and utility of the traveling public, but also for the enjoyment of the traveling motorists. This was earmarked in the 1958 act by setting aside 3½ percent of the Federal monies contributed for scenic beauty alongside of the roadways, as well as the elimination of the billboards in the immediate area.

The merits of this significant new Federal policy, as well as his concept of the first national parkway, the Blue Ridge Parkway in 1953 were amply confirmed by the report of the President's Commission on Outdoor Recreation and Beauty, which reported in the early sixties that 42 percent of the outdoor recreational activity of the Americans lay in simply driving or walking for pleasure.

The primary issue for determination by this committee is whether or not there is a national interest in the creation of the proposed Skyline Parkway and the historic sites adjacent to it. I would submit that this national interest can easily be seen from adding up the following facts: The San Francisco Bay area, with its unparalleled climate, topography and location, as one of the major commercial centers of the world, is experiencing a rapid population explosion. As with all such areas of burgeoning growth, there is immediate danger of the loss of those very qualities of the environment which permit the pursuit of life, liberty, and happiness, the same qualities which undeniably play a part in the selection of San Francisco as the site of not only national convocations, but convocations of worldwide significance, such as the founding of the United Nations, to name a significant example.

For the San Francisco Bay area there are two great topographical features which characterize this area, the bay itself and the rim of mountains which surround that bay. This committee will note that significant national, State, and local efforts have occurred with respect to preserving the navigable waters of the bay, and particularly to reserve that bay from pollution. Likewise, the preservation at that time of the pastoral wooded Skyline ridgeline, the phrase "I have been up to the mountain top" is not only the now immemorial utterance and eulogy of Martin Luther King, those words represent a basic part of the creed of every American, an embodiment of man's natural instinct to range across open space and to enjoy the view from areas of topographic prominence.

The Skyline ridge, Mr. Chairman, is an unparalleled example of such a topographical eminence. It is located immediately adjacent to

areas of large urban population. The previous national parkways of this country have been located and constructed east of the Mississippi River. I would submit there is need for a national parkway in this area.

The reason for the selection of the skyline as the first national parkway west of the Mississippi and in the designation by the State of California is its second scenic highway in this State, the area in which it will be located, San Mateo County, has pioneered significant advances in the very field which the national parkway concept embodies—and I speak in this respect of the trail system, the hiking and riding trail system, which has been pioneered in the State of California in this county of San Mateo.

I would speak of the undergrounding of utility lines which has been recognized as one of the concepts which should be a condition of the creation of the scenic parkway. San Mateo County is perhaps the first county in the Nation that insists that new distribution lines be placed underground.

For these factors, Mr. Chairman, I think that the selection of this area as the first parkway west of the Mississippi is amply justified.

I would speak briefly to the question of the Portola discovery site. One of the concepts of such a parkway for use by the people in this area is that it links or provides a means of linking areas of historic significance. The Portola discovery site is one such area. There are many others that following witnesses will testify to, along the route of this highway.

For all of these reasons, Mr. Chairman, I submit that a national interest is involved in the speedy creation of this parkway and the designation as a historic discovery site. It would be of particular significance that this be accomplished this year because of the fact that 1969 will mark the 200th anniversary of the discovery of San Francisco Bay, an event which preceded the founding of this Nation.

Senator BIBLE. That is a very impressive statement, Mr. Congressman, and I compliment you on it.

I am generally familiar with this area. I don't know where Santa Cruz is.

Mr. McCLOSKEY. That is farther south.

Senator BIBLE. That is farther south. My brother was born there, and over the years we have come down into this general area many times. I certainly know of its magnificence and the great need of preservation of these parkway concepts, which are most interesting—we have some examples of them on the east coast. I think you will find them developing more and more as we go along.

I compliment you for a very fine statement, Congressman.

Senator KUCHEL.

Senator KUCHEL. I simply join in what you have said, Mr. Chairman. It is an excellent statement and forms a basis on which Congress should approve the legislation to which he refers. Thank you very much.

Senator BIBLE. Thank you, Mr. Congressman.

Our next witness is the mayor of San Francisco, the Honorable Joseph L. Alioto. Mr. Mayor, we are delighted to see you this morning.

STATEMENT OF JOSEPH L. ALIOTO, MAYOR OF SAN FRANCISCO,
CALIF.

Mr. ALIOTO. Thank you very much, Senator Bible and Senator Kuchel.

I would, in normal circumstances, welcome you, Senator Bible, to San Francisco as mayor of San Francisco. Senator Kuchel, of course, is our own Senator, but I won't extend a welcome, Senator Bible, because there is a tradition around here that the Democratic Senator from Nevada, at a time when there is a Democratic administration in Washington, is, in fact, for some purposes a kind of third Senator for California. This was established by Pat McCarran.

Senator BIBLE. That is correct; he was my predecessor.

Mr. ALIOTO. Pat McCarran took the view at one point, when there were two Republican Senators, Senator Knowland and Senator Nixon, that he was the third Senator from California. In the light of that tradition, I am not going to welcome you. I am delighted to have you here as our own.

Senator BIBLE. As a short aside, I secured my first employment in Washington, D.C., under the late Pat McCarran. I ran an elevator when I was working my way through law school. I have been in the political life many years, and many times I said I wished I were back running that elevator. Thank you, Mr. Mayor, you may proceed.

Mr. ALIOTO. Senator Kuchel, of course, you understand entirely we are taking away no prerogatives from yourself in getting a third Senator.

Senator BIBLE. You have equal time.

Senator KUCHEL. All I have to say, Your Honor, is that we need all the help we can get sometimes in Washington, and as far as I am concerned, we will nominate Brother Bible a third California Senator right now.

Mr. ALIOTO. As a matter of fact, that tradition arose at the time of the appointment of Judge Murphy as Federal judge. His father had been the sheriff in Henderson County in Nevada.

Senator BIBLE. Judge Murphy was born in Austin, Nev. He was a Nevada man and we are mighty proud of him.

Mr. ALIOTO. Senator McCarran took the view he had the right to name the Federal judge in San Francisco.

I want to thank you very much for inviting me here today on the subject matter that we think is of vital importance. Today I want to urge you, as members of the U.S. Senate, to approve the three important bills proposed by Senator Kuchel.

Senator Kuchel has the admiration of all of the people of San Francisco for his constructive work in the U.S. Senate. He has been a good Senator for San Francisco as well as for California generally, and all of us in San Francisco, Democrats and Republicans alike, are deeply appreciative of the great services he has performed for us here. Typical of the great services he has performed for us are the three bills now before this committee:

Senate bill 2159, which would designate Fort Point as a national historic site.

Senate Bill 2615, which would designate the Portola discovery site just south of the San Francisco city limits near Pacifica as a national historic site;

Senate bill 2616, which would authorize the first national parkway west of the Mississippi River.

As you know, and as Senator Kuchel knows from his illustrious background and knowledge of California history, San Francisco and the San Francisco Bay area have a glamorous history dating from the establishment of Mission Dolores down to the present time, and it is incumbent upon us who live in this age to preserve some of the landmarks of this great history.

We in San Francisco are especially appreciative of the San Francisco tradition and the richness of the legacy that has been handed down to us since the discovery of San Francisco Bay nearly 200 years ago. We are resolved, as San Franciscans, and I use it in the broad sense meaning the San Francisco Bay area, not the city limits, to preserve our valuable legacy and to build upon it with the inspiration of the efforts of those who preceded us.

The legislation you are considering is of tremendous importance to all of us who value San Francisco's legacy. Likewise, this legislation advocated by Senator Kuchel and others, represents a national recognition of the growing importance of the history of the populace of the Pacific coast.

From the Department of Interior officials you will receive detailed information on the plans, as you already have, and I shall not burden you with repetition. From other witnesses you will receive details of interest from a historical standpoint.

I should like to mention that recently on a visit to Washington I conferred with Secretary Udall and asked him to support these measures, because of the paramount importance we attach to them, and he told us that he would support them enthusiastically and wholeheartedly.

Just some brief comments on each of the three proposals: The Fort Point National Historic Site would include a 29-acre piece of land between Lincoln Avenue and the water east of the toll gate on the Golden Gate Bridge. This, with the beauty and majesty of the Golden Gate Bridge on the south shore of the Golden Gate itself, would be a photographer's paradise, and a pleasant picnic area for the millions of tourists that annually visit San Francisco. That concept would be added insurance that the Fort Point National Historic Site would not become a musty, moribund museum. I am delighted that the broader concept of the national historic site has been included in the bill, and apparently has the blessing of the U.S. Army and the Department of the Interior.

Now on the Portola discovery site where Don Gaspar de Portola—there is an argument how you pronounce that, and I think maybe Portola is correct—discovered the San Francisco Bay, one of the great poems of our literature is by John Keats, the 19th century poet, where he is trying to set out poetically what are the great feelings of ecstasy

in the world, and he was trying to equate this with his own discovery of great literature, and in his poem he intoned:

* * * "Or like stout Cortez when with eagle eyes
He stared at the Pacific—and all his men
Looked at each other with a wild surmise—
Silent, upon a peak in Darien. * * *"

It was not Cortez but Balboa. The syllables, however, did not fit that particular line so he changed it to Cortez. Nevertheless, it is the same feeling that we have here about the man who first gazed upon San Francisco Bay, and we have a special interest in the light of this feeling for this particular bill.

The San Mateo National Parkway, which would extend from Pacifica and the Portola site to the southern end of San Mateo County at Saratoga Gap, is truly one of the greatest opportunities for a dramatic parkway to preserve not only the view of the Pacific east, and the bay, but the mountains for millions of present and future citizens of the United States.

The subject matter of this particular bill is that we have so dramatic an area of mountain and ocean, hill and water, and beautiful topography, that we have so dramatic an area so close to a center like San Francisco—so I would thank you very, very much, Senator Bible and Senator Kuchel, for this opportunity to express my views. I appreciate the time you have given me. Your interest and the record of both of you on conservation, and that applies to all of the members of the subcommittee, through your personal effort we can preserve some of the invaluable historical and scenic assets of this, which some of us regard as some of the great photogenic areas of all of the world, and the battle for conservation is an important battle and of ever-deepening interest.

There is the problem of reconciling the demand of esthetic and conservation, and sometimes the commercial development, and sometimes we lean too heavily on the side of commercial development—so we are pleased this morning to appear on behalf of the citizens of San Francisco to advocate the passage of these three important bills, which were proposed by our very fine friend, Senator Kuchel.

Senator BIBLE. Mr. Mayor, this is a splendid statement and we appreciate seeing you again. This is going to be helpful as we move forward on this development.

Senator Kuchel?

Senator KUCHEL. All I have to say, Mayor Alioto, is that you are an excellent public servant and certainly an excellent spokesman for the city over whose destiny you preside. I am delighted to hear you.

I hope that we can proceed as you have recommended and have this committee approve the several pieces of legislation before us. Thank you very much for all your generous comments. I wish you complete success in the difficult public chores which you have, and I have no doubt that success will crown your active labors.

Mr. ALIOTO. Thank you very, very much.

Senator BIBLE. Our next witness is George M. Dean, president of the Fort Point Museum Association. Mr. Dean.

STATEMENT OF GEORGE M. DEAN, PRESIDENT, FORT POINT
MUSEUM ASSOCIATION

Mr. DEAN. Mr. Chairman, Senator Kuchel, on behalf of my colleagues in the Fort Point Museum Association, we are deeply grateful for this opportunity to participate in a hearing on Senate bill 2159 which we consider to be extremely important legislation. We are fully mindful that the committee is hearing this morning three very important matters, and therefore, in light of the time factors involved, we have decided against parading a whole series of witnesses here who would extol the virtues of Fort Point and repeat their many views about its historical interest.

I think the fact that we have 29 important organizations who have already submitted, as we understand it, their resolutions with respect to this—

Senator BIBLE. They have, and they will all be made a part of the record, Mr. Dean. We have received them over the period of the last 2 months, and Mr. Verkler, our staff director, will see that they are properly inserted as a part of this record.

Mr. DEAN. Thank you, sir.

We are very pleased that later on today Senator Milton Marks of the California Legislature will be here to testify. Due to the legislative schedules, he and Assemblyman Ryan, who wishes to testify on 2615 and 2616 matters, will be here a little bit later, but will join us at that time.

We are delighted, of course, to have our distinguished mayor, Joseph Alioto, make a statement such as he just made, and I certainly think that he hit the salient points with respect to this very effectively.

In order to save time, I boiled my testimony down to a minimum, and I have already handed the committee 25 copies of my testimony. In addition, I have asked Mr. H. R. Morris of the Greater San Francisco Chamber of Commerce to give that organization's views on Senate bill 2159. He will be speaking as a representative of the board of directors of the chamber, and as the chairman of its military affairs committee.

Dr. Albert Shumate, who is one of our State's most distinguished authorities on history, will speak on behalf of the Historical Landmarks Commission of the City and County of San Francisco.

Mr. Gardiner Johnson, the president of the California Historical Society, will give his organization's recommendations.

As you can see from the beautiful photographs over on your right, gentlemen, we have here one of the finest examples of brick and granite construction in the world and, fortunately, it remains in excellent structural condition, even though it was abandoned as an active military post in 1906.

This map shows the area below there and right behind Mr. Carr is the map which shows the area of 29 acres that are now under lease to the Fort Point Museum Association. As the mayor so ably stressed, these acres in and of themselves present a historical, beautiful spot for picnic areas, parking, for a walkway, and some very interesting spots up on the hill, what we have come to speak of as Battery East. A magnificent old brick bunker was built there in the days when it became

extremely important that the defenses of the bay be augmented and a battery was built up on the hill above Fort Point.

These leases that I referred to are 20-year leases. Upon enactment of Senate bill 2519 our association would propose to surrender those leases and to work with the National Park Service as a cooperating agency, assisting in securing exhibit material and building public interest in the museum, and giving the fullest community support to this project.

During May of last year it was my good fortune to visit every major military museum in Europe, and while I saw many magnificent examples of army museums and lots of fascinating military impedimenta, I can assure you I saw no museum location that had the dramatic site and the magnificent physical structure that we have at Fort Point.

After the hearing and luncheon today, I am looking forward to the opportunity to conduct the committee and its staff through the fort in order to personally show you the magnificence of this structure.

We are greatly appreciative to Senator Kuchel for his authorship of S. 2159 and to Congressman Mailliard and Congressman Miller of Alameda County for their authorship of two additional bills which will now be introduced in the House of Representatives.

To summarize, why should Fort Point be declared a national historic site? It seems to me there are four key reasons:

(1) The heritage as related to San Francisco, to the State of California, and to the Nation, merit this recognition.

(2) The excellent physical and structural condition. Complete detail plans are available in the National Archives for us in its restoration. I might add parenthetically in talking to the National Park Service's historic architects, who visited the Archives with me, they say it is a unique phenomenon; usually when they are called upon to make a restoration, they have nothing to work from. Here we have 122 detailed plans of this fort.

(3) It is my belief that we must do more to teach our citizens, particularly our young people, about their heritage and their history. Here, with Fort Point in the heart of a great metropolitan area, we can be assured of very large numbers of visitors.

(4) This is a great military bastion, the only one of its kind in the world, and while Congress authorized three such forts, Fort Sumter, Pulaski in Georgia, and this one, only this one was ever completed to its full four levels, and it is by far the biggest one of its type. It is the only one west of the Mississippi River and I think, in view of the fact that the others have already been declared national historic monuments, that the recognition of this one is long overdue.

My last point is, I believe it is truly in the public interest to establish Fort Point as a national historic site and to approve Senate bill 2159 and to authorize the modest cost of restoring Fort Point and operating it as a part of the National Park Service.

In conclusion, let me state how appreciative we are, Senator Bible and Senator Kuchel, that you gentlemen would come to San Francisco and to this magnificent and historic spot, the Presidio of San Francisco, to conduct these hearings on Senate bill 2159. Thank you very much.

Senator BIBLE. Thank you for your statement. In addition to the statement given by Mr. Dean as president of the Fort Point Museum

Association, we will make a part of the record his more detailed statement that he handed to Senator Kuchel and to me a few moments ago. It is a very fine statement.

Senator KUCHEL. I only want to say, Mr. Dean, that you are one of a group of citizens up here who have been in the forefront in urging this legislation. I doubt that we would be moving along as we are today if it were not for you, Jim Carr, and a few others out there in the audience—so congratulations.

Mr. DEAN. Thank you.

(The statement referred to follows:)

STATEMENT OF GEORGE M. DEAN, PRESIDENT, FORT POINT MUSEUM ASSOCIATION

Mr. Chairman, on behalf of my colleagues in the Fort Point Museum Association, I wish to thank you for holding these hearings at the Presidio of San Francisco. No site of more significance from a historical standpoint could possibly exist. For but a stone's throw away is part of the first building built in San Francisco. We are proud of the heritage of the Army of the United States in California and in San Francisco, and rightly so. Fort Point became the great military bastion on the West Coast. The fact it was here, armed and ready, could well be the reason why no serious effort was made by the Confederate States of America to swing California to their cause during the Civil War. Then, too, it stood guard against possible hostile acts by foreign countries. We in California well remember that the Russians established Fort Ross a short distance north of San Francisco and the French put Maximilian on the throne of Mexico.

Turning now to our association. It is a California nonprofit corporation, first organized in 1959. It became active, however, only last year, and now has over a thousand individuals as members. We have a full time office secretary and are actively at work in the promotion of a great Museum of the Army of the West to be located at Fort Point. This museum would bring to life the history and the heritage of the Army, covering the period of the Civil, Indian and Spanish American Wars and the Philippine Insurrection, thereby covering the entire period of the active military life of Fort Point, namely 1861 to 1906.

Now, briefly, some of the history of Fort Point. On September 17, 1776, the Mexican Army founded the Presidio of San Francisco. While there was planning for a Mexican fort at the entrance to the Golden Gate, there actually was nothing done about this matter until Captain George Vancouver, of the British Royal Navy, sailed into San Francisco Bay, and as a result of his determination that there was a complete lack of defenses, the commanding officer at the Presidio was reprimanded by the Spanish Governor for having allowed the British such latitude in coming into the port. It was shortly thereafter that effort was made to build a fort known as the Castillo de San Joaquin, which was located on the precise area that Fort Point now occupies. That fort, however, was located 85 feet higher in elevation. It was a small fort, with a temporary earth-work mounting six guns. In 1794, the Spanish Viceroy ordered that the work on the fort be stopped, and therefore the Castillo de San Joaquin was really only a very inadequate defense. It is estimated that its original cost in dollars at the time it was built was about \$6,500. There is quite a bit of detailed history about this old fort, and it is generally believed that it was not well staffed or well armed, and could fall ready prey to an aggressive enemy. War with Mexico seemed imminent, and in early 1846, Commodore Sloat ordered the sloop-of-war Portsmouth to sail from Mazatlan to California to protect the American interests. She put in to San Francisco Bay on June 3, and on June 14 the California Bear Flag was raised over Sonoma and on July 1 Captain John C. Fremont crossed with a small party from Sausalito to the Castillo de San Joaquin in a launch, and spiked the guns in the fort. Two days later, the American flag was raised over Yerba Buena, the old name for San Francisco.

It soon became apparent to the American commanders that it was essential that some type of a strong fort be constructed to guard the Golden Gate, and while temporary efforts were made to mount six cannon at the old Castillo site, this was strictly improvisation pending the design and construction of a suitable fort. A company of artillery of the Third Artillery Regiment was stationed here to man these temporary defenses. Recognizing this critical need for greater de-

fense of San Francisco Bay, a board of engineer officers was formed in 1851 and directed to prepare plans for the defense of the Bay. This was done, and I have had the pleasure of inspecting the original approved plans for Fort Point, which bears up in the right-hand corner the words "Approved, Jefferson Davis, Secretary of War". This was in August of 1852, and construction on the fort then proceeded. The decision was made that the elevation of the fort was to be lowered 85 feet to bedrock. This structure, completed for all practical purposes in 1861, is the greatest structure of its type in the West. From many standpoints it was similar in design to the forts that were built at the entrance to Chesapeake Bay, Fort Sumpter, and in Georgia, Fort Pulaski; however, there are several very major differences.

First, Fort Point is the only structure of its type where the guns were emplaced on four complete levels. Secondly, while it also employs brick and granite as the building materials as did Sumpter and Pulaski, Fort Point is substantially larger in size than either of the other two, and mounted more cannon, and, thirdly, Fort Point, in spite of its age, stands today a fine example of the outstanding craftsmanship that was employed by the brick and stone masons and the architects and builders of the period 1852 to 1861. As you will see when you visit Fort Point, this is not a pile of rubble. This is a great monolithic structure that has stood the test of time and the California earthquake of 1906. As a matter of fact, even close examination reveals, after over 100 years, very few structural faults, and this is particularly noteworthy in view of the fact that Fort Point was abandoned as an active Army post in 1906 and since that time funds have not been available for its maintenance, with the result that nature has run rampant in her effort to destroy this magnificent structure, and I can assure you that she has been unsuccessful. This will be fully demonstrated during your visit. Interestingly enough, Fort Point originally cost \$2,800,000, with an additional \$400,000 being spent for the granite sea wall about 2,000 feet long. This sea wall is of itself a remarkable structure. It is reported, and I am unable to verify this, that the granite was cut in China and shipped here as ballast in sailing ships. In any event, these are keyed blocks of granite, which have as yet shown not one single fault, in spite of the fact that they take the brunt of the sea action at the Golden Gate.

While the fort was under construction, it became evident that we were headed into serious trouble between the states, and in anticipation of a civil war, artillery troops were ordered brought here from Fort Vancouver, Washington, in 1861 to strengthen the defenses of San Francisco Bay. Shortly after there began to appear warnings that the Confederate States had great desire to secure California for their cause. Therefore, the Lincoln administration rushed Lt. Col. de Russey to San Francisco, and he was charged with the responsibility for seeing what could be done to further increase the defenses of San Francisco quickly. And so additional cannon were installed on Alcatraz and on the bluff above Fort Point.

Fort Point marks the end of an era. This was the last brick and granite fortification of its type. The rifled cannon sounded the death knell of this type of military construction. This was adequately demonstrated by the destruction of Fort Sumpter and Fort Pulaski, both of which have been restored at great cost and designated as National Historic Monuments, and the now under the operation of the National Parks Service. So Fort Point stands alone, as the only example of this type of magnificent architecture and the only fort of its type that never fired a shot in anger, but as I indicated earlier, perhaps the very fact that it stood here as the stern guardian of San Francisco Bay, armed and equipped and manned by competent soldiers, may be the reason why it was never necessary to fire a shot in anger. In any event, the one effort which was made by the Confederate forces to outfit a privateer in San Francisco Bay and sail her through the Gate, failed the day before the effort was to be made, due to the fact that the United States Marshals arrested the crew.

It was my privilege to examine 34 boxes of materials in the National Archives, and to look at the 122 original drawings of every detail of Fort Point, all in magnificent condition. Here at the Presidio of San Francisco in our research library, we have two volumes of Special Orders that were issued by the Second and Third Artillery, headquartered here, and which furnished the artillerymen that manned Fort Point. In reading these orders, one is impressed by the fact that

the Fort Point Garrison supplied forces where needed all over the West. One finds orders moving platoons and companies, and individual enlisted men and officers, from Fort Point to Colville, Walla Walla, Spokane, Vancouver Barracks, Washington, and many of the artillery outposts that were essential during the Indian Wars.

Now what about the Fort Point Museum Association. What is its purpose and future? We are organized to help establish a Museum of the Army in the West, covering the period 1861 to 1906. It is our plan to secure exhibit material of all types, much of which has already been offered to the association, and to display it in this magnificent structure in such a way that the heritage of San Francisco, the State of California and the Nation will be of interest to the viewers. Last year, on one Sunday afternoon, between the hours of 1:00 and 5:00 p.m., as the result of one splendid article in the San Francisco Chronicle, we had between sixteen and eighteen thousand visitors at Fort Point. This, in addition to the 28,000 people who arranged through the Army for special tours of Fort Point during 1967.

Recently, our association wanted to determine what the public interest in Fort Point might be in its present condition, without exhibits, without the cannon, without, in fact, any military impedimenta whatsoever, and so, on April 6th and 7th, between the hours of 1:00 and 5:00 p.m., we opened Fort Point without any publicity and provided a specially trained and competent guide, who would receive visitors as they appeared at the door and expressed a desire to go through, take them through the fort in about 20 minutes. On Saturday afternoon, April 6th, 325 persons asked to be permitted to make the tour. On Sunday afternoon, 515 persons made the same request. At present, it is necessary that only carefully controlled and guided tours be permitted, because the roofs and porches show the effect of the ravages of nature and time. And because there is no electricity in the building and no other types of utilities, therefore, it is necessary that visitors be conducted in order to avoid accident. Our association maintains proper liability insurance to protect itself in the event of an accident. Fortunately, we have had no accidents inside the Fort.

I think these simple figures indicate to you the great interest that there is in this magnificent old structure, and I concur with information made available informally by the National Parks Service that in their studies of Fort Point it was their belief that because this vastly interesting structure is located in the heart of a tremendously large metropolitan area, that a million visitors a year could be expected.

The Association has under lease from the United States Army 29 acres, which include the fort itself and the property adjacent to it. Part of this area is of itself of great historic interest, because it contains what is spoken of as Battery East. These are old brick bunkers on the hill above Fort Point. The area contains a beautifully wooded section, and it is our hope and intention that suitable picnic facilities and walks would be provided in this area so that the visitors to Fort Point could be accommodated in a very delightful and interesting setting. Upon establishment as a National Historic Site we would surrender our lease and work with the National Parks Service as a cooperating agency assisting in securing exhibit material and building public interest in the Museum. We are deeply grateful to Senator Thomas H. Kuchel for his introduction of Senate Bill 2159, which, as you gentlemen know, would permit the establishment of a National Historic Site at Fort Point. We urge the Congress of the United States to approve this legislation, and specifically we urge you, Mr. Chairman, and the members of your committee to recommend passage of this legislation.

I am deeply grateful for this opportunity to testify before your committee.

Senator BIBLE. Our next witness is William E. McDonnell, president of the San Francisco Public Utilities Commission. Is Mr. McDonnell here? If he wishes to send in a statement, the record will be open for a short time.

Our next witness is Mr. Henry R. Morris, chairman of the Military Affairs Committee of the Chamber of Commerce of Greater San Francisco, representing the board of directors of the chamber of commerce. Mr. Morris.

STATEMENT OF HENRY R. MORRIS, CHAMBER OF COMMERCE OF
GREATER SAN FRANCISCO

Mr. MORRIS. Senator Bible, Senator Kuchel. The Greater San Francisco Chamber of Commerce, in the strongest possible sense, enthusiastically endorses Senate bill 2159 enabling Fort Point to be designated a national historical site. The board of directors of the Greater San Francisco Chamber of Commerce has already sent your committee a resolution urging the passing of this legislation.

The restored Fort Point, we believe, will have a very favorable impact on San Francisco economy. It is our understanding that the National Park Service estimates that Fort Point, under its operation, would draw annually approximately 1 million tourists. It is interesting to note that current chamber of commerce studies indicate that each tourist coming into San Francisco spends an average of \$38.50 a day. It is conservative to expect that a restored Fort Point will bring many thousands of visitors to this city, benefiting the entire economic cross section of the bay area.

The chamber of commerce would like to give special note to the outstanding historical significance associated with Fort Point. For nearly half a century the guns of Fort Point have guarded the waters of San Francisco Bay. Its guns commanded the entrance to the bay at the Golden Gate. Further, Fort Point is steeped in tradition and exudes those things which contribute most to pride in our country. Fort Point, Fort Sumter, and Fort Pulaski, being the only three fortifications of this design still in existence, constitute rare historical treasures that we simply cannot afford to let fall into disrepair.

The chamber of commerce believes that acquiring additional land and making Fort Point a national historical site will permit beautification of the entire area, including the provision of parkways located away from the building itself. Further, the chamber of commerce believes that this project will do much to enhance the sight of the Fort as a San Francisco landmark which hopefully will ultimately become a new national historical monument.

I would like to bring to this honorable committee's attention the fact the board of directors of the Fort Point Museum Association, representing a very broad segment of this city, enjoys the support of this entire area. As a matter of fact, there is no known opposition to this project.

Senator BIBLE. That is always a refreshing note in a park hearing. That would be the first one we ever had. This will be an all-time first, as far as I am concerned. I am happy to hear that. That shows that you people have done a great job in eliciting local interest of the people of this Greater San Francisco area, and you have been getting your pins in a row. Believe me, Senator Kuchel and I have been through many where it has not been the case.

Mr. MORRIS. If Fort Point is made a national historical site, not only will it be of tremendous importance to this city, but also to our State and to the entire Nation, for it possesses those inspirational qualities so necessary and so important in reminding our citizens—particularly our youngsters—of the glorious history of this Nation.

The chamber of commerce urgently requests this honorable com-

mittee to give favorable consideration toward making Fort Point a national historical site.

Senator BIBLE. Thank you for a very fine statement, Mr. Morris.

Senator Kuchel.

Senator KUCHEL. I congratulate you also, and apparently we have a possibility here of a bill embodying the best of two worlds. We will succeed in preserving a monument for the benefit of mankind, and we will also have the cash registers working at \$38.50 per day. I am not unmindful that man must eat.

Senator BIBLE. Our next witness is Dr. Albert Shumate, president of the Conference of California Historical Societies, representing the San Francisco Landmarks Preservation Advisory Board.

STATEMENT OF DR. ALBERT SHUMATE, PRESIDENT, SAN FRANCISCO LANDMARKS PRESERVATION ADVISORY BOARD

Dr. SHUMATE. Senator Bible, Senator Kuchel, I am here as president of the San Francisco Landmarks Preservation Advisory Board. I might also say that I am president of the Conference of California Historical Societies, and as such that organization also unanimously passed at a meeting a resolution urging the preservation of Fort Point and in favor of Senate bill 2159.

As president of the San Francisco Landmarks Preservation Board of San Francisco, which is an advisory board to the San Francisco Commission, we unanimously voted in favor of preserving Fort Point and of Senate bill 2159 as one of the great historical landmarks of San Francisco.

I believe that I can say it is more than that, though, and our reasons for making this resolution, as I have already given to the secretary here, I outlined so I will not go into that part of it, but I might mention that in a statewide aspect it is sometimes overlooked that the great seal of California, which is the official seal of California, in the background is the Golden Gate and Fort Point, and I think that is significant in that the whole State has recognized Fort Point for many, many years.

I would not go into our reasons, which are all in the article that I have presented to you, but we are certainly in favor, unanimously in favor, of the preservation and the passing of S. 2159.

Senator BIBLE. That is a very fine statement and the broader and larger statement will be incorporated in full in the record. Thank you.

Senator Kuchel?

Senator KUCHEL. Thank you very much, sir, and I think it is highly romantic that part of the great seal of our State depicts Fort Point, as you have suggested. Without making a speech, I just want to say, Mr. Chairman, that one of the buildings across the street from the White House in Washington, which is being preserved, has, as you know, because you and I were there together, upstairs a wood inlay of the seal of California which is absolutely priceless. The next time you people go to Washington, don't overlook it. Go to see it. It is the Stephen Decatur House.

(The statement referred to follows:)

STATEMENT OF THE LANDMARKS PRESERVATION ADVISORY BOARD

The Landmarks Preservation Advisory Board of the City Planning Commission of the City and County of San Francisco wishes to present to you and to the Committee the following statement on the matter before you, the preservation and restoration of Old Fort Point.

Located at Fort Point, under the Golden Gate Bridge, bounded on the north by the Golden Gate, on the west by the Pacific Ocean, on the east by the San Francisco Bay, and on the south by the Presidio of San Francisco, National Military Reservation.

Built on the site of an old Spanish fort, the Castillo de San Joaquin, it was constructed on the high bluff at the point in 1793-1794. This old fort was abandoned in 1835 by the Mexican forces, when Vallejo sent most of the Presidio garrison to Sonoma to defend the northern frontier. When Captain Montgomery captured Yerba Buena from the Mexicans in 1847, he caused the guns to be taken to a new battery (constructed at what is now Battery and Green Streets). Several years later the United States Army officers, including Ord and Halleck, recommended re-arming and refortification of Castle San Joaquin. In 1850 the President made the Presidio a federal military reservation, and in 1852 guns were again placed at old San Joaquin Castle.

In 1851 a board of engineer officers was appointed to study the organization of defense for San Francisco Bay. This board recommended forts be built at the entrance of the Bay and on Alcatraz. Congress appropriated \$5,000,000 and work commenced in 1853. Plans for the fort were standard of this type (like Sumter) and were provided by the War Department after a prototype by General Bernard of the French Army. The plans were signed by Jefferson Davis, Secretary of War, and adapted to the local terrain by Major De Russy. Engineer officers on the work included men later known to fame (De Russy and G. W. C. Lee, eldest son of Col. Robert E. Lee of the United States Engineers). The fort was called Fort Point in 1860, and was built on the headland after reduction of the 100 foot bluff to a new level, some ten feet above high water. Money soon ran out due to the high wages, and the officer in charge asked for \$750,000 more.

The materials used in construction included granite, which is, according to the Fort Point Association, both Chinese and California (the official Presidio history says New Hampshire granite); and brick, made locally in California. Fort Point most closely resembles Fort Sumter in plan, and remains alone on the West Coast to show this type of military architecture and engineering. An old story says it was built from plans by Col. Robert E. Lee. Work on the fort continued until 1861, the first year of the Civil War. Just before it opened, the War Department ordered work stopped. At this time, General Albert Sidney Johnston was in command of the Department of the Pacific (U.S.A.). Receiving orders to garrison the fort (early in 1861), he also ordered it to be completed that year. Shortly after providing for the defense of the city on behalf of the North, he resigned his commission, went South and died within a year, the Lieutenant General in the Confederate Army commanding at the battle of Shiloh against another officer who had earlier served in California, resigned his commission and had gone East, was U. S. Grant.

The fort, when completed, cost \$2,800,000 and the seawall was below an additional \$400,000. The early history of the fort; its great cost; the urgency with which it was completed in order to defend the port against the raids of the southern cruisers (like the Shenandoah) expected off the coast; the possible rising of southern sympathizers (such as Asbury Harpending) in San Francisco and their plots to seize the military posts and California on behalf of the South; all make the latter history of the fort an anti-climax. Never was it to fire a shot in anger, nor see one fired, nor to be destroyed (unlike Sumter). It is interesting to note its position in the advancing art of military technology; it was barely completed (April 1861) when its real obsolescence was clearly shown by the near complete demolition of Sumter by modern rifled guns. Still it stands a grim and forbidding sentinel by the Golden Gate.

The fact that the fort was obsolete became gradually apparent to the War Department. As early as 1868 plans for larger earthwork and brick batteries (above the fort on the bluff) were forwarded to Washington by the local engineer officer. These batteries were built in the 1870's. At intervals they were succeeded by more modern concrete casements and later armed with modern disappearing guns.

In 1882 General W. T. Sherman (another officer who had served in California) issued orders directing that the fort be renamed for General Winfield Scott, famed Commander-in-Chief of the Army until late 1861. The guns of the fort were removed between 1897 and 1901 and sold for scrap—save a few which became ornaments on Army posts. Several early Spanish guns yet remain at the Presidio and Fort Mason.

The statewide importance of Fort Point is shown in the Great Seal of California, which shows in the background the Golden Gate and Fort Point. The Landmarks Preservation Advisory Board of San Francisco strongly urges the preservation of this historic building and supports S.B. 2159.

Senator BIBLE. Our next witness is a long-time friend of mine, a man I have known for many, many years. I had not realized he was president of the California Historical Society, but I served with him on many Interstate Commissions for years, Mr. Gardiner Johnson.

Senator KUCHEL. Let me say also that the next witness and I have been friends for a long time. When we were considerably younger, we sat in the legislature together. I am glad to welcome you, too, Gardiner.

STATEMENT OF GARDINER JOHNSON, PRESIDENT, CALIFORNIA HISTORICAL SOCIETY

Mr. JOHNSON. I am not so sure about the last statement, Senator, because when I was sitting in the audience I thought you had not changed a bit since those days.

Senator KUCHEL. Oh, cut it out.

Mr. JOHNSON. For the record, my name is Gardiner Johnson. My office address is 221 Sansome, San Francisco.

I am president of the California Historical Society and am appearing in that capacity to report our society's official support of S. 2159, proposing that Fort Point be designated as a national historic site.

For your information, Mr. Chairman and Senator Kuchel, the California Historical Society is a statewide nonprofit institution founded in 1852 and incorporated in 1886. It is devoted to the study of the development of California and the American West, including, may I say, the Silver State of Nevada. It is dedicated and contributes to the collection, preservation, and distribution of historical information. Its aims are accomplished by maintaining an outstanding research library of western Americans and by publishing a Quarterly Journal and also books on selected historical subjects. I suspect most important to you might be the fact that the society is supported solely by membership dues. It is not supported by State or other tax moneys.

Our society is governed by a board of trustees. Currently, the membership includes scholars and teachers, historical writers, collectors, research specialists, and experienced sponsors of the publication of historical treatises.

Our board of trustees, acting upon the recommendation of the society's committee on historic names and sites, has adopted unanimously a resolution in favor of the passage of S. 2159, thereby supporting the designation of Fort Point as a national historic site. By that same resolution, I was directed to appear here as president of the society, and to speak briefly for the purpose of making known to you our official action in support of this bill.

One of the activities that our society sponsors regularly throughout the year is a program of trips to historic places throughout California, so that our members, their friends and guests might know and become familiar with the unique history of our cities, structures, and buildings. In this connection, we have conducted several tours of the Presidio of San Francisco, including Fort Point, and have brought hundreds of our members and their guests on these tours. Our experience supports the conclusion that a tour of Fort Point is one of the most popular in our entire list of historical structures, even in its present dilapidated condition. It would, of course, be even more fascinating and instructive if properly maintained. Parenthetically, may I say that right now on our agenda—I attended a meeting Monday a week ago of our program committee, and we are again having requests from members to repeat the tour of Fort Point. It has proved so popular that every time we have one we can't bring all the people who apply, and presently we are being asked to repeat it. I went on the last one, which happened to be on a spring day—I have been all over California on these trips, but I have never seen a more interesting and a more fascinating trip, and if I might say so in support of San Francisco's weather, a more beautiful spring day.

Others have informed you of the details of both the history and the neglect of this historic monument. Our purpose is to confirm their representations, and to inform you that our group of mature, experienced specialists in the field of history and the preservation of historical monuments lists this site as one that deserves preferred attention for designation as a national historic site. We urge the adoption of this bill.

Now, may I offer also, Mr. Chairman, if it would not break up the orderliness of the proceedings, a brief statement in support of S. 2615?

Senator BIBLE. Certainly.

Mr. JOHNSON. The Board of Trustees of the California Historical Society has also adopted by unanimous vote a resolution urging adoption of S. 2615, which would designate the bay discovery site as a national historic site.

Many of our society's members, including a number of trustees, have made the trip to the bay discovery site and we are familiar with the history of the expedition of Don Gaspar de Portola and his intrepid scout, Sgt. Jose Francisco Ortega.

We strongly recommend the adoption of this bill.

Senator BIBLE. Thank you very much, Mr. Johnson. It is good to see you again.

Senator KUCHEL?

Senator KUCHEL. I think you know, Mr. Chairman, at the valiant labors that the California Historical Society has performed over the last century for the people of this State. I thank you very much, Mr. Johnson, for representing that excellent organization and appearing here today as its president.

Mr. JOHNSON. Thank you, sir.

May I say, Senator, I neglected in my prepared statement to say it, but I would not want to overlook reminding you that among our most treasured possessions in our headquarters, what we call the mansion at 2090 Jackson Street, are a large collection of Kuchel and Dresden engravings.

Senator KUCHEL. Thank you very much for that. I enjoy reminiscing that my grandfather had a brother who was a wonderful artist and lithographer. I am thrilled that my people had something to do with some of our historic treasures.

Mr. JOHNSON. We have a number of them and I am proud to say I have one hanging on the wall of my office.

Senator BIBLE. Thank you very much, Mr. Johnson.

Our next witness is the Honorable James V. Fitzgerald, chairman of the Board of Supervisors of San Mateo County.

STATEMENT OF JAMES V. FITZGERALD, CHAIRMAN, BOARD OF SUPERVISORS, SAN MATEO COUNTY

Supervisor FITZGERALD. Senator Bible, Senator Kuchel, ladies and gentlemen, at this time I would like to introduce our planning director, Mr. Reino Liukkonen, who will point out the proposed national parkway in our county.

Gentlemen, I think what is foremost before your honorable committee today is an enormous opportunity. Our Pacific coast, which abounds in beauty, is bereft of a national parkway; and indeed, the proposed Skyline National Parkway would be the first west of the Mississippi. No major metropolitan area in the United States has in its immediate environs an open-space resource comparable to Skyline Boulevard in San Mateo County, which still lies in its jewel-like setting of acres of untouched watershed and open green lands.

Skyline is more than a local scenic road; it is a resource of regional and, we believe, national significance. If we are to truly believe that it is national policy to bring relief and a sense of open space to crowded urban areas, then here in Senate bill 2616, I reiterate, is an unmatched opportunity.

Let us start, then, by locating this scenic route and briefly describing it to your committee. Picture, if you can, the San Francisco Peninsula as a geographical feature—with the waters of San Francisco Bay on one side, those of the Pacific on the other. Right down the backbone of this land is a crest where in places one can glimpse both the bay and the ocean at the same time; and because the wooded ridges reach so high, somebody was once inspired to name this place the "Skyline."

The route extends south from San Francisco along the western ridges above two of the beautiful lakes of the San Francisco Water Department called Crystal Springs, traversing most of San Mateo County's remaining open space and presenting a variety of topographical character to delight the eye. The road continues south to Santa Cruz and Santa Clara Counties, going through forests of redwoods and Douglas fir and past meadows dotted with grazing cattle. In the open areas there are, on one side, panoramic views of rolling hills and the ocean; on the other, San Francisco Bay and the cities surrounding it. Some 32,000 acres of this open space on the seaward slopes have been placed under 10-year agricultural preserve agreements under California's Land Conservation Act, and will retain their character for some time.

On this small peninsula over which the Skyline presides are 18 cities beside the Great Mother City at the Golden Gate. Sixteen lie along the bayside and two are growing in the coastside with popula-

tions better than half a million persons. The city whose citizens come south in great numbers on the weekends and holidays contributes another 750,000, while regionally this great parkway would serve the nine counties touching the bay, which together have more than four and a half million people—a population greater than each of 30 States. By 1990 this population figure is projected to 7.2 million people.

Skyline's accessibility is unique. It lies within minutes of most of the population within San Francisco, San Mateo, and Santa Clara Counties. It is literally at their back doors. Driving for pleasure has become a major recreational outlet, and to have access to a scenic road that can be driven without pressure is indeed a 20th century wonder. And what makes a road like the Skyline such a pleasure to drive is that it is not overengineered, not formally manicured, but is an intimate part of the landscape.

At this time I would like to show you some pictures. Mr. Liukkonen will show you pictures of the area—I regret we cannot take you down personally.

MR. LIUKKONEN. Mr. Michael Fisher of our department will point out the location of the picture on the map.

The first one is at the beginning of the parkway and looks down the lakes of the San Francisco's watershed [showing picture A].

The next one is from the Portola Discovery Site and looks across the metropolitan part of the bay area. In the background you can see Mount Diablo, Oakland, the East Bay, San Francisco Airport, and the peninsula cities in the foreground (showing picture B).

The next picture is from the northerly part also, from the watershed land, looking up toward San Francisco which you can see here. Marin County, Mount Tamalpias, the Pacific Ocean and the coastal cities along the northern part of the peninsula (showing picture C).

This is taken from nearly the same spot. It looks south along the Skyline Ridge with the mountains and the ocean fog rolling in (showing picture D).

This picture shows some of the wildlife that we find in the game preserve of San Francisco's magnificent watershed area (showing picture E).

This is a view looking north from the Skyline up toward the ridge where some of these other pictures were taken (showing picture F).

Senator BIBLE. I think, if I might interrupt just a second, just by inquiry, Mr. Fitzgerald, do we have duplicate pictures, a duplicate set of these pictures? Our problem is, when we go back to our fellow members of the Park Committee, how are we going to follow what you are saying, unless we have pictures to look at?

Mr. FITZGERALD. We certainly will furnish you a set.

Senator BIBLE. In addition to that, I would ask, Mr. Reporter, that you get together with whoever you might designate and, when you are saying "here," that you mark it on the map, because I don't know where "here" is on that map when the record gets told, so number that point so that it agrees with the picture, so point A and point B agrees with Picture B or something, so we can follow it. We can follow it fine, but we have a large committee and we obviously cannot reproduce it. The photos will not be a part of the printed record, but we can have them available and we usually do in the Interior Committee. Then if somebody says, "Let's see what you are talking about," we can show them.

So would you please have your staff people, whoever they might be, work out the record in that respect.

Mr. FITZGERALD. Thank you.

Mr. LIUKKONEN. The next picture shows one of the views along the existing Skyline itself, with the coniferous forest and the wooded areas it passes through (showing picture G).

This is another view toward the southerly end, looking down toward the Santa Clara County and the mountains in the south part of our area (showing picture H).

This is a picture toward the coastal ranges of our county, also from the Skyline (showing picture I).

This is another view taken very early in the morning, showing the changing character of the skyline with the open hills coming in with the forest (showing picture J).

We have then, lastly, a picture of the qualities of this parkway (showing picture K).

Senator BIBLE. Thank you. I appreciate that. One question. What is the total length of the proposed Skyline Parkway from the beginning in the north down to where it runs off the map on the south?

Mr. FITZGERALD. Forty miles, Senator.

On February 8 this year, we dedicated a 22-mile stretch of Skyline Boulevard in San Mateo County as the second official scenic highway in California. This is the middle portion of the approximately 40-mile national parkway that is described in Senate bill 2616 and is being sought here today. It was a great and proud moment, crowning the intensive efforts of many groups of local citizens, all of whom found common dedication in the philosophy behind the state scenic highway program which was set up in 1963. The purpose is to maintain, by restrictions imposed by local jurisdictions, the scenic qualities of some of the beautiful roadways of California. The restrictions required are reasonable—even commercial development is possible. I bring this to your attention because there is something truly unique about joint action by local jurisdictions and groups of private citizens, moving by their own actions to begin to preserve a place like the Skyline. It didn't just happen; it came about after years of hard work including appropriate corridor delineation, protective zoning, and meeting specific standards set by the State.

Senator BIBLE. Has that worked out pretty well? I spent many years on this problem. When you get into the protective zoning, you get into a little bit of a controversy and into public hearings.

Mr. FITZGERALD. We had many public hearings and the people were able to convince the property owners that it was for future generations and in the interest of the citizens of San Mateo.

Senator BIBLE. I am convinced that it is, and I commend you for preserving these areas. Usually, when you get into this protective zoning, you are in a delicate area and it causes many problems.

Mr. FITZGERALD. Yes, sir.

Senator BIBLE. Do you have that resolved insofar as the 22-mile stretch of this proposed parkway lies in San Mateo County?

Mr. FITZGERALD. Yes, sir. We have a corridor that extends as far as 2,200 feet in some directions from the middle of the road, a protective corridor for this road.

Senator BIBLE. Thank you.

Mr. FITZGERALD. There is a long-standing local interest in the designation of Skyline as a parkway. It was nearly 50 years ago that a scenic route along the Skyline Crest was first proposed. In the intervening years, innumerable proposals have been made, some successful, others rejected, for the magnificent scenery of this area in San Mateo County. As early as 1940, a movement was begun to make Skyline Boulevard a national parkway. The war interrupted this effort; and later attempts at parkway designation have not been successful. With the increased interest in scenic roads, more legislation is taking place on both State and Federal levels—California's state scenic highway plan, the California Parkway Act, and the Highway Beautification Act of 1965, for example.

We are proud to have one of our supervisors, Supervisor Jean Fassler, from our county as a member of the President's Committee on Recreation and Natural Beauty. The President's Citizens' Committee on Recreation and Natural Beauty believes that scenic roads are one of our most important unrealized national recreational and scenic opportunities. The Committee reported to the President that the immediate challenge is not to design new scenic roads but to protect the character of the scenic roads we already have.

Like so many of our Nation's most naturally scenic roads, the Skyline is highly vulnerable to development because of its proximity to enormous pressures of urbanization. Protecting and improving one-of-a-kind assets like the Skyline has rightfully become a national concern as well as national policy. The Skyline National Parkway is needed to assure the continued existence of this valuable scenic and recreation resource.

All of the proposals for Skyline from its earliest days have envisioned it as part of a longer scenic route extending from San Francisco to Santa Cruz County and even further. It is hoped and planned that your favorable action on the 40-mile length of Skyline covered in Senate bill 2616 will be but the beginning of a great Pacific Scenic Parkway that will wander through San Francisco, Santa Clara, Santa Cruz, and Monterey Counties, at the outset, and perhaps in the longer range of time, along the length of the Pacific coast from Tijuana to Vancouver.

To know that there will always be big wild areas of deep dark red-wood forests along a silent road gives the members of this board of supervisors a sense of deep satisfaction.

In summary, then, if you were to ask: Why does this route qualify above all others to be designated a national parkway by the Secretary of the Interior? We would answer:

(1) Because of its great scenic beauty and relatively unspoiled quality.

(2) Because it constitutes an immediately accessible vast open space resource to a great and growing urban area.

Senator BIBLE. I don't know whether that is true of this entire 40-mile parkway or not, but if I understand what you are saying correctly, insofar as San Mateo County is concerned, you, in effect, have 22 miles that is immediately available without condemnation, which always becomes a nasty word in parkways and parks and recreation areas.

There will be other witnesses, I am sure, who will tell about the rest of it. What is the next county you get into after San Mateo?

Mr. FITZGERALD. Santa Clara.

Senator BIBLE. Does the balance of the 40-mile parkway, that would be 18 miles, lie in Santa Clara County? Is that the way it works?

Mr. FITZGERALD. No; it would be 40 miles in our county.

Senator BIBLE. Forty miles in your county?

Mr. FITZGERALD. Yes, sir; and Santa Clara County is acceptable. They have certain restrictions in their zoning, and we hope that this road would eventually go from Tijuana, Mexico—

Senator BIBLE. To Vancouver, Canada. Yes, I am very familiar with parkways, but let me get this through my mind. This 40 miles that lies within the county of which you have the honor of being the chairman of the board of supervisors, of that 40 miles you have 22 miles presently zoned; is that a correct statement?

Mr. FITZGERALD. Yes, sir.

Senator BIBLE. How about the other 18 miles?

Mr. FITZGERALD. The point from the San Francisco line to Half Moon Bay area goes through the San Francisco watershed and there is no problem there, because that is a public-owned property.

Senator BIBLE. Very well.

Mr. FITZGERALD. But it has not been designated as to the route through there.

Senator BIBLE. Insofar as San Mateo County is concerned, is it or is it not true that you have no great, difficult problems about acquiring the necessary rights-of-way of the parkway on which to build a road? Is that a correct statement or not?

Mr. FITZGERALD. On this area?

Senator BIBLE. Just within San Mateo County.

Mr. FITZGERALD. To be honest, as you know, there is about a 50-foot easement on both sides of the road that already has been acquired.

Senator BIBLE. I am not talking about the financing part. We all have dollars, I am sure of that. What I am talking about, have the necessary scenic easements been acquired at the present time, or do you have adverse interests as you move the highway through the proposed area?

Mr. FITZGERALD. I think from the first part here through San Francisco, Mr. Carr said he would cooperate with us. There is no problem there.

Going from Half Moon Bay south we have already had four public hearings and we have designated it a scenic corridor. There is restricted zoning on it. You cannot build unless you go along with the restricted commitments that we have on the property.

Senator BIBLE. Then you have substantially cleared out the controversy for the total length of the 40 miles, 22 miles for the reason you have described, the other 18 miles where our mutually good friend, Jimmie Carr, says there will be no problem because it is under the jurisdiction of the city and county of San Francisco?

Mr. FITZGERALD. Yes, sir.

Senator BIBLE. That pretty well takes out the adverse interest insofar as ownership is concerned, where you get into real problems. Is that correct or not? I don't know whether you condemn or what.

Mr. FITZGERALD. Yes, sir; that is generally correct.

Senator BIBLE. I am trying to get the whole picture. I served as Attorney General of Nevada for 8 years, and one of the roughest problems is when you build a highway, everybody wants a highway except they don't want it through their own land. I understand that. I was trying to get the total picture. Thank you, Mr. Fitzgerald, and pardon the interruption.

Mr. FITZGERALD. I am glad you asked the question, sir.

(3) Because it will not only serve to refresh the souls of those families who live in the bay area, but also the large numbers of those American and foreign visitors who pour into the bay area annually.

(4) Because many of our Nation's most naturally scenic roads, including the skyline, are highly vulnerable at this point in history and protecting and improving them as rare assets has justifiably become a national cause.

In other words, this is an opportunity we have. We want the Federal Government and you people to designate this as a national parkway and help us save this area from future subdivisions and actually bulldozing these beautiful trees and save it forever. Actually, you might say this is almost our last chance.

Thank you very much, Senator.

Senator BIBLE. A very splendid statement, Mr. Fitzgerald. It is very well worked out and well given.

Senator KUCHEL. Supervisor Fitzgerald, it is an excellent statement. Will you be available later on this morning to be recalled if I want to ask you some more questions?

Mr. FITZGERALD. Yes, sir.

Senator BIBLE. Thank you, sir.

Our next witness is Mrs. Janet J. McCoy, director, Office of Tourism and Visitor Services, State of California. It is very nice to see you.

STATEMENT OF MRS. JANET J. MCCOY, DIRECTOR, OFFICE OF TOURISM AND VISITOR SERVICES, STATE OF CALIFORNIA

Mrs. McCoy. Mr. Chairman and Senator Kuchel, I am Janet J. McCoy, director of the Office of Tourism and Visitor Services of the State of California, and I am speaking today also on behalf of Mr. L. W. (Bill) Lane, Jr., publisher of Sunset Magazine and chairman of the State Tourism and Visitor Services Commission.

You have heard a great deal of testimony on the Skyline Boulevard so far, and so I have condensed my full statement into just a few comments that we would like to make.

Senator BIBLE. Your full statement will be incorporated in full in the record.

Mrs. McCoy. Thank you, sir.

On February 8, I had the privilege to attend the dedication of the 23-mile portion of the Skyline Boulevard when it was designated as the second "official State scenic highway of California." I think the record should show that a great deal of admiration and certainly credit goes to the jurisdiction and the hard work of San Mateo County and the cities of Portola Valley and Woodside, which worked so hard to make this possible. It is also noteworthy that in naming this portion an "Official State Scenic Highway," encouragement is given to the

adjoining communities to take the steps necessary to protect the entire length of this route from the effects of urban expansion.

The population growth of California, of course, continues at an unprecedented rate. The very topography of the San Francisco peninsula area demands that steps be taken now to preserve environmental quality. The density of population is actually being forced down into the very area that needs protecting.

The peninsula is served by Highway 101 with its full freeway status that affords rapid connections between San Francisco and communities to the south. The newly completed section of the Junipero Serra Freeway and the existing plans for the continuation of it also serve to alleviate the demand for daily transit needs. The very terrain of Skyline Boulevard in itself does not lend itself to freeway status. It is not of that we speak.

In California, and in much of the rest of the Nation, more and more of the pressing problems of our time are coming to be those of quality rather than quantity. There are few indications for the coming generation of any widespread and persistent scarcities of food or of raw materials needed for industrial growth. Instead, the availability of suitable surroundings for recreation, the beauty of the countryside, the effects of urban living upon the human body and spirit, these and many more make up a mixed bag of problems that refer to the quality of our environment. Landscapes blocked from view by commercial clutter are spoiled for recreation travelers and sightseers. Indiscriminate urban sprawl gobbles up virtually all surroundings rarely relieved with open space or beauty. The physical environment of urban life is rapidly becoming an essential ingredient in location decisions by household and certain types of business employers.

Suddenly the amenities count, and open space for recreation and beauty rank high among sought-after amenities. To have in our grasp the opportunity to preserve the beauty and grandeur of such an area immediately adjacent to a big metropolitan center such as ours is one that we must not let slip by.

For Skyline Boulevard has the rare quality of equating beauty and economic importance. I speak now of tourism and the potent part that the Skyline Scenic Parkway plays in it. Tourism, with its \$3 billion income to the State, is California's third largest basic industry.

Recent surveys show that driving for pleasure ranks second only to gardening as the outdoor activity most popular on a national basis. Further, driving for pleasure is by far the No. 1 outdoor activity away from home. It must be remembered that this is on a national basis. Certainly on a strictly California basis, driving for pleasure would represent an overwhelmingly greater percentage of all leisure time activities. We have more cars than any other State and our climate lends itself to driving for pleasure on a year-round basis, while such activity in other parts of the country is limited by climatic conditions.

Because we do drive so much for pleasure, it is doubly important that we set aside the kind of road that would permit us to engage in this leisure time pursuit. Growth of our population will not abate, so steps for the preservation of such a road must be taken now. Ribbons of concrete, while serving necessary transportation needs, are not the answer for our recreational driving.

While California has Disneyland and other fantastically popular manmade attractions, the State's natural and scenic beauty is one of its primary reasons why people choose it as a vacation goal. Preservation and accessibility to such beauty are, therefore, extremely important factors for the continued growth of California's \$3 billion tourism industry.

We know, too, that many communities benefit year around beyond measure from attractions or projects that were originally or basically designed for pleasure. Planned as definite tourism points of activity or interest, these are available on a continuous basis for all of the local citizens to savor and enjoy to the fullest—a year-round advantageous experience to be used to the utmost by everyone. Certainly the Skyline Boulevard falls within this category.

For these reasons, such a road, designed, protected, and designated as a national scenic parkway so astonishingly accessible to a large metropolitan area relates directly to the future economic health of the State of California.

Mr. Chairman and honorable members of the committee, it is the sincere hope that you will act favorably on the request for the designation of this magnificent, unspoiled roadway of beauty as the Skyline National Parkway of the State of California.

I thank you for the opportunity to be here today.

Senator BIBLE. Thank you for a very fine statement.

Senator KUCHEL. Thank you. I don't want at this point in the record to develop the problems of land acquisition. I would like to do that subsequently, however. Meanwhile, I think you have stated the case for the legislation most persuasively and I thank you for being here today.

Senator BIBLE. Our next witness is Eleanor Boushey, from the town of Portola Valley.

STATEMENT OF MRS. ELEANOR BOUSHEY, PORTOLA VALLEY, CALIF.

Mrs. BOUSHEY. I want to show you where Portola Valley is on the map. It is right here (indicating). We are right down here, and we run up to the Skyline, about 5 miles.

Senator BIBLE. Thank you, Mrs. Boushey, and I am glad you pronounce it Portola. Reno is my hometown and we have Portola right out of Reno, and I have always pronounced it Portola, and after this many years when I get to this pronunciation of Portola, I don't know—I make lots of mistakes and I am happy to hear that you pronounce it Portola.

Mrs. BOUSHEY. There is no argument about it in Portola Valley.

I have never testified at a hearing like this before, so I hope I am going to do and say all the proper things, and I don't want to be repetitive. I just want to make two points.

In Portola Valley there will be no trouble about land acquisition, because we are looking ahead to this. Our land along the Skyline is not at this time developed, and looking forward, we have provided for planned unit developing or cluster development, and the density in this area is going to allow between 1 and 9 acres per dwelling unit, so it is going to be very low density.

We are requiring a 200-foot setback from the Skyline for all buildings, and within 1,000 feet of the Skyline we have very strict controls. In fact, they are not allowed to do any grading, tree cutting, or anything without permission of a special town committee, so we really feel we are looking toward the future.

The other point I wanted to make, which has been made in part by other speakers, is that popularly, people think of this kind of thing as the frosting on the cake, but I don't feel in our urban areas that things like parkways or historical monuments are at all the frosting on the cake. I think they are an essential part of the cake itself, perhaps a very fundamental part.

The big problem today that faces our country is how to keep our metropolitan areas livable. How can we keep them from turning into these disaster areas of unhappiness and frustration, and some way has to be found. Well, it won't be just one way. I feel that we all have to help in this.

There are going to be many solutions, there will have to be many people contributing partial solutions to the problem, but certainly one solution, one essential ingredient is adequate recreational facilities that everyone can enjoy, that are inexpensive to enjoy, that people can get to quickly and easily.

Also, the area has to be kept attractive, so people want to go on living in it. In both these ways, things like the historic site and the parkway are ways of contributing and ways of helping, and I think we just cannot let our cities develop in the future as they have in the past. We all have to think about it differently. We perhaps even have to consider land more as a public trust than as an instrument with which the people can do what they want.

I remember not too long ago in a book about Nat Turner reading about the revolution of the slaves in Virginia. Human people were then considered private property that anyone could do with what they wanted to, and I sometimes think in another 100 years we will look at land and think, "Goodness, could anyone do what they wanted with their land in those days?" We won't be able to believe it, because it is true that no man is an island.

Senator BIBLE. That is a very emphatic and dramatic statement, very well said. I think that many of the problems that we are having in our country today relate to, believe it or not, that at one time we considered human beings as personal property and chattels. That is a hard thing to realize in this day and age, but that was true, and I think you stressed two very important points.

Of all the committees that I serve on in the U.S. Senate, none gives me any more reward than serving on the Parks and Recreation Subcommittee, because we are charged with a legacy and we are charged with a trust of preserving this wonderful country of ours before it is too late. In fact, we are running about 25 or 30 years late right now, but we are trying to make up for some of that lost time. Yours is a very fine statement and I congratulate you.

Senator KUCHEL. I congratulate you, Mrs. Boushey. Tell me, is the town of Portola Valley an incorporated municipality?

Mrs. BOUSHEY. An incorporated municipality. We have been going on this—4 years.

Senator KUCHEL. Do you have any local ordinance restricting the development in the area which would be acquired?

Mrs. BOUSHEY. That is right.

Senator KUCHEL. Under this legislation?

Mrs. BOUSHEY. Yes, we have.

Senator KUCHEL. How long a section, would you say roughly, do you have of this parkway?

Mrs. BOUSHEY. I think we really have about 6 miles of the Skyline on the west side.

Senator KUCHEL. —I see.

Mrs. BOUSHEY. I was getting mixed up. The east side.

Senator BIBLE. Thank you very much. You are a very fine witness, Mrs. Boushey, and we will incorporate your prepared statement in the record.

STATEMENT OF MRS. ELEANOR BOUSHEY, PORTOLA VALLEY, CALIF.

Ever since the Town of Portola Valley came into being four years ago, our Town Council has consistently worked toward the establishment of a Skyline Parkway.

We do not feel this is an unimportant matter, or one that is unrelated to the major problems our urban areas face today. On the contrary, the maintenance of the liveability of the urban area is critical. Ways have to be found to keep our cities attractive so that people will be happy living in them. We have to find ways to keep the air fresh and the water pure. The city has to offer not only jobs, education and housing, but also adequate recreational opportunities for all ages and all economic classes.

Just as there is no one cause for the problems of our cities, so there will be no one solution. These problems will be solved only if they are attacked on many fronts—only as each of us, working in his own field, makes the contribution he can toward solving them.

The Skyline Parkway would be one such contribution. A parkway in a metropolitan area can be of benefit in many ways. It certainly adds to recreational opportunities for all ages and all economic classes. The whole family can get in the car and go for a picnic or a pleasant drive—and this is one of our favorite recreations, as we all know.

Scientists tell us that a certain amount of green must be maintained in each air basin for the regeneration of the air and here again the parkway can be useful.

Certainly parkways add to the beauty of the city, help maintain property values and encourage tourism.

And what a wonderful opportunity for a parkway we have here; an area of unparalleled scenic beauty, less than an hour's drive from 4 million people!

Portola Valley believes that the Skyline Parkway should be developed as a slow-speed, recreation route, similar to the Blue Ridge Parkway in Virginia. Fast through traffic would continue to be accommodated by other routes.

Portola Valley has taken some practical steps toward the preservation of the part of the Skyline Corridor that lies within the town limits. In the adopted Portola Valley general plan the Skyline is shown as a parkway. Adjacent to the parkway corridor our zoning will allow only very low-density residential development, 1 to 9 acres per dwelling unit.

In addition to ordinances designed to keep the whole town attractive, we have adopted special restrictions for the Skyline Corridor:

1. A setback of 200 feet from the right-of-way for all buildings.
2. Access control, requiring the subdivider to dedicate a service road.
3. Within 1,000 feet of the Skyline, special regulations restricting removal of vegetation, tree cutting, grading, and requiring architectural control of all structures.

Skyline Boulevard has recently been declared the second of California's officially designated scenic highways. This means that an effort will be made by the state and local jurisdictions to protect the corridor. But we are all aware

that this is only an interim measure, and that only by becoming a Parkway can this beautiful drive receive the permanent protection that the public interest requires.

Senator BIBLE. We will be in recess for 10 minutes.

(Ten-minute recess taken.)

Senator BIBLE. Our next witness is Ernest J. Ribera, chairman of the San Mateo County Parks and Recreation Commission. Mr. Ribera.

STATEMENT OF ERNEST J. RIBERA, CHAIRMAN, SAN MATEO COUNTY PARKS AND RECREATION COMMISSION

Mr. RIBERA. Senator Bible, Senator Kuchel. It is indeed an honor for me to be here today. I will be addressing a few remarks to the point of the recreational value of the proposed national parkway.

Few metropolitan areas of this country are blessed with such varied and interesting scenery as that of the San Francisco Peninsula. It was almost as if nature was providing an aerial platform to view this land of ever-changing and exciting vistas when she created the chain of mountains that traverse the entire length of the peninsula. Here, viewing the Pacific Ocean on one side and the San Francisco Bay on the other, one may travel along the Skyline Boulevard through tall stands of redwood forests and open meadows from the northern boundary of San Mateo County to its southern terminus at Saratoga Gap. The slopes of the mountains flow from the Skyline Boulevard, the proposed National Parkway, east through the bustling cities to the shores of the San Francisco Bay and west through the farms and ranches to the beaches of the Pacific Ocean.

The recreational values of the proposed national parkway are many and varied. Probably, the single most significant value would be that of being a unifying force in combining many of the major recreational areas together into a single integral recreational complex. Contiguous to the proposed national parkway there is now one large county park and the great expanse of the San Francisco watershed, which will soon be open for recreational use. In the close proximity of the parkway, there are three county parks and two State parks. In the planning stages are two additional county parks that will also be located near the parkway. We can expect that all of these parks will be connected to the parkway, either directly or by a scenic highway or local parkway. The end result will be a very harmonious blending of recreational facilities and maintenance of the natural beauty and open space. It will also then be possible to tie the appropriate facilities, such as trails of the parkway, to these local parks.

It has long been the plan of San Mateo County to establish a system of hiking and riding trails that would lead from our many cities to a trunk trail and then to our major recreational areas. The county has already established some 55 miles of trails, and was one of the 10 recipients in the country to receive a Federal grant for a demonstration trails project. However, due to the lack of a completed section of a trunk trail, it is proving very difficult to make this plan a reality. The establishment of the national parkway with its complete trails system, running from the northern boundary of the county south, would provide the vitality needed trunk trail. It is our feeling that we then will be able to quickly complete our trails plan. Loop trails will be built at

the rest stops along the parkway that will either lead to spots of special interest or provide for hills of short duration.

Although good progress has been made toward a hiking and riding trails system, little has been done to meet the ever-increasing needs of the bicycle rider. The bicycle paths of the parkway would inevitably lead to a comprehensive system throughout the county.

We can see on weekdays and Sundays right now bicycle riders going down the present Skyline Boulevard, and it is really very hazardous. There is no place for them to ride off the highway.

All recreational surveys indicate that the most popular unorganized recreational activity is that of driving for pleasure. Indeed, the California recreational plan states that half of the passenger miles traveled in California are traveled for social and recreational purposes. The existing Skyline Boulevard has long been a popular road for this activity, even though the road was not designed for it. There is only one developed Vista Point and only two rest areas. Further, the pressure of urbanization threatens this scenic highway. The establishment of a national parkway will not only meet this need for recreational driving, but will provide an access to the major recreational areas of this region.

The parkway, because it is designed for this purpose, would have destinations; the regional parks, because it would offer such a beautiful drive, would encourage the recreational driver to leave the freeways and highways, and thus help lessen the congestion on these roads.

The visitor to the parkway will need many of the facilities of a park. The rest areas will provide picnic facilities and the adjacent county or State parks will provide the overnight campgrounds.

On the parkway and immediately adjacent to it are three historical sites. One of these is the Portola Discovery Site, which is the spot where the party of Don Gaspar de Portola stood when he discovered San Francisco Bay—and I am happy that the people who live there pronounce it that way.

Senator KUCHEL. We may be doing an injustice to pure Español.

Mr. RIBERA. I am not sure how many experts there are in the room of the Castillian language, but being of that descent, I pronounce it that way.

Senator KUCHEL. Are you of Spanish descent?

Mr. RIBERA. Yes.

Senator KUCHEL. That is a very good brief.

Mr. RIBERA. Certainly this should, and will, rank as one of the major historical sites, not only of California, but of the Nation as well. It was a significant milestone in the exploration of California by the Spaniards, and in their development in the San Francisco region. San Mateo County, as part of its master plan, will develop other historical sites along the route of the national parkway.

It has been estimated that in 1990 the population of our county will total 900,000. It has also been predicted that the rate of demand for recreational facilities will greatly exceed the rate of population growth, largely because of increased leisure, higher incomes and greater mobility.

Senator BIBLE. What is that population as of today?

Mr. RIBERA. About a half a million, Senator.

Senator BIBLE. 500,000, and you are projecting it to 900,000?

Mr. RIBERA. Yes. It is now 565,000.

Senator BIBLE. That is the population of my State, almost. I mean, my State is almost up to 565,000. We are not there yet. Please go right ahead.

Mr. RIBERA. The problem of implementing a plan that will be able to meet this demand is compounded by the relatively small size of this county, the generally difficult terrain, and the great demand for these lands for other uses. The proposed national parkway not only will be a major assist in meeting these regional needs, but is a fine example of a multiple use of land. The parkway while fulfilling a function of preserving a natural resource and being a major recreational area, would be a part of the county's road system, also.

The San Mateo County Parks and Recreation Commission, at its meeting of March 13, 1968, unanimously passed a resolution urging favorable consideration of this bill that would create a Skyline National Parkway.

Senator BIBLE. That was a very fine statement. Tell me about the existing Skyline Boulevard. Where does it fit into the road system of the State of California? What status does it have? What type of a road is it, and who built it, and at what percentage? Who maintains it?

Mr. RIBERA. I can only tell you of my knowledge of the road, not of any of the legal background of it, Senator.

It is mainly a two-lane road.

Senator BIBLE. We might have some other witnesses who can answer that.

Mr. RIBERA. The county engineer, Don Wilson.

Senator BIBLE. Are you going to appear later, Mr. Wilson?

Mr. WILSON. No.

Senator BIBLE. Why don't you come forward and identify yourself?

The question is: Is it a primary, secondary, State system, county road, whatever it might be?

I compliment you very much for a very fine statement, Mr. Ribera.

Mr. RIBERA. Thank you, gentleman, it is an honor to appear before you.

Senator KUCHEL. Excellent, Mr. Ribera. You are going to be playing a part, your county parks and recreation committee, when this bill becomes law by the development of the section of the area that ought to be transferred over. I will defer, Mr. Chairman, raising a question of the parts both the county recreation areas and the State areas will play, but I assume under the restrictions of the bill, which is an authorization to accept 125 acres per mile in fee and 25 acres per mile in scenic easements, that acquisition is going to be a problem which can be resolved, and you are going to help resolve it.

Senator BIBLE. Would you identify yourself to the record, please?

STATEMENT OF DON WILSON, COUNTY ENGINEER, SAN MATEO COUNTY

Mr. DON WILSON. I am Don Wilson, county engineer of San Mateo County. There is no road existing on the portion of the route that shows at the left end of the map, where the little cross lines show. There is no existing road through that area.

Senator BIBLE. That is the area that is the water protection area owned by the city and county of San Francisco?

Mr. WILSON. Right, sir.

Senator BIBLE. There is no road there at all? How about the balance of it?

Mr. WILSON. The rest of the road is a State highway.

Senator BIBLE. So designated on the State highway system?

Mr. WILSON. Yes.

Senator BIBLE. How does that work? Refresh my memory. How much did the Federal Government participate? Is that 50-50?

Mr. WILSON. This road is about 35 years old, sir.

Senator BIBLE. Thirty-five years old. Who operates and maintains it, the State of California?

Mr. WILSON. The State of California.

Senator BIBLE. Under the State highway commission?

Mr. WILSON. Under the division of highways, yes, sir. It is a two-lane road, probably averages 20 or 22 feet in width of pavement. In other words, rather narrow shoulders. It has rather old-time standards insofar as curvature and grades are concerned.

Senator BIBLE. Has it been rebuilt over the past years?

Mr. WILSON. It has been maintained.

Senator BIBLE. It has not been reconstructed, rebuilt, realigned?

Mr. WILSON. There has been very little realignment. There has been in some cases, where they have had major slipouts and this type of thing, but it is essentially the same road that was built there some 30 or 35 years ago.

Senator BIBLE. But it is completely under the jurisdiction of the State highway department?

Mr. WILSON. That is correct. It has also been designated as a State scenic highway recently.

Senator KUCHEL. What is the legal implication of that?

Mr. WILSON. This is a system that has been adopted by the State of California largely to protect the scenic values of existing highways.

Senator KUCHEL. And how do they protect it?

Mr. WILSON. The protection is done through the local jurisdictions, through their zoning requirements. This has been brought out in previous testimony before you here today, that the county and the cities involved have created zoning restrictions along the corridor of this highway.

Senator KUCHEL. Who designated it a scenic highway?

Mr. WILSON. The State of California, but before they give the highway such a designation the local jurisdictions must pass these restrictions to protect the scenic values.

Senator KUCHEL. I see.

Senator BIBLE. Would you know, or if you don't know, we can ask the staff people to get it, the legal width of the right-of-way through this particular part? This is a State highway, so obviously you must have title to at least some area by way of easement. Could this be supplied for the record?

Mr. WILSON. One hundred feet.

Senator BIBLE. Fifty feet each side of the center line?

Mr. WILSON. No, sir; that is the total width.

Senator BIBLE. Total width of 100 feet?

Mr. WILSON. There are some areas where it extends farther out, but generally speaking, the right-of-way is 100 feet.

Senator BIBLE. From boundary line to boundary line?

Mr. WILSON. Yes.

Senator BIBLE. Would you have any idea what the cost of this 22-mile road was at the time when it was built?

Mr. WILSON. No, sir; I have no knowledge of that.

Senator BIBLE. I will ask the staff. It would be helpful to anyone making a study on planning and designing and estimating, because this might be a guideline as to costs, even though it is about 35 years old.

Senator KUCHEL. What, if any, effect does a county zoning ordinance have restricting development, if the properties were transferred to the Secretary of the Interior, as the bill authorizes? We talk in terms of scenic easements. Actually, the result is the same if you have a scenic easement. That is about the same as having a local municipality by ordinance prevent construction on the properties involved. It is the same thing.

Mr. WILSON. It would seem to me the end result is the same.

Senator KUCHEL. It seems so to me, too, and you might be saving money. Well, at least you can look into the problem.

Senator BIBLE. Is the staff clear on the point? Very fine, just come up with the answer.

Thank you very much, Mr. Wilson. That is all I have at this time.

Now I am going to call on the Honorable Leo Ryan, who has been here for some little time. He is a member of the Assembly, of the 27th Assembly District of San Mateo. Mr. Assemblyman Ryan.

STATEMENT OF HON. LEO J. RYAN, STATE ASSEMBLYMAN

Mr. RYAN. Thank you, Senator.

Mr. Chairman, first of all, I am very happy to be here and testify to this matter. It is very easy to testify to something that is apparently as noncontroversial and has value as this, and I recognize the problem that the Senate has and the Federal Government has. It is the same problem we have in the State government, namely, there are far more projects that are well worthwhile than there is money to go around. Nevertheless, we—as you do—set priorities on what you need to do and accomplish at any given time, and I would like to speak to that point this morning.

First of all, the Portola site is necessary, I believe, because of the historical background of the site. Second, there is a desperate need to provide permanent green areas in San Mateo County because of the growing number of concrete, asphalt and stucco housing areas which are beginning to strangle and suffocate the natural beauty of the San Francisco Peninsula and the bay area.

Congress has acted with considerate speed in the past in obtaining control of such historically important sites as Valley Forge, Gettysburg, and other locations important to this Nation's past. It is unfortunate that the Far West is given less recognition in our textbooks and in our study of American history. The events which led to the present

growth and development of the Western United States are equally as important to our citizens as are such places as Concord, Lexington, and Bunker Hill. For that reason alone, this small area deserves to be included in any acquisition program.

The other reason for inclusion of the Portola Site has its parallel with a crusade which was undertaken by the poet, Walt Whitman when he was the editor of the New York World more than 100 years ago. He conducted an editorial campaign to purchase some land far north of New York City itself for use as a park by New York City residents. He fought for this park for years against opposition which questioned the wisdom and the sanity of Mr. Whitman for spending money for land so far north that it would be almost inaccessible to the residents of New York City without some concerted effort to get to the park.

Two generations later here in San Francisco, a man named John McLaren conducted the same kind of campaign to set aside some useless sand dunes as a park in San Francisco. Whitman's goal is now referred to as Central Park in New York City. McLaren's dream is now called Golden Gate Park here in San Francisco.

Each of these parks is totally surrounded by homes. Each of these parks provides valuable open space for people to walk, to ride bicycles, to visit the zoo, or just sit under the trees and realize that man is still a part of God and of nature.

We know that hindsight is easy. We know that it is difficult to look very far ahead and that actions predicated on the distant future can be risky. And yet, there cannot be much doubt that the people who live in this area a short generation from now will have far too little to use for recreation, unless we follow the example of men like Whitman and McLaren.

The assistance of the Federal Government in supporting the efforts of the State of California to obtain an adequate park system is earnestly sought. For the 83 percent of the population that will live on 1 percent of the land in generations to come, this land can be a vital necessity. The State already has done its own part and has its own substantial program of beach acquisitions in this area.

In the years to come the San Francisco Peninsula will probably be developed to a population density similar to parts of Manhattan Island and San Francisco. Now is the time to set aside the Portola Discovery Site to enable the constituents who will live in my district a chance to find relief from the soaring concrete structures that will rise.

I appreciate the chance to testify. Thank you.

Senator BIBLE. I certainly agree with the sentiments that you express. That is a fine statement.

Senator KUCHEL. I do, too, and it will be helpful.

Let me ask you specifically, Assemblyman Ryan: You suggest that the assistance of the Federal Government in supporting the effort of the State of California to obtain an adequate park system is earnestly sought. Is there any provision under State law by which the State park commission or any other State instrumentality is authorized to acquire any of the property in the area over which a road now passes, so that the State would be able to acquire whatever is deemed to be necessary from this point to and beyond the Santa Clara County line?

MR. RYAN. I don't know whether you are referring to highway condemnation for the purposes of a connecting road or to additional park sites. The State has the power, I suppose, and the park and recreation commission has the function of examining—as the Federal Government does through the Interior Department—the overall and the continuing program for acquisition of land. I presume it could be done. I don't know of any plans at the present time to do that. The only plans that there are in San Mateo County and the park and recreation commissions' program right now have to do with the acquisition of the beaches. As a matter of general policy at the present time these are more crucial in a sense, because unless they are acquired now, they will soon be gone for the purpose of obtaining them, and at any kind of a reasonable price.

The Portola Site, as such, is further back on their agenda, and I think for a different policy reason.

Senator KUCHEL. I raise that point because the present regulations of the National Park Service, Mr. Chairman, provide in part that—

Unless otherwise provided, the State in which the parkway is located shall acquire and transfer title to the necessary parkway lands to the United States as a donation, whereupon the Federal Government will construct, develop, and maintain the parkway and related facilities.

The bill as drafted does not restrict the acquisition to the State. It could be the State or any other political subdivision, but the reason I raise the question, I was wondering whether any State entity today, and the State park commission comes to my mind immediately, has the authority to participate in the acquisition of any property now in private hands needed to create a parkway.

MR. RYAN. I am not certain that it has the authority to go into that specific area and become a partnership. However, if the Federal Government, in its own policies, were to determine that the area had value and intended to purchase it, I am certain it would have an effect on the policies of the State park and recreation commission regarding their acquisition of lands. I have no doubt, if there were some problems which the Federal Government had as to the acquisition of that area relating to the State and its policy, I can assure you, and you know from your own experience, the State would be very happy to cooperate with the Federal Government to make whatever arrangements necessary legislatively.

Senator KUCHEL. I think that is very helpful, too, because the policy of the Federal Government is quite clear on the point, and, again, I think it helpful on this record for your own feelings with respect to State cooperation to be expressed.

Senator BIBLE. Thank you.

STATEMENT OF HON. MILTON MARKS, STATE SENATOR

The next witness is Hon. Milton Marks, State senator, Ninth Senatorial District of San Francisco. Senator Marks.

MR. MARKS. Mr. Chairman and members of the committee, I want to express my gratitude to Senator Bible and Senator Kuchel and the committee for giving me the opportunity to speak to this distinguished gathering this morning. I appreciate your letting me speak at this time to go back to the question of Fort Point. We are in ses-

sion in Sacramento this morning and I do not want to miss that. I have requested to be heard this morning because of the importance of the subject of this hearing to all of California, and in particular to the great city of San Francisco.

I come before you as a representative of the people of my native city to ask that this committee recommend to the Congress of the United States that Fort Point be designated a national historic site. We do not make this extraordinary request lightheartedly or without due regard for its implications.

Surely the monetary cost to the U.S. Government in this case is comparatively slight, but I am well aware of the need for reserving the designation of historic sites to only those edifices and lands that truly merit preservation because they are indisputably representative of our national heritage.

I am convinced that under any standard, Fort Point would pass muster and is without question worthy of your designation as a historic landmark. There are really two diverse reasons which I believe justify this position. These are things that I realize the committee already knows, but I think they bear repeating. The first concerns the history of the fort itself.

The land on which Fort Point is built has historical significance as far back as 1776. Unlike the East Coast, there are few places here in the West that can trace their historical genesis to the year of the founding of our Nation. In fact, the fort has played an important role in each of the major historical periods of California, from the Spanish padres to the beginning of the 20th century.

Second, I believe the fort merits this honor because of its location. It is in the heart of a city easily accessible to schoolchildren. Last year 29,000 students visited the fort.

As the only Civil War fortress built west of the Mississippi, it serves as a living classroom for study of the Civil War period of American history. But, of course, the Fort is of interest to adults as well as children. Some 20,000 people toured it last year alone. It has already become a familiar landmark nestling beneath the great arch of the Golden Gate Bridge.

Finally, speaking as a native San Franciscan admittedly somewhat biased in favor of this great city, it just seems that the city of St. Francis is a perfect location for this monument to the historical development of the West.

I know that the people of our time and the generations to come will benefit from the preservation of the historical significance of Fort Point. I would urge this committee to approve the request to report S. 2159 favorably to the U.S. Senate.

Again, I want to thank you very much for the opportunity of being here this morning.

Senator BIBLE. Thank you very much, Senator. You have made some points that have not been made earlier about the visitation prospects and that type of outlook, and I appreciate your presence here this morning.

Senator Kuchel?

Senator KUCHEL. I welcome you, too, Senator Marks, and I must say that one of the points that you have made—again I am not harp-

ing on the money problems, although some of my colleagues will—that when you suggest that the Fort Point legislation does not involve any vast expenditure of public funds, you make a very good point that I think our Chairman will use to help guide this bill through the Senate.

Senator MARKS. We are all interested in money, both in Sacramento and in Washington, and I am sure you will take into consideration the merit of this proposal.

Senator BIBLE. Senator Kuchel is likewise a member of the Appropriations Committee. Thank you very much.

Next we will hear from Charles F. Gregg, vice president of the San Mateo County Development Association. Mr. Gregg, your statement will be incorporated in full in the record at the end of your presentation.

STATEMENT OF CHARLES F. GREGG, VICE PRESIDENT, SAN MATEO COUNTY DEVELOPMENT ASSOCIATION

Mr. GREGG. Senator Bible, Senator Kuchel, I am Charles Gregg, vice president of San Mateo County Development Association and I speak today on behalf of its officers and members, on their behalf wish to express our genuine appreciation to you for the opportunity of adding their unqualified support to Senate Bill 2616 and to express the sincere hope that the bill will soon be passed and signed into law.

Diverting from the text, I would say that in the interest of brevity we have been asked merely to direct our remarks to this particular bill, but we would be reticent if we did not also express our hope and our sincere desire that the Fort Point National Monument came into being, and also that Portola National Monument likewise came into being, for we feel that all three of these particular bills are worthy of total support. They will reverberate to the complete advantage, not only of our Nation, but to the local area as well. We are grateful to Senator Kuchel for his introduction of these three pieces of important legislation.

As background, it might be of interest to you in evaluating our recommendation to know that the San Mateo County Development Association is comprised of business, industry, and labor organizations in San Mateo County. In the main, it is supported by such sources, though we do receive some funds from the county for promotional and for advertising purposes.

It has been reported earlier this morning, and you are well acquainted, of course, with the ever-increasing population aspect, which means that people are moving forward and we must protect our national heritage and the open space.

Passing over this point and incorporating in our remarks the complete concurrence with the statements made in the interests of conservation, we wish to point out that the Skyline National Parkway, in our estimation, would serve two very essential purposes. The first would, of course, be to preserve the beauty and the environmental perfection of the mountain crest which is the hallmark of San Mateo County and, while so protecting it, to make it available for the orderly enjoyment not only of the residents of the county, but of all people

in this area, and, in fact, all people of our Nation and our friends and visitors from nations abroad as well.

Secondly, the development of tourism would be favorably influenced by the creation of this national parkway, for with the spin-off of new businesses, more jobs and a better balanced economy resulting from visitors from all over the world staying longer in the bay area as a result of their desire to see and enjoy one of the most celebrated and scenic routes in all of California.

Within these two premises it is interesting to note, diverting immediately to the economic aspects—because this is an area where perhaps the businessmen appropriately can speak—that the president of the Gray Line organization has estimated that 10 percent of the visitors, particularly the foreign visitors, to this area would stay 1 day longer in the bay area with this scenic national parkway. It would abet it even more with the advent of the Fort Point activity and with the Portola site, but 1 in 10 of our visitors would stay 1 day longer.

Again moving directly forward to the project, what that means to the bay area, I believe, Senator, you are acquainted with a study that has been made by the Department of Commerce with the development of tourism in the Pacific area. This Department of Commerce so-called commission report has estimated that in addition to the precise dollars spent by the tourists on a daily basis—and incidentally, it is approximately \$50 a day in the San Francisco Bay Area—there is a multiplier effect of that \$50 per day per individual. The multiplier effect is 3.2; that is the normal turnover that comes from having people to serve these tourists, such as new industries and new jobs. Multiplying this, then, through the total of visitors which we had here in the bay area last year, which according to the San Francisco Convention and Tourist Bureau was some 2,013,250 visitors, we end up with some rather impressive figures which we hope will be helpful in establishing the national parkway.

Precisely, it would mean that the new money brought into this area will result in \$10 million annually on the 1967 year basis. Ten million dollars annually, using the Department of Commerce multiplier as to what this means, an increased income in this area, this means over \$32 million added, and also importantly, from the standpoint of all of us, some 10 percent of that \$32 million would accrue to taxes. This means \$3.2 million could appropriately be credited to the various tax entities as a result of the Skyline National Parkway coming into being.

Thus, in conclusion, Skyline National Parkway would benefit the entire bay area, the State and our country. It would preserve and make available for generations to come the natural beauty and the spectacular vistas which the Skyline route now affords. It would, by the creation of tourist attractions, expand the economy of this area. It would provide more jobs and help the national economy, and it would help also on the imbalance on tourist payments, which our country is now looking at so earnestly, and would help in that degree also on the out-flow of gold aspect, and equally with these new jobs and the equal opportunity aspect coming along in this area. It would be helpful in our total sociological job employment aspect, so we as businessmen, having these factors in mind, including the preservation of our

national heritage of open space, urge you to continue your very excellent support of these three bills, and particularly bill 2616, Sky-line National Parkway.

Senator BIBLE. Thank you very much for your very fine statement. I appreciate it very much, and the statistics are most interesting. As I stated, your full statement will be included.

(The statement referred to follows:)

STATEMENT OF CHARLES F. GREGG, VICE PRESIDENT, SAN MATEO COUNTY DEVELOPMENT ASSOCIATION

Mr. Chairman and committee members, The San Mateo County Development Association, its officers and members, wish to express their genuine appreciation at this opportunity to add their unqualified support of Senate Bill 2616 and to express the sincere hope the bill will soon be passed and signed into law.

In evaluating this recommendation, it may be helpful to you to know that the San Mateo County Development Association is a voluntary organization representing business, industry and labor within the County. The Association is financed privately and some County support is received on a contractual basis for advertising and promotion. It is directly concerned with the comprehensive development of San Mateo County in particular, and the Bay Area in general. Since 1955 the Association has been instrumental in, or made direct contributions to, the location of over three thousand new businesses and plant expansions in this County. While aiding in this business expansion, the Association has not lost sight of the necessity of preserving the environmental advantages which have made the County so attractive. It has been the advantages of environment, of open space, of green trees and rugged mountains, unspoiled by urban sprawl, that have made this area so attractive to those appreciating these community assets, advantages that have greatly contributed to the fact that it became the veritable birthplace of modern electronics and the home for many of the sophisticated space-age industries. With the ever-increasing movement westward of population, the Bay Area is challenged with the need to create additional jobs for its growing population. It must do so while still preserving unspoiled the area's natural resources. It is only if this is done that new industries can be attracted to the county in such a manner as to permit this area to keep up with its population growth and to provide equal opportunity to all citizens in this area in such a way as to avoid major sociological problems.

To promote industrial and economic development, however, requires that the "total" environment for business and industry within the county be salubrious—that is to say, living conditions of employees engaged in business and industry must be such as to make people wish to live in San Mateo County as well as to work here. San Mateo County is already profiting from exercise of the principles of good industrial zoning and well conceived industrial parks which have exceedingly high standards equalled in few areas of the world today. The County still has available land physically suited for further industrial activities; thus, the proposed Skyline National Parkway would not be a deterrent to the development of industry, but would help assure that business and industries are properly located. It is in these premises that the proposed Skyline National Parkway would fill two essential needs. These are:

1. Preservation of the beauty and environmental perfection of the mountain crest which is the hallmark of San Mateo County and, while so protecting it, making it available for orderly enjoyment not only of the residents of the county, but to all people who visit this area—visitors from all over the United States and, in fact, from all over the world.

2. The development of tourism, with its spin-offs of new business, more jobs and a better balanced economy resulting from visitors from all over the world staying longer in the Bay Area in order to see and enjoy one of the most celebrated scenic routes in all of California.

At the present time over five million people live within the nine-county area which comprises the San Francisco Bay Area. Twenty years ago there were less than half this number of people residing in the area. Twenty-five years hence it is estimated there will be over ten million people living and working here. Tens of thousands of additional people visit San Mateo County each year during the course of business trips, conventions and personal family vacations. It is self-

evident, therefore, that with the expected growth in population the land area involved in the proposed Skyline National Parkway must be protected from the encroachments of urbanization—homes, apartments, and business establishments. With proper planning and the assistance of our Federal Government in the designation of this scenic highway as a National Parkway, protection can and will be accorded. It is only when such protection is made effective that ancillary business activities related to tourism can be properly located so as to meet the requirements of tourism, without destroying the grandeur of this county.

With this area protected as a Skyline National Parkway, its beauty and tranquility would be available for generations to come.

The President of Gray Line, the largest tour organization serving this area, has stated the parkway could well result in ten percent of the visitors to the Bay Area remaining at least one day longer. Gray Line tours would be scheduled from San Francisco via the Skyline National Parkway to Stanford University and through the spectacular redwoods of Big Basin to the craggy coast of San Mateo and Santa Cruz Counties.

With the increasing population not only in the Bay Area, but within the United States as well, and with an increasing trend for shorter work weeks and longer vacations, Americans are going to be accorded more leisure time. More and more people from other countries are visiting this area. The need for, as well as the appreciation of, a national parkway such as proposed will be ever-increasing.

With this increase in travel, additional tourist facilities will be required within the county. It has been estimated the average tourist spends approximately \$50.00 a day when in the San Francisco Bay Area; furthermore, the U.S. Department of Commerce in its study "The Future of Tourism in the Pacific and Far East" has estimated that every dollar spent through tourism has a multiplier effect of 3.2 in its contribution to national income—that is to say, money initially spent for accommodations, food and beverages, purchases, local transportation, etc., creates jobs for people who themselves require housing, food and a multiplicity of services. The Department of Commerce further reveals that a minimum of ten percent of the tourist dollar multiplied by the turn-over factor of 3.2 accrues to the Government in the form of additional tax revenues.

According to the San Francisco Convention and Visitors Bureau, there were 2,013,250 visitors (exclusive of convention participants) to this area in 1967. Assuming, as does the President of Gray Line, that ten percent of these visitors would stay in the Bay Area one day longer if the proposed Skyline National Parkway becomes a reality, then this area would enjoy annually (at the 1967 tourist rate) over \$10 million in new revenue; it would add over \$32 million to our local income, and would produce tax payments of over \$3.2 million annually.

With the San Francisco area being a major tourist destination for visitors from other countries, the dollar value of Skyline National Parkway to the United States should not be underestimated. Dollars spent by these visitors will help correct the current imbalance of our tourist payments and to that degree help stem our country's outflow of gold.

In conclusion, Skyline National Parkway would benefit the Bay Area, the State and our country. It would help preserve and make available for generations to come the natural beauty and the spectacular vistas which the Skyline route now affords. It would, by creating another tourist attraction, expand the economy of this area; provide more jobs; produce millions in taxes and help our national economy. For these reasons the San Mateo County Development Association unqualifiedly supports Senate Bill 2616 and expresses the sincere hope that Skyline National Parkway will soon become a reality.

Senator Bible, our next witness is Mr. Georg Treichel, representing local conservation groups. Mr. Treichel.

STATEMENT OF GEORG TREICHEL, REPRESENTING LOCAL CONSERVATION GROUPS

Mr. TREICHEL. Senator Bible and members of the staff. I am here in a dual capacity today; first as director for the Center For the Study of General Ecology and Environmental Planning at San Francisco State College, and second, and more important, representing 12 con-

ervation and citizens groups in this area, and one very vigorous student group at Stanford University.

It would be very easy for us to marshal 12, 24, or 50 representatives from these and other conservation citizens organizations, garden groups, but in the interest of honoring your time and the time of Senator Kuchel, we decided to present this as one statement.

Senator BIBLE. You appear to be a very effective spokesman. I am glad you came to this decision.

Mr. TREICHEL. This is our statement to the Senate Subcommittee on Parks and Recreation.

Gentlemen: Most systematic surveys of the problems of our country's major metropolitan complex focus on environmental quality and the need for a new humanistic approach. Our national concern is to meet the real needs of people already here.

With reference to parkways, which provide a superb outlet for recreational driving, one of our dominant and characteristic national habits, two significant opportunities remain in the San Francisco Bay Area community; (a) a scenic parkway along the route of coast highway No. 1 both north and south of the Golden Gate; and (b) the Skyline Parkway along the ridges of the Santa Cruz Mountains from San Francisco to the Monterey Bay community. With reference to the latter:

The Skyline route remains one of the most spectacular scenic drives in urban America. Most of our metropolitan cities have nothing to compare with it. With your help, we, the citizens of the San Francisco Bay area community, would like to retain its pleasant qualities for all time.

The hour is late for saving open space, both land and bay, in urban California, and the hour is also late for retaining routes of natural beauty in and around the larger cities of our increasingly polluted State. We ask your help to retain some of the remaining quality in our regional environment.

The benefits will be many, both economic, which we have just heard, and equally important in a future with increasing leisure, esthetic. Although we are not quite ready for it as a state or as a nation, the time will surely come when esthetic values will be equal to the shorter term and, therefore, more easily measured economic values. The economic advantages of the parkway are many, but history will give higher marks for an esthetic commitment during a period when progress is primarily measured in term of economic growth.

Therefore, gentlemen, we ask your support in creating a dramatic new national parkway along the Skyline ridges. The project represents sound environmental planning and will help meet the real recreational and therapeutic needs of a vigorous metropolitan area. Time, of course, is the critical factor.

Senator BIBLE. That is an excellent statement and you have in one page summarized almost the entire case. It is very well done. Thank you.

Our next witness will be Warren McCord, associate planner of the Santa Clara County Planning Department.

STATEMENT OF WARREN McCORD, SANTA CLARA COUNTY
PLANNING DEPARTMENT

Mr. McCORD. Senator Bible, Senator Kuchel. I am here to speak in favor of S. 2616 as it pertains to San Mateo County and Santa Clara County. For the record, Santa Clara County lies directly south of San Mateo County and to the southeast.

The Santa Clara County Board of Supervisors adopted, on March 26, 1968, a resolution of strong support in favor of the concept of a Skyline National Parkway. Copies of that resolution have been forwarded to your committee and my purpose in appearing here today is to reiterate that strong support, and to emphasize the supervisors' interest in seeking your approval to expand the Skyline Parkway concept to include the total scenic resource of the Santa Cruz Mountains ridgeline.

The scenic resource of this ridgeline extends southerly through San Mateo County and then follows the common county line of Santa Clara and Santa Cruz Counties to the area of the Pajaro River and the Monterey County line near the city of Watsonville. This total resource concept was explained to the Hon. Charles Gubser, author of H.R. 14028. Mr. Gubser felt that this total resource approach was important enough to reintroduce his Skyline National Parkway bill on March 11, 1968, as H.R. 15852 to include the full length of the Skyline Parkway resource.

This concerned interest and action on behalf of the Skyline National Parkway has been matched by an equally active program by local city councils, conservation groups, and gubernatorial committees. These citizens are focusing on the Skyline area with several approaches to safeguard this scenic resource. The California Parkway System, the State scenic highways, the California Coastal Redwood Route, and various local zoning protection programs and local information dissemination programs have invoked a broad public base of interested and concerned people.

The Santa Clara County Planning Department has prepared a brochure that we call "Skyline Parkway: A scenic road along the crest of the Santa Cruz Mountains." This brochure was prepared to help people understand this scenic area and what some of the alternatives are for its development. I will be happy to supply a copy of this brochure to your committee or anyone else that would like one.

May I also invite your attention to the Skyline display that is here on exhibit. It is just outside of this room on the concourse. This is part of the Santa Clara County Planning Department's effort to keep the citizens of the county informed on the programs that are under consideration by the board of supervisors. If I may answer any questions, I shall be happy to do so. Thank you.

Senator BIBLE. I want to ask you a question. Who is responsible for the preparation of this brochure? Is this your department?

Mr. McCORD. The Santa Clara Planning Department under the direction of the board of supervisors.

Senator BIBLE. Did you have a hand in doing this? I want to compliment you. I have not studied this in depth, but it appears to be extremely well done and seems to tell the story again in language and

pictures that can be understood. I would suggest to you that you make additional copies available to the staff.

Mr. McCORD. I would be happy to.

Senator BIBLE. Our full committee consists of 17 members and if we could have something in that range of copies available, we would appreciate it. One can understand these problems much easier when looking at pictures, such as seem to be depicted here, and I compliment you for what appears to be a very fine brochure. This is done by Santa Clara County?

Mr. McCORD. Yes.

Senator BIBLE. Who paid the bill?

Mr. McCORD. The Santa Clara County Board of Supervisors.

Senator BIBLE. That is good, because we usually find out the Federal Government is doing it. That is refreshing.

Mr. McCORD. It came out of the planning department budget.

Senator BIBLE. Thank you.

Senator KUCHEL. Only for purposes of precision, you recommend specifically for your county that the Skyline Parkway as envisioned in this bill include the total "Scenic Resource of the Santa Clara County Mountain Ridge Line." How much mileage is there of that line from the San Mateo County border south?

Mr. McCORD. May I invite your attention to one map? It is in the center of the book, immediately after page 14. There is a double fold-out page. This represents San Francisco at the top, San Mateo County at the middle, and Santa Cruz and Santa Clara Counties at the bottom. This would be approximately an addition of another 40 miles.

Senator KUCHEL. Another 40 miles. Now, can you testify to this committee what kind of road, if any, is presently through that 40-mile stretch?

Mr. McCORD. Yes, I can.

Senator KUCHEL. What is it?

Mr. McCORD. The road immediately leaving San Mateo County is just as has been formerly described until you get to the Saratoga Gap, which is the last point on the display map here, and is the first intersection within Santa Clara County. This also happens to be a county line with Santa Cruz County.

Senator KUCHEL. Saratoga Gap is the county boundary?

Mr. McCORD. Yes; it is between Santa Clara County and Santa Cruz County. It is not the San Mateo County line.

Senator KUCHEL. Is this a road over the 40-mile section which your good county would want to have included in this parkway?

Mr. McCORD. This is, except for about the last 8 miles.

Senator KUCHEL. So roughly 32 miles of a continuation of the parkway in Santa Clara County does have a road today?

Mr. McCORD. Yes. Unfortunately, it is not all improved to the standards of the road through San Mateo County.

Senator KUCHEL. What is the legal or statutory status of the 32-mile road?

Mr. McCORD. Perhaps I could describe it best by running down the road. From Saratoga Gap the road begins to narrow and runs to Highway 17. This is the major highway from the valley floor over to Santa Cruz. The road in this portion is a State highway. The State highway then ends at Highway 17.

Senator BIBLE. Why don't you give us the numbers as we come down following this map? Could you do that?

Mr. McCORD. Certainly. Saratoga Gap is approximate No. 20.

Senator BIBLE. You are going south?

Mr. McCORD. Saratoga Gap is No. 20, the road narrows as it runs through 21 and 22 and 23, until you reach No. 24. The area between 23 and 24 at one point almost becomes a one-lane improved macadam road. It is passable, however.

Senator KUCHEL. Is it a country road?

Mr. McCORD. No; it is a State highway to point 24.

Senator KUCHEL. What is the reason why the State has not kept this up in the same fashion that it has to the north?

Mr. McCORD. The traffic load in the area is not as great at it is in the north. There are just a few ranches, a few orchardists in this area, and there is not a great deal of traffic; so they have not seen fit to do so.

Senator BIBLE. You are going in a southerly direction?

Mr. McCORD. Yes, sir. The area from point 24 to approximately point 25 is then again improved to the standards within San Mateo County. It is a two-lane macadam road with wide shoulders.

Leaving point 25 and going through points 26 and 27, the road again narrows and somewhere within that area it loses its macadam surface and becomes a gravel road.

Senator KUCHEL. But it remains a State highway?

Mr. McCORD. No; it does not. The State highway ends at 24.

Senator BIBLE. From 24 south we are on the county road system?

Mr. McCORD. Yes; we are on the county road system.

At 27 we are on a dirt road, and there are very few individuals living between 27 and 28. This is approximately 7 miles of dirt road, perhaps 10.

We then get down to 28 and it becomes a macadam road. This is maintained jointly by the Counties of Santa Cruz and Santa Clara until you reach Mount Madonna County Park. From there to point 29 until you reach the river there is no road. This is all privately owned property.

Senator BIBLE. Is this were the proposed scenic skyline ends on the south, at 29?

Mr. McCORD. We would consider at the present time that this would be the resource within the national parkway concept. We would anticipate other programs carrying this same recreational road further south and tying into Highway 1, which is an official State highway.

Senator BIBLE. I have flown over the area many times and I have driven it many times. Are you suggesting that you move 29 south along this rugged Pacific Ocean country to Tijuana?

Mr. McCORD. There are other programs. I don't believe the parkway program envisioned by the County of Santa Clara goes further than point 29 at this time.

Senator BIBLE. You say "at this time"?

Mr. McCORD. I can speak for the supervisors. This is as far as their policy goes today.

Senator BIBLE. I wouldn't want you to speak for the supervisors in other counties. I am just interested, because I know some of the terrain. What is the north-south highway? Is that Highway 1?

Mr. McCORD. That is Highway 1. This is being very well protected by the State.

Senator BIBLE. That is what I thought.

Mr. McCORD. Through conservation groups and interested people within State government, and really quite adequately at this time.

Senator BIBLE. That was my general impression. Highway 1 breaks to the east at what point?

Mr. McCORD. Highway 1 follows the coastline after it leaves Carmel and follows along the coastline through the city of Santa Cruz and up around the coast, and is actually located on this map on the orange line.

Senator BIBLE. The orange line is Highway No. 1?

Mr. McCORD. The orange line on the bottom of the map is Highway 1.

Senator BIBLE. Thank you very much.

Senator KUCHEL?

Senator KUCHEL. One more question. That is a very excellent presentation and this brochure is most helpful. You do, however, make a recommendation for a rather major amendment of the bills that were introduced, and speaking for myself, I think we should consider it. However, where is title to the property on either side of the road from the San Mateo County boundary south to point 29? Is this in private ownership?

Mr. McCORD. Other than the right-of-way for the road itself, which is owned by the State, to Highway 17 and by the counties south of that point, the land on both sides is privately owned land except for certain State and county and local government parks.

Senator KUCHEL. What use is being made of the land that is in private ownership?

Mr. McCORD. The area from Saratoga Gap to Highway 17 is generally forested, very few farms, one or two orchards, generally completely undeveloped. The area from Highway 17 south for approximately 6 or 7 miles contains some individual homes scattered but fairly concentrated, in comparison to the rest of the highway. South of that there is nothing.

By homes, Senator, I should perhaps reflect it is similar to areas of the scenic road in San Mateo County. By that I mean scattered.

Senator KUCHEL. Do you have any county ordinances relative to the development of any of that property?

Mr. McCORD. Yes; we do. Santa Clara County has formed a zoning ordinance on all of our what we call scenic roads. This is a 1,000-foot corridor from the center line of the road and provides that no construction may take place within the first 100 feet, and in the next 900 feet only single-family residential, or such agricultural pursuits as are in compatibility with a scenic roadway.

Senator KUCHEL. Thank you very much.

Senator BIBLE. Thank you. This was a very fine presentation.

Our next witness is Mrs. Ralph A. Reynolds, president of the California Roadside Council.

STATEMENT OF MRS. RALPH A. REYNOLDS, PRESIDENT,
CALIFORNIA ROADSIDE COUNCIL

Mrs. REYNOLDS. Senator Bible and Senator Kuchel, everything that I had prepared in a written statement has been covered so well by other witnesses that I am not going to be guilty of repetition.

I thought, however, that you might be interested, since you asked some questions about the State scenic highway system in California and how it is related to the possible national parkway plan, in my giving you a little summary of what that system consists of.

Senator BIBLE. Certainly.

Mrs. REYNOLDS. Our organization has been involved in this in an advisory capacity from its inception, so that I think I can answer questions about that.

The State scenic highway plan was authorized by the State legislature several years ago, after a survey in which all county planning departments and boards of supervisors were allowed to submit their recommendations on the State highways. It consists of all the State highways in those counties that they considered to be the most naturally beautiful.

From that list representative highways were chosen which made up a network of about 5,000 miles. It has been added to since then and it is now about 6,000 miles, but that is just the plan. Those are all State highways. This is being conducted under the Division of Highways, Department of Public Works of the State of California.

In order to be accepted and dedicated as an official State scenic highway, the highway must have its corridor and the corridor is of indeterminate width according to what falls most naturally within the range of view of the person on the highway. This may be protected in a number of different ways from the kind of development that would destroy the natural scenic quality that caused it to be selected in the first place. That has to be done by the county or by the city it goes through.

San Mateo County's Skyline Boulevard, as you know, is the second such to be authorized, to be accepted officially and dedicated as a State scenic highway.

We have followed the procedure of the counties enacting the necessary ordinances very carefully. We have seen the San Mateo County plan and also Santa Clara County and Santa Cruz County are working on it; they have all done very excellent jobs of enacting zoning ordinances that they usually call scenic conservation or scenic highway zoning classification, to keep a certain stability in population density and to keep out the kinds of commercial developments that would be a detriment visually to the area and in other ways.

Now, this zoning has been done and is, as you suggested, a very good basis for development as a parkway.

Senator BIBLE. Correct.

Mrs. REYNOLDS. The question then is, of course, if it is so well zoned, is there any particular reason why it needs to be changed to a parkway? Well, I am sure that you are very well aware of the pressures that exist on zoning.

Senator BIBLE. Your point is that this is a better method of protection?

Mrs. REYNOLDS. It is a better method of protection and a more permanent method of protection; so we hope very much that the protection of parkway status can be given to this road.

If there is any other question on scenic highways—

Senator BIBLE. I think you covered that very well and I am very happy that you spoke on scenic highways, because I was not very clear on it and your testimony is very helpful.

Senator KUCHEL. Indeed it is. I forgot to ask the gentleman from Santa Clara County one additional question that I think should be in this record: Is the roadway in Santa Clara County a part of the scenic highway system now?

Mrs. REYNOLDS. A part of the scenic highway plan up to the point where the State highway ends.

Senator KUCHEL. Where it stops?

Mrs. REYNOLD. Yes.

Senator BIBLE. Thank you very much.

I see Mr. McCord raising his eyebrows. Do you agree with this statement? We have not had any controversy yet.

Mr. McCORD. I would like the record to show accurately; yes, we know this will be a part of the scenic highway program, but it is not today.

Senator KUCHEL. None of it is today?

Mr. McCORD. From the Saratoga Gap it is not a scenic highway south to Highway 17. We are applying to the State for consideration and we anticipate that we will get it very shortly.

Senator BIBLE. But it isn't as of today?

Mr. McCORD. It is not. We can only apply as far as Highway 17, because it must be a part of the State highway system before it is considered. We have asked that the portion south of 17 be made a part of the State highway system, to have it included, but this takes time.

Senator KUCHEL. It is your statement, to the extent that it is a State highway in Santa Clara County, it is a part officially of the scenic highway system?

Mr. McCORD. It is not officially yet, but it will be as soon as we can get it through. All the paperwork has been prepared and will be considered by the department of public works.

Senator BIBLE. Thank you. Your full statement will be printed.

STATEMENT OF MRS. RALPH A. REYNOLDS, PRESIDENT, CALIFORNIA ROADSIDE COUNCIL

The California Roadside Council appreciates having the opportunity to express its strong interest in the subject under consideration in this hearing. We are especially concerned with the proposal to establish the Skyline Boulevard as a National Parkway.

It seems desirable and logical that a system of National Parkways should represent the scenic qualities of various parts of the United States. This purpose has been proposed in the plan for a system of National Scenic Roads and Parkways prepared recently by Mr. David Levin of the Bureau of Public Roads.

In an informal conference for discussion of this plan, called by Laurance Rockefeller as Chairman of the Advisory Committee to the President's Council on Recreation and Natural Beauty, I had occasion to note emphasis placed by many participants on the following points:

1. A well-planned system of parkways is a nationwide need from the standpoint of scenic conservation and of recreation.

2. Only by federal participation will this need be met, and the present national parkways should be supplemented in other areas to create a more representative system.

3. To give the greatest benefit to the present-day urban-dwelling American, the parkway should bring him into intimate contact with natural beauty, as well as presenting him with impressive views and points of historic interest. Qualities we recognize and enjoy in the leisurely driving of a country road should be preserved in a parkway—in fact, the preservation of these qualities should be one of a parkway system's chief responsibilities.

The Skyline Boulevard possesses all the qualities referred to above. Furthermore, its location in the midst of a large and growing urban complex gives it unusual recreational significance and value.

This very element—its location as a natural beauty element amid pressing population—gives urgency to our request that it be established as a parkway as soon as possible. Already it is dedicated as a State Scenic Highway with protective zoning applied by the County. However, we all know how nearly impossible it becomes to maintain protective and highly restrictive zoning in the face of growing population pressures, land development pressures and rising taxes.

Only by a government ownership (or its equivalent) of the corridor can a road in such a location have even a sporting chance of retaining its charm and natural beauty today.

We believe the Skyline Boulevard to be a wholly worthy addition to the list of National Parkways, and we urge its preservation by such means.

Senator BIBLE. Next is Mr. Charles H. Newman, vice president, Sequoia Audubon Society. Mr. Newman.

STATEMENT OF CHARLES H. NEWMAN, VICE PRESIDENT, SEQUOIA BRANCH, NATIONAL AUDUBON SOCIETY

Mr. NEWMAN. Thank you, Senator.

As vice president of the Sequoia Branch of the National Audubon Society, I wish to thank you and Senator Kuchel for the privilege of appearing here.

The Sequoia Audubon Society, representing approximately 200 members of the National Audubon Society who reside in San Mateo County, Calif., also wishes to thank you for this opportunity to express its views on the designation of Skyline National Parkway for the present Skyline Boulevard as proposed by Senators Thomas H. Kuchel and George Murphy and by Congressman Paul H. McCloskey.

As you may know, the National Audubon Society has been active for many years in efforts to protect natural geographic features of America which provide habitat for indigenous wildlife and plant life species. Now, it becomes more apparent each day that even man's habitat and the quality of his environment are threatened by widespread impacted urbanization. California has been struck by the "concrete juggernaut," and far too many distinctive features of the landscape have been bulldozed out of existence and paved over; too many of the beautiful vistas formerly afforded by spacious orchards and groves of native trees and shrubs bordering the roadways are only a memory. The Californian or the traveler from other States and countries who drives out to enjoy California scenery most often now has to look for it, rather than at it. The numerous standard freeways are functional but have no esthetic quality. To divest our environment of the amenities of life provided by nature is to jeopardize our physical and mental health.

We therefore feel that we are not being excessively emphatic in stating that it is essential that the incomparable scenery along the skyline corridor be protected as a parkway of national significance for the health and enjoyment of present and future generations.

We are also almost desirous that your committee recommend passage of the bills establishing national historic sites at Fort Point in San Francisco, and atop Sweeney Ridge near San Bruno, where Gaspar de Portola discovered San Francisco Bay in 1769, to perpetuate and enhance in the minds of Americans and their children important and exciting moments in the history of our country.

We therefore respectfully ask that your committee recommend passage of all these bills, not only for Californians, but also for the entire citizenry of the United States of America.

Senator BIBLE. Thank you, Mr. Newman.

Senator Kuchel?

Senator KUCHEL. Thank you, Mr. Newman. You represent a very fine conservationist group and I am glad you appeared to make your statement for the record.

Mr. NEWMAN. Thank you, Senator. I would like to add that I have just returned from a meeting of the National Audubon Society held at Asilomar, the western conference. The theme of that conference was "Playing Russian Roulette With Nature," and without going into detail, I will say that the few things we can do here will perhaps not remove the loaded gun that is pointed at us, or remove the bullets from it, but maybe we can remove some of the powder in one of these bullets.

I would like to add that the keynote speaker of that organization was Mr. Georg Treichel, who gave a very effective presentation of the problems.

Senator BIBLE. Thank you, Mr. Newman.

Our next speaker is Mrs. Raymond L. Spangler.

STATEMENT OF MRS. RAYMOND L. SPANGLER, PRESIDENT, PORTOLA EXPEDITION BICENTENNIAL FOUNDATION

Mrs. SPANGLER. I am Mrs. Raymond L. Spangler of Redwood City, president of the Portola Expedition Bicentennial Foundation, which is a nonprofit group incorporated July 1, 1965. It is recognized by the San Mateo County Board of Supervisors as the official agency to plan and conduct an appropriate observance in our county of California's Bicentennial in 1969 and the 200th anniversary of the discovery of San Francisco Bay. We are here today in support of S. 2615 which would designate the Bay Discovery Site as a national historic site.

We understand there will be some objection to the matter of discovery by a person who would give this honor to Sir Francis Drake, and I would like to point out that to discover is to uncover and make known. Portola's Expedition made known the San Francisco Bay. It put San Francisco on the maps of the world. It brought the Spanish occupation settlement and its leaders deserve to be called the discoverers of San Francisco Bay. We wish to emphasize the significance in support of S. 2615. Also, the question whether Drake sailed into the harbor of San Francisco is not finally resolved without the missing log book of the *Golden Hind*. As a matter of fact, if it was discovered and was kept a secret so well as it was claimed—however, all the major histories written of this area and the majority of contemporary Western historians credit Portola as the discoverer of

San Francisco Bay. We cannot accept the theory that Drake discovered the bay. We are quite sure that on November 4, 1769, Portola and his men saw San Francisco Bay for the first time; that their discovery was news to the European world, and we would like to balance the record of this hearing with an introduction of the article from the June 1964 quarterly of the California Historical Society. I have left copies of this with the committee.

The site we are discussing is the summit of Sweeney Ridge, at an elevation of 1,220 feet, near the northern extremity of that part of the coast ranges known as the Santa Cruz Mountains.

The Discovery Site is located west of San Francisco International Airport and the city of San Bruno. It is within the eastern limits of the city of Pacifica.

The Discovery Site is a registered California Historical Landmark, No. 394.

We believe it should also be recognized as a national historic site, for as Father Maynard Geiger, foremost authority on the Spanish mission era of California has written, "San Francisco Bay is not only a California bay, but a bay of the United States."

Sweeney Ridge is distinguished to the traveler on Bayshore Freeway for a radar dome operated by the U.S. Army, and for a water tank owned by the city of San Bruno, which lie on its northernmost ridge.

But for these two structures, the area is in a natural, near-pristine state, accessible only by private road to these two installations and the San Francisco watershed. With the approach of the 200th anniversary of the discovery of San Francisco Bay, the San Mateo County Historical Association and the Portola Expedition Bicentennial Foundation undertook to preserve the Discovery Site so that on November 4, 1969, we might have an appropriate commemoration on the same hill from which Don Gaspar de Portola and his expedition of 60 men first viewed the bay.

Our efforts for preservation coincided with two other projects in the area: a freeway, and Skyline Parkway, about which you have heard more today.

A parkway on Sweeney Ridge has long been proposed on county planning maps. In the early 1960's, plan lines were adopted for a cross-county freeway, State Route 186, which will bisect the parkway about a mile to the north of the Discovery Site.

Our efforts to preserve the historical site have been harmonious with the plans for the freeway and the parkway in this hitherto remote area. And I am pleased to report that active negotiations for land acquisition are now underway with the owners for a 20-acre park at the Discovery Site which will be owned and operated by the county of San Mateo.

We have had strong support from the San Mateo County Parks and Recreation Commission which has seen this county park as a focal point on the parkway, preservation of open space, and a place for recreation where schoolchildren and adults can relive the discovery. The park will be a junction of hiking and riding trails, including a section of the Portola Trail itself.

Preservation of the Discovery Site will keep the scenic qualities of a view toward the Pacific Ocean and the bay, as well as the view from

below the skyline. It will contribute to the conservation of the city of San Francisco watershed which it adjoins.

The San Mateo County Fair and Convention Association has enthusiastically welcomed the park for the attraction it will have for visitors to our area.

Because of the significance of the discovery of San Francisco Bay and the importance of the bay in subsequent developments in western history, and because the bay is one of the world's great harbors and a great national resource, we are here today to ask that the Discovery Site be given national recognition and that you favorably recommend passage of S. 2615.

I wish to submit a list of communities and organizations which support us in this matter. I wish to submit some letters, resolutions and editorials from San Mateo County communities, organizations, and newspapers which support us in this matter, and I wonder if we may continue to do this during the next week.

Senator BIBLE. The record will be kept open for at least two weeks, so there will be no problem whatever on doing that, and any resolutions or letters or recommendations that you might have may be submitted during that time.

Mrs. SPANGLER. Thank you for the opportunity of appearing before you this morning. I did bring a couple of pictures which should give you an idea what the expedition looked like (showing pictures). This is as seen by artists.

Senator BIBLE. We would like to have them.

(Discussion off the record.)

Senator BIBLE. Thank you very much. We would like to have those pictures if you have duplicates and if we are not robbing you of them. Thank you very much, Mrs. Spangler, that is an excellent statement.

Our next witness is the Honorable Grace L. McCarthy, mayor of Pacifica.

STATEMENT OF GRACE L. McCARTHY, MAYOR, CITY OF PACIFICA, CALIF.

Mrs. McCARTHY. Mr. Hart has copies of my very brief statement, but I would like to supplement them with these pictures. My city is the central part of it, so you can see why we are called Scenic Pacifica, with the ocean on one side and a 1,200-foot ridge on the other.

I am Mrs. Grace L. McCarthy, mayor of the City of Pacifica. We are interested in all three of the bills historically, but two of them geographically, since the parkway and the Portola Discovery Site lie within the city limits of Pacifica.

It was from a ridge of the Peninsula between the Pacific Ocean and San Francisco Bay, and some 1,200 feet above them, that the world's largest harbor was discovered by an overland expedition.

On September 29, 1947, Dr. Frank M. Stanger of the College of San Mateo and the late Prof. Herbert E. Bolton of the University of California met on Sweeney Ridge with other historians to review evidence that definitely located the place where Captain Gasper de Portola first viewed San Francisco Bay. For the ensuing 20 years Dr. Stanger has emphasized the fact that the discovery of San Francisco Bay was one of the most important events of American history.

Our City of Pacifica is glad to share the responsibility of keeping the historic spot as it was 200 years ago, surrounded by the dramatic panorama of bay area development made possible because of the momentous discovery.

On the picture I gave you, the little *x* mark is the Discovery Site, and within half an inch below the top and running parallel with the Sweeney Ridge where the parkway would be extended. Captain Gasper de Portola saw the bay, reported it, and followed it with action, so he was the effective discoverer.

The site of the discovery of San Francisco Bay is in fact of great historic significance, and should be so designated officially. It is, fortunately, still in its natural state although the subdivisions are approaching in several directions. The knoll and some area around it should be preserved in perpetuity for all future generations because of its part in world history, its importance to the bay area, and the magnificent views in all directions.

Visits to the eastern part of the United States are made more interesting and meaningful because so many of the historic sites have been noted, preserved, and given proper recognition. It is high time we in the West are given the right to keep America's wonderful development in proper perspective. The approaching bicentennial celebration of California with the 200th anniversary of the discovery presents a rare opportunity for this committee to make a most timely recommendation on national recognition for the San Francisco Bay discovery site. Your committee is urged to support S. 2615, sponsored by Senators Kuchel and Murphy, which will declare this Discovery Site a national historic site.

The city of Pacifica has long recognized the desirability for a national parkway along the mountainous spine of the San Francisco Peninsula. This parkway would provide unexcelled vistas in all directions: to the west, the ocean with its beaches and rugged rock-lined coast; to the north, the mountainous Marin headlands with Point Reyes extending into the Pacific; to the east, San Francisco Bay with a dramatic backdrop provided by Mount Diablo; and to the south, the forested hill and the fertile valleys.

The interest Pacifica has shown in the Parkway has been reflected by designation of this route on the first general plan for the city which was adopted in 1960. We have strengthened our position since that time by suggesting that the Skyline Parkway be extended to join with the Cabrillo Highway, State Route 1, near the northern boundary of our city. Pacifica recognizes the fact that it must play an important part in the establishment of this route and that there must be a coordinated program for its ultimate construction.

There must be careful planning controls. Preservation of existing scenic vistas should be incorporated into the development of the right-of-way. This is particularly timely since Pacifica just this month received its 701 grant and is starting an extensive planning study immediately.

The Skyline National Parkway has the wholehearted support of the highway committee, the park, beach, and recreational commission, the planning commission, and the City Council of the City of Pacifica. This is in support of Senate bill 2616. Thank you very much.

Senator BIBLE. Thank you very much. That is a splendid statement, Mayor McCarthy, and I appreciate your appearance. For the record, what is the population of Pacifica?

Mrs. McCARTHY. Thirty-five thousand.

Senator BIBLE. Thirty-five thousand?

Mrs. McCARTHY. We are one of those rapidly-expanding cities that are going up the hill.

Senator BIBLE. I am surprised that it is that large.

Senator KUCHEL. Thank you very much.

Senator BIBLE. Our next witness is Professor Theodore E. Treutlein, professor of history, San Francisco State College.

**STATEMENT OF PROF. THEODORE E. TREUTLEIN, PROFESSOR OF
HISTORY, SAN FRANCISCO STATE COLLEGE**

Mr. TREUTLEIN. Senator Bible, Senator Kuchel, I am very happy to be here to testify in support of Senate bill 2615.

May I make a comment quickly on the question of pronunciation of names. We can get hung up on that. As in the case of the man from the East who came out here and later reported that he had visited San Jose and La Jolla, and when it was pointed out to him that in California you pronounced the "J" as an "H," he said, "I was there in Hune and Huly."

The diplomatic way to solve this is to allow people in their local communities to call themselves citizens of Portola Valley, and when we talk about the Discovery Site or the captain of the expedition, we are talking about Portola. He signs his name that way with an accent.

Senator KUCHEL. I prefer a standardization of names because otherwise, using my own name as an example, you can get into trouble.

Mr. TREUTLEIN. I have the same problem with my name but no problem about the documentation of this. The name is signed with an accent over the last "a."

Senator BIBLE. At least we settled one thing, possibly, today. Go right ahead.

Mr. TREUTLEIN. My great interest in supporting this bill is based upon simply the historical evidence that I know about. I am aware that there was a great deal of exploration in the 16th century and in the early 17th century along the west coast of North America, and we have the very interesting question relative to that. However the thing that is impressive is that when the Portola expedition came up the coast in search of Monterey and accidentally bypassed it and discovered the bay, that almost immediately after the siting of the great inner bay the Spanish Crown became so excited about the prospect and the meaning of this that they had further expeditions sent up. Within a remarkably short space of time they proceeded to give the order to colonize the very end of the peninsula. In September of 1776 and in October of 1776 respectively the Presidio right here and the Mission properly called Dolores were founded, and there has been continuous settlement in this area since that time.

The point that Mrs. Spangler was making about discovery being a revelation, a revealing of something, is so amply reported by the facts of the expedition that there can be no doubt about it.

We do the same thing about the discovery of America; we don't say the Vikings discovered America, although we know there was a visit of the Norsemen to the northeast coast of America.

We don't say the Indians discovered America, although in all of my courses I point out they were here, but we do say that a thing is discovered when it becomes a part of the heritage of human development, and this is certainly the case with respect to the Portola Expedition and its meaning.

I will be very glad to point out specific answers, if there are questions.

Senator BIBLE. I think this is an excellent treatise on the history and I am going to incorporate it in the record, and I am going to read it, Professor.

I do have one question that really bothered me. We are down here in San Francisco and we have Pacifica and we have Portola. How did this man Sweeney get in the act?

Mr. TREUTLEIN. The best answer I could get to that is that apparently the Irish get in somewhere at all times, but I don't know the background of the name Sweeney Ridge.

Senator BIBLE. I have no trouble with the pronunciation of that name. Obviously this is the country that bears great Spanish names, your Missions and some other places, and you have to look at the cities of California from north to south, but this man Sweeney bothered me. The Irish always do.

Senator KUCHEL. Thank you very much, and I, like Senator Bible, am going to read this carefully.

As a matter of fact, where is the journal that Father Crespi kept when he was accompanying Portola?

Mr. TREUTLEIN. As a matter of record, the original journal is apparently copied by a copyist named Figueroa and Professor Bolton saw the Figueroa manuscript, which is a copy of the original journal, but in the history of California called "Historical Memories of California," written by Father Palou, the entire document is incorporated, so it can be read in Spanish, and in both translations. Then there are two diaries by Miguel Costanzo, the engineer, one that is often used and one that I recently unearthed, when may be the original one, and we also have the Portola diary itself.

In other words, there are three sources for the discovery dates and discovery site, so in direct answer to your question, the original Crespi manuscript, as far as I know, is not extant unless it is buried in the Mexican Archives.

Senator KUCHEL. The Mexican Archives; where would that be?

Mr. TREUTLEIN. Mexico City.

Senator KUCHEL. Has any attempt been made—

Mr. TREUTLEIN. Professor Bolton tried to find it and found that the Figueroa copy was the nearest he could get to that.

Senator KUCHEL. Who was Figueroa?

Mr. TREUTLEIN. A priest who was a copyist and made a copy of this.

Senator KUCHEL. When did he make this copy?

Mr. TREUTLEIN. In the late 18th century.

Senator KUCHEL. Where is the Figueroa copy?

Mr. TREUTLEIN. In Mexico in the National Archives.

Senator KUCHEL. And it is available there?

Mr. TREUTLEIN. Yes.

Senator KUCHEL. Is it possible that the Crespi Journal could be in Spain?

Mr. TREUTLEIN. I doubt that, because Professor Bolton was such a careful student of the subject.

Senator KUCHEL. Thank you very much.

Senator BIBLE. Thank you very much, Doctor.

(The statement referred to follows:)

STATEMENT OF PROFESSOR THEODOR E. TREUTLEIN, PROFESSOR OF HISTORY,
SAN FRANCISCO STATE COLLEGE

The discovery of San Francisco Bay in November 1769 by the Portola expedition was one of the most notable achievements of Spanish exploration in western America. It is fitting that such a great event should be symbolized through the fixing of a discovery site which will always serve to remind us that atop Sweeney Ridge on the 4th of November, 1769, the band of explorers under the leadership of Commander Don Gasper de Portola viewed the great Bay of San Francisco.

This discovery came about during the effort which was being made by the Spanish Crown to secure the Port of Monterey in order to forestall a possible Russian occupation of the West Coast of North America, which Spain considered hers by right of Balboa's proclamation in 1513 and through maritime explorations of the 16th and 17th centuries.

The Port of Monterey had been discovered by Vizcaino in late 1602 during his voyage in search of a useful port for Spanish occupancy in that early day. Now, in the 1860's, this plan was being revived, and the illustrious Visitor General to New Spain, Don Joseph de Galvez, became the chief architect of Spanish "defensive expansion" for the Monterey project.

As a prelude to expansion, the Visitor General created a naval base at San Blas; from there the men and supplies for the projected expedition were brought to the Lower California coast. Portola, the governor of Lower California, was selected to command the entire expedition which was planned as a combined sea and land operation. The first rendezvous point for the ships and overland parties was fixed at San Diego.

Following the Spanish custom, the soldier-explorers were accompanied by missionaries, for long experience had proved the value of pacifying Indian tribes through the use of missionary pioneers and also because the spreading of the Catholic Faith was considered by the Crown of Spain to be its civilizing mission.

Thus, when we consider our sources of information for the Portola expedition, we turn to travel diaries and letters which were written by Portola, his engineer, Miguel Costanso, the scout Sergeant Jose Francisco Ortega, and Captain Fernando Javier de Rivera y Moncada, among the military members of the expedition, and to the diary of Father Fray Juan Crespi, the Franciscan member of the party.

The details of the Portola expedition of concern to us in this inquiry are found in the diary entries for 31 October-4 November, 1769. The assumption is being made that the immense importance of the Bay is appreciated by all, and that we are attempting to fix a discovery site which best symbolizes its discovery.

We should be reminded that the search for the Port of Monterey was prosecuted by a land expedition, using descriptions of the coastline as provided by the early navigators. It is not surprising, therefore, to learn that the explorers did not recognize the Port of Monterey from the land side and that, in the final days of October they began to suspect they had moved to the north of it.

On October 31st the entire party topped the hills north of Montara and descended into the San Pedro Valley (modern Linda Mar, in Pacifica) where they made their camp. Above the San Pedro Valley, prior to their descent, all had viewed outer San Francisco Bay, known today as the Gulf of the Farallones. They saw the great sweep of the coast and sighted Point Reyes which appeared to them almost as an island. More toward the north they saw three white barrancas which, according to the old records, marked the locality where an estuary was supposed to enter the land. The record they relied upon in the main was the Theoretical and Practical Navigation handbook prepared by the pilot and admiral, Gonzalez Cabrera Bueno (printed in Manila, 1734) wherein was described a port and estuary lying under Point Reyes, known as "the port of San Francisco,"

so named in 1595 by the Manila Galleon skipper, Sebastian Rodriguez Cermeño. Though some of the explorers were convinced upon sighting the identifying marks of Cermeño's port that they were north of Monterey, nevertheless, instead of at once turning back, Commander Portola decided to send out a scouting party to dispel all doubt as to their situation. In the words of Father Crespi (31 October): "Some of our party do not yet believe that we have left the port of Monterey behind or that we are on that of my father San Francisco. In order to clear it up entirely, the commander ordered that during the day Sergeant Ortega should go out with a party of soldiers to explore, and that we should wait until their return."

Sergeant Ortega and his men left the San Pedro Camp early in the morning immediately after Mass on the 1st of November, with the understanding that their exploration would last for three days. Ortega was given the specific charge to reach Point Reyes and the "port of San Francisco" guarded by that landform.

Exactly one day later, on the 2nd of November, several soldiers of the main party were permitted to go on a deer hunt. When they returned to camp on the evening of that day, they had an exciting story to tell. From the hills above the camp they had seen "an immense arm of the sea, or an estuary," which extended to the southeast "as far as the eye could reach."

Both Father Crespi and Engineer Costanso state in their diaries that news about this estuary seemed to confirm that they were at the "Port of San Francisco" because Cabrera Bueno described an estuary as lying alongside or back of that port. It was also conjectured by both diarists that the Ortega party would not in three days be able to go around such an estuary, reach Point Reyes, and return.

We note, then, that the deer-hunters provided the first information about the southern arm of present San Francisco Bay. When Ortega and his men returned to camp on the night of the 3rd of November, they related joyously that two days' march from the place which they had reached "there was a harbor and a ship in it." This information was inferred from Indian sign-language.

We know from the writings of Costanso, Crespi and Portola that Ortega and his men also saw the southern arm of the present San Francisco Bay from somewhere along the line of their exploration. However, on the evening of the 3rd of November the talk at the camp is reported as having been about the harbor and the ship.

Commander Portola could not overlook this new information. He made the decision to search for the port and the ship. It was this decision which brought the entire party to the climactic event of the 4th of November when all the members of the expedition for the first time viewed San Francisco Bay from a position above the San Pedro Camp on Sweeney Ridge.

Before the notable event of the 4th of November is documented, it must be emphasized that we lack solid information as to where Ortega went on his journey of the 1st to the 3rd of November. Father Crespi states that the party reached "the end or head of the estuary," almost the same language which is used later to describe the "San Jose end" or south end of the Bay. In a newly discovered form of the Costanso diary it is stated that Ortega reached the "end or head of the Serro" (hill or ridge).

But later explorers who reached Point Lobos (Captain Rivera and Father Francisco Palou, in 1774) stated specifically that they were at a place where "... up to the present time no Spaniard nor any Christian had set foot on it." And Lt. Colonel Anza in 1776, standing at Fort Point, wrote: "I went to the narrowest opening made by the mouth of the port, where nobody had been before." In other words, though Ortega and his men sighted the southern arm of the Bay and probably did so before the deerhunters, we lack the solid information to specify a "discovery site" to honor their exploration. The hunters, on the other hand, saw the southern estuary from the hills above the San Pedro Camp and thus might even have reached Sweeney Ridge.

But it is the 4th of November which marks the time when Commander Portola himself, as well as all other members of the expedition, stood on a hilltop to view the great Bay. There was something festive about this day, as though to presage a great event.

"We celebrated this day," wrote Father Crespi, "as the day of the patron of the royal presidio and mission to be founded at the port of Monterey, who is the senior San Carlos, and also to celebrate the days of our king, the senior Don Carlos III (whom God keep), celebrating in this little valley, on the beach of the

port (without the least doubt) of my father San Francisco, the holy sacrifice of the Mass; and about one o'clock in the afternoon we set out to continue the journey, following the south beach (i.e., the south beach of the outer port), we entered immediately into the mountains taking the direction to the northeast, and on the top of the hill we saw the great estuary or arm of the sea which must have a width of four or five leagues, and extends to the south and southeast."

Turning now to the Costanso diary, also for the 4th of November entry, for corroborative detail and also because it provides more specific information about the topography of the region than does Crespi's entry, we find: "... our commander determined to continue the journey in search of the port and ship, news of which the Indians gave the explorers; and in the afternoon the march was continued, following the shore or south beach of the Port of San Francisco. We soon entered the mountain range, directing ourselves toward the northeast, and from the top of a hill we saw a grand estuary which stretched toward the south-east and south-southeast. We kept it on our left hand, and turning our backs to the port (i.e., the Port of San Francisco, now called the Gulf of the Farallones), we followed a canada which opened to the south and southeast, and at sundown halted at the shelter of the encinos which bordered the lower slope of the hills on the west side: the march was two leagues."

A number of technical points should be underlined:

1. Both Crespi and Costanso agree that very quickly after the march was begun from the base camp, the expedition entered the sierra (translated as mountain range).

2. Both agree that the direction was toward the northeast. A compass reading taken today at San Pedro Valley (including the correction of the variation from true north) indicates that a movement toward the NE is directly toward the hills. In Costanso's day, his reading for Point Reyes from the San Pedro Camp was *west, 16 degrees northwest* (November 1 entry), and if one swings around from that reading to a NE line, the direction is even more directly toward the hills.

3. Even without the statements found in both diaries concerning the line of march toward the NE, and without the compass readings, it is clear that Commander Portola would no longer have wanted to move north along the coast. The problem was to find a way around the "great estuary or arm of the sea" which both Ortega and the hunters had seen. There was no way to go but up and over the hills.

4. The day's march on the 4th of November began in the early afternoon; Father Crespi stated at "about one o'clock." Both Crespi and Costanso agree that the party covered two leagues from one o'clock to sundown, which would have come earlier on the eastern side of the ridge than on its western side. Two leagues equals roughly six miles. When the top of the hill or ridge was reached, after the grand or magnificent estuary was viewed, then the party *turned its back on the outer bay* (the Gulf of Farallones) and proceeded down a canada toward the southeast, keeping the Bay (San Francisco Bay) on their left. This is exactly what the topography of the area dictates. (Note: Neither the Teggart nor the Bolton translations of the 4 November entries for the Costanso and Crespi diaries explain the meaning of the "bay" upon which the explorers "turned their backs." This is, of course, a crucial point in the determination of the location of the Sweeney Ridge site from which the entire party viewed San Francisco Bay.)

5. If one reckons the distance from the San Pedro Camp to the Sweeney Ridge "discovery site" as approximately one league, and the distance down the *canada* as more or less an additional league, to make the total to two leagues traveled on 4 November, the addition of the three leagues traveled on both the 5th and 6th of November to the San Francisquito site (Palo Alto) adds up to a total of some seven leagues from Sweeney Ridge to Palo Alto, or about 21 miles. This distance checks very closely on a modern topographic sheet.

The Portola expedition camped for several days on San Francisquito Creek near the palo alto, and then made the long journey back to San Diego. After much difficulty the entire enterprise was almost given up, but the fortunate arrival of a supply ship, the San Antonio, permitted Commander Portola to reorganize his program and carry through with the founding of the Royal Presidio of Monterey and the Mission San Carlos Borromeo (June 1770).

Between the establishment of the Monterey presidio and Mission and the founding of the Royal Presidio of San Francisco and Mission San Francisco de

Asis (September and October respectively in 1776), a dominant theme of early Upper California history is the "pull of the Bay." Explorations by land and by sea attempted to find Cermeno's "port of San Francisco," until it was finally realized that the great inland Bay was a prize of the first magnitude. The Bay in later years became the sought-after prize by the Russians, the English, and the French. United States policy makers were so concerned over the possibility that other nations might secure title to the magnificent San Francisco Bay that the frustration of their efforts became a major problem for the United States government from the period of the administration of President Andrew Jackson.

Thus, the contest for the ultimate control of San Francisco Bay became one of our most important national questions. It is altogether fitting, heretofore, that national recognition be given to a discovery site which will forever symbolize the discovery of San Francisco Bay, one of nature's marvels.

(Subsequent to the hearing the following additional information was received:)

SAN FRANCISCO STATE COLLEGE,
SCHOOL OF BEHAVIORAL AND SOCIAL SCIENCES,
San Francisco, Calif., April 22, 1968.

Senator THOMAS H. KUCHEL,
Senate Office Building,
Washington, D.C.

DEAR SENATOR KUCHEL: I appreciated the opportunity on 19 April to appear at the hearing on the various bills, including the one I especially supported, namely, S2615. I regret that the Drake question intruded itself into this hearing, because the solid evidence we have today does not support the contention made by Mr. Power. The Bay was not revealed to the world until the Portolá expedition discovery in 1769. This fact will not be changed even should it be proved, ultimately, that Drake had visited the Bay. In other words, at this time we are not in the position of having to decide a question of discovery—S. 2615 would simply give national recognition to a reality, that the Bay became known to the world beginning with the events of 1769, and not earlier.

However, as a professor of history I do not wish to be put into the position, even remotely, of considering Portolá a "good guy" and Drake a "bad guy" with reference to the hearing. Just by the way, I have profound admiration for both men. They were "pros" in the best sense of the word.

In order, therefore, to avoid any "conflict of interest" notion, in this case a "conflict of intellectual interest", I have called upon the resources of the Drake Navigators Guild, which I mentioned to you, and of whom the late Fleet Admiral Chester W. Nimitz was Honorary Chairman (a very active and involved honorary chairman, I happen to know). This Guild spent a colossal number of man-hours on the Drake question and came to the firm conclusion that Drake did, indeed, anchor in what is today called "Drake's Bay" and that he careened the *Golden Hinde* (the correct spelling of Drake's vessel) within Drake's estuary.

Members of the Guild assured me that within a matter of two or three days they will have their material in my hands. I will then sent it to you by air, special delivery, and registered mail.

Meanwhile, I am preparing a statement on the Powers arguments, pursuant to your request that I do this. I regret that there was not the time during the hearing itself for me to comment on these arguments, since I am quite familiar with the Drake question since 1929 when I began my graduate studies with Professor H. E. Bolton at Berkeley. Bolton showed me the "Plate of Brass" when he first received it in 1937. Bolton always contended that if and when the Plate were found, its precise location would not, without much corroborative evidence, mark the site where it was first set up. Bolton supported the Portolá discovery site with the San Mateo County historian Dr. F. M. Stanger, himself a thorough scholar, which resulted in the Sweeney Ridge Site being given State of California recognition.

There is, even today, despite intensive research on the plate itself, some remaining question about its authenticity. For instance, Charles Christopher Lloyd, Professor of History, Royal Naval College, Greenwich, England, has raised a question of this sort. More about this in my comments.

Since you asked about the Figueroa Ms of the Crespi diary, I have inclosed a statement on that subject at this time.

Sincerely,

THEODORE E. TREUTLEIN.

[Enclosure]

Fray Juan Crespi. Missionary Explorer on the Pacific Coast, 1769-1774. Herbert Eugene Bolton (Berkeley; U.C. Press, 1927). pp. lxii-lxiii.

THE DIARIES*

Note.—excerpts from Professor Bolton's essay on the Crespi Mss refer mainly to the Portolá Expedition of 1769-1770, which came under discussion during the hearing on S2615 at the Presidio of San Francisco, 19 April 1968.

"Diaries of all three of Crespi's exploring journeys were included in Palóu's *Noticias de Nueva California*. The only manuscript of this work known to be extant is that made by Figueroa. When Palóu left California in 1785 he took the original of his *Noticias* with him and filed it in the archives of the College of San Fernando, in the City of Mexico, of which he became guardian or president. Shortly before he died an order came from Madrid asking for the compilation of a great body of documents on which to base a monumental history of New Spain. Pursuant to this order Fray Francisco García Figueroa, of the College in San Cosme, in Mexico, compiled thirty-two volumes of *Memorias para la Historia de Nueva España*. Two of these volumes comprised Palóu's *Noticias*. The transcript, made from Palóu's autograph manuscript "with all the exactitude permitted by the wretched and difficult handwriting of the original," was certified by Father Figueroa himself on December 3, 1792. Six decades afterward, in 1857, the *Noticias* was published by the government of Mexico in the great collection of *Documentos para la Historia de Mexico*. It was printed from the Figueroa manuscript, for Palóu's holograph had disappeared."

"Some twenty years ago I examined the original Figueroa manuscript in the archives of Mexico." . . . "*Of the principal diary, that of the Portolá expedition, the Figueroa manuscript is the only version known to be extant.* Of the other diaries there are manuscripts in the Archivo General de Indias, at Sevilla." . . .

DEAR SENATOR KUCHEL: During the hearing, when you asked me about the possibility that the original Crespi diary of the Portolá diary might exist in Spain, I drew on my memory of the statement made above by Dr. Bolton. I am happy to note that my answers to your question about the Ms and also about the approximate date of the Figueroa copy (which I stated was near the end of the 18th Century) were the correct ones. I wanted to give you a precise answer about the date of the Figueroa copy, but I was not able to dredge up a better answer than the one I gave. Dr. Bolton apparently didn't have a more precise answer, either.

However, I looked up the date of the royal *cédula* which ordered the transcription of the manuscripts and the date of that order is 21 February 1790. Allowing a little over two months for the royal order to reach Mexico (average sailing time from Puerto de Santa Maria (the port of Cádiz) to Vera Cruz was 78 days) Figueroa might have got down to work in May of 1790. If the original Crespi diary ever does turn up it would be a great find though it would not alter the known facts.

THEODORE E. TREUTLEIN.

SENATOR BIBLE. Our next witness is Robert Power of the Nut Tree.

SENATOR KUCHEL. Mr. Chairman, Robert Power is a friend of mine, a very good friend of mine, and a good citizen of this State. He wrote to me and told me that he had some views and interrogation on the claims we heard, and I told him this was the place to put them on the record.

SENATOR BIBLE. We have the full document, which will be incorporated in full in the record. Will you proceed?

*The plural refers to the diary of the Portolá Expedition, of 1769-1770; the Fages Expedition of 1772; the Pérez Expedition of 1774).

STATEMENT OF ROBERT H. POWER, THE NUT TREE

Mr. POWER. Thank you, Senator Bible and Senator Kuchel. I want to compliment you on coming to California and San Francisco, and this historic Presidio, and continuing the heritage of California for which all of us are here.

I am an amateur historian in California, and I have devoted my studies the last 14 years to the early discoveries of San Francisco Bay, and for that reason I thought that some of the information that I have discovered over that period of time that has not been generally available to other historians in California, because it has not been published, should be made available to this committee, because part of the language of the bill pertains to the topic that I have been studying.

Specifically, the purpose of my appearing before this committee is to propose corrective language to Senate bill 2615. The section of the bill that I am challenging is the introductory sentence which reads:

To authorize the establishment of the site of the discovery of San Francisco Bay as a national historic site, and for other purposes.

I propose that the words "site of discovery" be deleted, and the words "Portola discovery site" be inserted in their place.

The corrected sentence would then read as follows:

To authorize the establishment of the Portola discovery site of San Francisco Bay as a national historic site, and for other purposes.

With this change I would, of course, heartily endorse the bill.

The reason it is necessary that this simple but vital change be made in the language of the bill is that "the Portola discovery site of San Francisco Bay" is, in fact, not "the site of discovery of San Francisco Bay."

Departing from the text for a moment, from the Portola discovery site flowed the Spanish history of California; from the great discovery site of San Francisco Bay flowed the American history of the continent, and so they are completely divergent. They finally came back together when the American people took over the Golden Gate several hundred years later.

The first European to view San Francisco Bay was the famed Elizabethan, Francis Drake, who sailed the Golden Hind through what is now the Golden Gate on June 17, 1579. He named the whole country Nova Albion, after being reminded of England by the Dover-like white cliffs that lie towards the sea in what is now the Point Reyes National Seashore. More obscure, and less certain, are two other alleged reports of San Francisco Bay which had profound effects on the historical cartography of California. One was a strange relation by the Portuguese pilot, N. de Morena, and the other report was part of the geography depicted on a working chart taken from a Manila galleon in 1743 by Commodore George Anson.

It was 14 years ago since I unexpectedly discovered that the well known Portus Novae Albionis plan, which the Drake expedition had made of their California harbor, matched the northern features of San Francisco Bay.

If you would like to follow the exhibits, it explains it better than the exact text.

Senator BIBLE. I handled the Point Reyes hearing, and if my memory is correct, I remember the link with Sir Francis Drake at that point, and I guess that is why it was named Drake's Bay.

Mr. POWER. That is at Point Reyes, Drake's Bay, and that was named in 1624 by Abraham Goos in order to give credit.

Senator BIBLE. Didn't he lose one of his ships there?

Mr. POWER. No; the galleon was lost 20 years after Drake.

Proceeding to exhibit 1, I will continue with my text. It shows you the San Francisco Bay area, it shows Drake's Bay, and an overlay of the Portus plan that we will be discussing in detail in just a moment.

This orientation stands today as the single undeniable factor in establishing Francis Drake's entry into San Francisco Bay.

This plan for the Port of Nova Albion was incorporated into the border design of the *Vera Totivs Expeditionis Nauticae* world map, executed by the Flemish cartographer, Jodocus Hondius, in London, circa 1590. There is general acceptance today that this world map and its insets were compiled from a primary Drake voyage source.

The Portus Novae Albionis plan comparison with San Francisco Bay begins with Belvedere Island, its neighbor Tiburon Peninsula, and then follows the general curve of northern San Francisco Bay from Point San Quentin through the Richmond shore. The English fort is situated at Point San Quentin. There are two omissions, Angel Island and the Strait of San Pablo, but these omissions are due to the nature of the plan which is a view rather than a true map. This plan was probably drawn from the deck of the Golden Hind while it was anchored in the lee of Angel Island. Therefore, Angel Island was to the rear of the cartographer and out of the chosen view and the Strait of San Pablo is on the horizon some 8 miles distant, and therefore is indicated as shoreline.

There is a great deal of other interesting evidence about the Elizabethan intrusion into San Francisco Bay, but for the sake of brevity I will just list two other significant pieces of evidence that tie in closely with the Portus Novae Albionis plan.

1. Drake plate of brass: This unique piece of Americana was discovered in 1936 by Beryle Shinn on the top of a low ridge that overlooks the south face of Point San Quentin.

The other point I would like to make is relative to the importance of this. It tells about the beginning of the English Empire, the first British protectorate in the whole world, and one of the reasons that Sir Humphrey Gilbert came to the New World in 1583 to start the American epic was that the people of Nova Albion had extended the hand of friendship to Great Britain, and that was written—

Senator KUCHEL. Who were the people of Nova Albion?

Mr. POWER. Indians, indigenous Indians, but they welcomed him as a great hero equal to their own.

Senator KUCHEL. Do we have documentation of that?

Mr. POWER. Yes; it is well written up in the famous voyage.

Senator KUCHEL. Where is this brass plate now?

Mr. POWER. Bancroft Library, University of California.

Senator BIBLE. You may proceed.

Mr. POWER. Going to exhibit 6, which is a piece of original comparison that I depict with a picture by Arnold Montanus. If you look at

the pictures of exhibit 6, you can see a striking resemblance between a view from Point San Quentin looking across the portion of San Francisco Bay and Angel Island and Tiburon, and the view is intensified by realizing this is only a quarter of a mile from where the plate of brass was found, and it is where the port is shown on the comparative Portus plan map.

This illustration was published in a monumental geography of the Americas by Arnold Montanus in Amsterdam in 1671, and it bears a remarkable resemblance to a modern photograph taken from Point San Quentin looking across a portion of San Francisco Bay at Angel Island and a portion of Tiburon Peninsula. Arnold Montanus was a grandson of Petrus Montanus who in turn was the partner and brother-in-law of Jodocus Hondius.

I'll leave that English report by Sir Francis Drake, which is much more lengthy, and I have read most of them.

Another adventurer who apparently described San Francisco Bay was Drake's Portuguese pilot, N. de Morena, in a report to the Governor of New Galicia (Mexico), Rodrigo del Rio, in about 1583. I have a copy of the translation for you to read at your leisure and you can see if you don't agree with the way I understood it. This pilot claimed to have been left behind by Francis Drake, more dead than alive, but he soon recovered his health. In the next 4 years he walked through the land, sighted the Gulf of California and then wandered about until he reached the capitol of New Galicia. He hypothesized that the Gulf of California went northward to join with the harbor where the Englishman had put him ashore. He offered to take the Governor back to Drake's stopping place on an arm of the sea and there they could easily cross to the other side. The viewing of the San Francisco peninsula as an island is a fair observation from the bay shore of Marin County because there is no visible end to San Francisco Bay from that vantage point.

The place name San Francisco was first applied to the general area 16 years after Drake by Capt. Sebastian Rodriguez Cermeno when he landed at Point Reyes. He had his Franciscan friar christen what is now Drakes Bay "La Baya de San Francisco" and this bay was later called the "Puerto de San Francisco" by the Viscaino expedition in 1603.

The Morena report had a colorful conclusion 35 years later in the hands of Father Antonio de la Ascension who had come to California with Sebastian Viscaino in 1602-03. He combined the elements of the Morena story with his firsthand experience in California waters and made the biggest geographical error of the 17th century by creating the cartographic island of California. He sent his California manuscript map back to Spain, but it was captured on the high seas by Dutch privateers who put it in the hands of Abraham Goos, a cartographer and first cousin-in-law of Jodocus Hondius. Goos, on his 1624 map, changed Father Antonio de la Ascension's "Po. de S. Francisco" to "Po. Sr. Francisco Draco" to give credit to Sir Francis Drake. Goos used three languages, Spanish, English, and Latin, to make his new name match phonetically, and with letters the original Spanish place name. California as an island became very popular in England and then throughout non-Hispanic Europe.

The point to remember is that there is no other explanation of the famous cartographic dream known as the "Isle of California" than to assume that N. de Morena did link, in his confused mind, San Francisco Bay and the Gulf of California, forming an island that extended from this Presidio of San Francisco to San Jose de Cabo.

The next challenge to Portola being the discoverer of San Francisco Bay has a Spanish heritage. In 1743 Commodore George Anson captured a Manila galleon and he discovered in the chart room a map of the Pacific Ocean, different from any that was known in Europe. One significant difference was the California coast in the vicinity of "Punta de los Reyes." This map showed the "Los Farollones" near a great unnamed bay that is shaped very much like San Francisco Bay, only larger. You can see quite a similarity between what is depicted there and the present shape of San Francisco Bay. Actually, Portola was using charts from the Manila galleon when he came northward and was able to easily identify it, from those charts and looking at those maps. It is not surprising he was able to do that.

Anson's Manila galleon chart, first published in 1748, gained wide acceptance and was even included in *Noticia de la California, Mexico City, 1757.*

The great unnamed harbor on the Manila galleon chart was assigned the place name and legend "Port of Sir Francis Drake," not "St. Francisco," by Thomas Jefferys in 1753. (Exhibit 11.) His associate, John Green, charged the French geographers had converted "Port Sir Francis Drake into Port San Francisco, dishonoring the name of the knight by changing it into one of their spurious Saints."

The confusion and controversy over which bay should be San Francisco Bay and which should be Sir Francis Drake's Bay was finally resolved by Spanish domination of the region rather than by historical fact.

And so, Senator Bible and Senator Kuchel, this subcommittee must make a similar decision, whether it intends to create history by legislation or correctly recognize historical fact. I, therefore, give you an opportunity to be on the side of fact by proposing that the words "site of discovery" be stricken from the bill and the words "Portola discovery site" be inserted in their place.

Again, thank you for coming to California to help us with our hearings.

Senator BIBLE. That is a most interesting statement, and I am going to read it with a great deal of interest. I guess we want to be on the side of fact in history, and I am sure with Senator Kuchel's help we will be able to resolve this point.

I am sure I am not enough of a historian to know the final answer, but I know that Senator Kuchel is, and you have created a lot of interest. You have some amazing history written here; you have spent a lot of time on this, haven't you?

Mr. POWER. Yes, I have, sir. I have spent a great deal of my time. It has become my avocation.

Senator BIBLE. I wish we could turn the clock and sail with old Sir Francis Drake in those days. I bet the world wasn't in better shape than it is now, but it would have been interesting to have been here at those particular times.

Mr. POWER. If I could add one thing more of the problem as I see it, legislatively, and that is this: If you today create a discovery site of the discovery site of San Francisco Bay, you then could be faced with having to designate another discovery site of San Francisco Bay in 1979, when the 400th anniversary of the discovery of the North American Continent by the English nation occurs, so you would be safer to stay with Portola's Discovery Site of San Francisco Bay, and let Drake do what he wants to do in 1979, when he undoubtedly will be entitled to a great ceremony.

Senator BIBLE. I am sure we can properly honor history with respect to all great men that came into this area and the sites involved. I am sure we can get it worked out somewhere along the way.

This is a very provocative statement of yours and I am grateful for your spending this time. Don't run away, Senator Kuchel may have some questions.

Senator KUCHEL. This is fascinating. Let me ask you, generally: When did you come to the conclusions that are written up in this pamphlet?

Mr. POWER. I had them pretty well in mind. They have been elaborated on continuously since 1960, and I did my first article in 1954, but by 1960 I had them rather well written up.

Senator KUCHEL. Have you since 1954, or since 1960, had an opportunity to sit down with historians, recognized as experts in this kind of history? Have you been able to acquire any support from the academic community?

Mr. POWER. Oh, very little, frankly. I would say that California historians are not as knowledgeable in this area, perhaps, as those in Europe. It is a worldwide question.

I went to the British Museum, I talked to Mr. Skelton, the world's cartographic authority. He looked at my comparison and said it was very fine, certainly a fair comparison and a fair set of maps.

He looked at the pictorial picture that I have here that a lot of people like very well, and he said, "I don't like pictures so I don't give you any weight at all." Other people look at the picture, others rely on the plate of brass.

Myself, studying historical photography for the last 14 years, I feel that the map comparison is evidence that is incontrovertible.

Senator KUCHEL. I don't want to prolong this, Bob, but let me ask some specific questions. On exhibit 6, is there any disparity between the drawing which indicates the hill over there, or the mountain has been cut down suddenly, with some troops marching alongside there, and the photograph that you took simply showing a continuation of the hill with no opening in it.

Mr. POWER. I think it is the background aperture of the Bay and the hills beyond that I find the most striking.

Senator KUCHEL. They are very striking.

Mr. POWER. The other hill I call artistic liberty, or maybe I am not comparing the right thing. I have no explanation for it.

Senator KUCHEL. Who was Commodore George Anson?

Mr. POWER. He was in the British Navy and later became Lord Anson.

Senator KUCHEL. Where did he capture this?

Mr. POWER. In the Philippines. He followed across the Pacific from Baja California, and captured it in the Philippines, and these galleons went across the Pacific for 200 years.

Senator KUCHEL. What for? Were they pirates?

Mr. POWER. No, traders, allowing the Mexican officials to trade with the Philippines without going through the port of Seville.

Senator KUCHEL. You reproduce on exhibit 10 just a small part of the map that Commodore Anson found in the wardroom of the *Manilla* galleon. Does it show elsewhere—this is the 37th, 38th and 39th, and they stand for—

Mr. POWER. Parallels.

Senator KUCHEL. Was that part of the map that was found?

Mr. POWER. That was part of the map that was found.

Senator KUCHEL. And are they accurate with respect to the location of Los Farollones?

Mr. POWER. The Punta de los Reyes is 38° precisely. The 38th parallel runs through Point Reyes, it is $38\frac{1}{2}^{\circ}$ on this map.

Senator KUCHEL. Who is responsible for calling it Punta de los Reyes?

Mr. POWER. Assigned by Viscaino in 1603 as Little Christmas, which was the Feast of the Kings.

Senator KUCHEL. That is across the Golden Gate and around the corner?

Mr. POWER. That is right. You can see it on your first map. It is just the lower part of this bay which suddenly took on the looks of San Francisco Bay for no apparent reason other than possibly early discovery.

Senator KUCHEL. What have you got to say about that, Professor?

Mr. TREUTLEIN. Are you inviting me to comment on some of the statements?

Senator KUCHEL. Have you studied this?

Mr. TREUTLEIN. Oh, yes.

Senator KUCHEL. You disagree with the conclusions?

Mr. TREUTLEIN. Yes, sir. The conclusions I have to disagree with.

Senator KUCHEL. Would you mind, for the record, submitting to the committee a statement, because I must say that there is much in here that is very provocative to a nonhistorian.

Mr. TREUTLEIN. When Fleet Admiral Chester Nimitz got involved in the great controversy, and he and his group came to an opposite conclusion from Mr. Power, I have to be neutral, I have to take the facts as I find them.

Senator BIBLE. I am not familiar with Admiral Nimitz' findings, but anything you want to furnish for the record would be helpful, because we want to do justice to history. Will you forward this along with the bills? The record will be kept open.

I am going to read with a great deal of interest, Mr. Power, this brochure. You have done a great deal of work on it and you are to be commended.

Senator KUCHEL. If you have anything in addition to what you put together here, comments that may have been made by any scholars in the United Kingdom on this subject, I would like to have those made available.

Mr. POWERS. Frankly, I have very little support in this area. I feel that I am just beginning my discoveries.

Senator BIBLE. I wish you well in those discoveries.

This has been a very interesting hearing. We have the great hand of history looking over you, and the great things we can possibly do here.

These are three very interesting bills. We are going to visit Fort Point Museum right after lunch, and fly over the proposed Skyline Parkway.

Obviously, there are problems ahead as we consider these, but we will move forward as quickly as we can.

We will stand in adjournment, subject to the right to furnish or correct the record at any time within the next 2 weeks. We stand adjourned.

(Whereupon the hearing adjourned at 1 p.m.)

FORT POINT NATIONAL HISTORIC SITE

MONDAY, JUNE 24, 1968

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

The subcommittee met, pursuant to call, at 10:20 a.m., in room 3110, New Senate Office Building, Senator Alan Bible (chairman of the subcommittee) presiding.

Present: Senators Alan Bible (Nevada), Frank E. Moss (Utah), Thomas H. Kuchel (California), and Clifford P. Hansen (Wyoming).

Also present: Jerry T. Verkler, staff director; E. Lewis Reid, minority counsel; and Darryl A. Hart, assistant minority counsel.

Senator BIBLE. The committee will come to order.

This is the time for the continuation on the hearing on S. 2159, to establish the Fort Point National Historic Site in San Francisco, Calif.

We had earlier hearings in the area on this bill. At that time, I stated, in closing the hearings, that we would hear the departmental witnesses on this particular legislation in Washington, D.C.

The full report of the Interior Department, signed by Harry Anderson, the Assistant Secretary, will be made a part of the record. A letter from the Secretary of the Army will be made a part of the record. The letter from the Bureau of the Budget will also be made a part of the record. These will all be inserted following the copy of the bill at the beginning of this record.

We have as our first witness today Mr. Harthon L. Bill, accompanied by Frank Harrison.

STATEMENT OF HARTHON L. BILL, DEPUTY DIRECTOR, NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR; ACCOMPANIED BY FRANK E. HARRISON, ASSISTANT TO THE DIRECTOR; AND REED JARVIS, STAFF ASSISTANT

Mr. BILL. Mr. Chairman and members of the committee, I am pleased to join you today to discuss S. 2159, legislation to authorize the Secretary of the Interior to designate 29 acres within the Presidio of San Francisco as the Fort Point National Historic Site. The Department recommends enactment of this legislation, with suggested amendments.

The Presidio of San Francisco is a 1,460-acre military reservation overlooking San Francisco Bay and the Golden Gate, which has been, for many years, under the jurisdiction of the Department of the

Army. Fort Point, rising within one corner of the reservation, is a massive 150- by 250-foot fortification constructed in 1861 on the site of the first Spanish fort of the Presidio.

Mr. Chairman, Fort Point stands today as a classic example of a coastal fortification of the mid-19th century, the greatest to be erected on the west coast of North America and one of the best examples in the United States.

In 1962 the National Park Service made a study of the historical significance of the Presidio, whose fortifications played an important part in the development of California from 1776 to 1914. It found that the Presidio, and the existing Fort Point within it, are of exceptional historical significance. The Advisory Board on National Parks, Historic Sites, Buildings, and Monuments concurred in this finding. The Presidio is now a national historic landmark.

Following the introduction of S. 2159, the National Park Service conducted further, more detailed studies to determine the suitability and feasibility of including Fort Point in the national park system. During those studies, there were frequent meetings with officials of the Presidio and the Fort Point Museum Association.

A master plan has been completed for the area. It represents a careful analysis of the resource together with the plans for public use of Fort Point. This plan includes a total of 39 acres of land and 63 acres of submerged land as depicted on a map before the committee today.

The plan is designed to preserve the fort and its surroundings and provide for optimum public use with adequate facilities. We therefore suggest amendment of the legislation to authorize inclusion of all the land shown on the map when the Department of the Army relinquishes the property.

Before I complete my statement, I should like, for the benefit of the committee, to have Reed Jarvis of our staff on the west coast, and Mr. Jay Bright to explain the proposed plan and interpretation that we have in mind.

Senator BIBLE. I would like to have you do that, but before you do I would like to have you finish your statement, because you have some figures about land acquisition and development.

Do that and we would then like to have your explanation of your development plan. I particularly want you to put emphasis on how much land you will require and how much it will cost you.

Mr. BILL. There will be no acquisition costs since all lands are now federally owned.

Developments including restoration, road and parking area improvement, interpretive trail and seawall stabilization are estimated to cost \$4,240,500, of which \$2,635,500 would be programed during the first 5 years following authorization. Annual operating costs are estimated at \$184,200 following the fifth year.

Our economists have projected that by 1977 we may expect 617,700 visitors to Fort Point National Historic Site per year.

Senator BIBLE. What are the annual visitations at the Fort Point National Historic Site in each of the last several years?

Mr. BILL. We have not the precise figures, but I was there last Saturday and was told that on one special day, they had had approxi-

mately 46,000 visitors. Dr. John Hussey, our historian from the regional office, is here today and can provide those figures.

Senator BIBLE. I think that they testified to that at the San Francisco hearing and gave us some approximate figures on an annual basis, but I have forgotten what those figures were. Maybe Dr. Hussey himself can volunteer that. I just want an approximation of how many people visited there last year in the total year.

Mr. BILL. We will check those figures, and if it is agreeable to you, we will provide them for the committee.

(The information requested is as follows:)

VISITATION AT FORT POINT

During 1966 and 1967 the Information Office, Headquarters 6th Army conducted tours of Presidio of San Francisco. Included on these tours was a visit to Fort Point. The visitation statistics for these tours are as follows:

Number of visitors in 1966, 10,550.

Number of visitors in 1967, 28,268.

Since April, 1968, the Fort Point Museum Association conducted week-end tours. These tours are offered from 1-4 Saturday and Sunday afternoons, and are conducted on three week-ends each month. Through June 16, 1968, these tours have accommodated 15,765 visitors.

Senator BIBLE. Now you have some witnesses whom you want to explain your plans of development?

Mr. BILL. Yes, sir.

Mr. JARVIS. The purpose of this proposal is to preserve and interpret the largest masonry fort structure on the Pacific Coast. The Park Service category would be historical. Our objectives are for land acquisition to acquire as much land as is needed for protection and interpretation of the area.

We do need some research to aid us in our development of our safety and protection objectives, which are very important. I will cover these in my explanation of the development plan later, but safety is an important part of our objectives here.

Senator BIBLE. What do you mean by that? Safety is very important, I suppose, everywhere. What do you mean by that in connection with Fort Point?

Mr. JARVIS. The land is so irregular and steep. And close to the Golden Gate Bridge the bridge itself is used for people throwing themselves from the bridge.

Senator BIBLE. What you are saying is that at Fort Point something is apt to drop on people from the Golden Gate Bridge?

Mr. JARVIS. No, sir. We have taken steps to protect the visitor from the bridge problems.

Senator BIBLE. How do you propose to do that? This kind of intrigues me.

Mr. JARVIS. We would propose to put a large net beneath the bridge to protect visitors from falling objects and insure their safety at all times.

Senator BIBLE. All right. You may proceed.

Mr. JARVIS. The interpretive theme would be to present the fort as it appeared from 1861 to 1893, at which time military sciences no longer stressed the need for a bastion such as Fort Point. The area is, of course, located at the Golden Gate. The access to the area is from the Golden Gate Bridge or from the south along city highways into

the Presidio. The population of the area is approximately 4½ million and is expected to double by 1990.

Senator BIBLE. By what figure?

Mr. JARVIS. It is expected to double by 1990. The city of San Francisco receives approximately 2½ million visitors at the present time. There is a very active park and recreation program. The people in San Francisco are very interested in their parks and need recreation areas.

In a very brief history of the Presidio, as I will show you here, Anza, the Spanish explorer, selected this area for the location of the Presidio. Upon development of the Spanish Presidio, the adjacent lands became the selected site for the city of San Joaquin. The fort was begun in 1817. It fell into disuse and was captured by the Americans in 1846, when Fremont rowed across the bay and spiked the cannons.

During the Civil War, no shot was fired against an enemy or at anyone in anger, as you might say. By 1893, the fort was abandoned for purposes of military defense. The batteries in this area and here were developed.

Our resource use covers the bridge operation, the Golden Gate Bridge, and this area here. There is some limited public use of the area now. People from the city fish from this large pier. The Army has tours during the week. Arrangements are made with the public information officer and an Army guide will take people through the fort. On weekends the fort is open to the public between 1 and 4 p.m. for a guided tour, compliments of the Museum Association.

There is a motor pool located in this area and used by the 91st Transportation Division, a research unit. That is located right here.

I would like to mention that the fort was opened in October of 1967 for a 4-hour period. It was advertised in the paper only once, yet 16,000 people went through the fort in 1 hour.

Our plan is as follows: If the land is transferred to the U.S. Department of the Interior and various agreements are made, we would immediately proceed with our research to provide information for restoration and development. Our restoration would begin immediately, for we have to protect the visitors from some of the hazards that are there at the present time—lack of railings and masonry that is falling out.

Senator BIBLE. How much do you anticipate it will cost you to rehabilitate the fort itself?

Mr. JARVIS. Mr. Harrison has that answer, I believe.

Mr. HARRISON. \$1,860,000.

Senator BIBLE. That is just for the fort itself? That is not for the entire historic site?

Mr. HARRISON. That is right; that is the restoration of the historic structures—\$1,860,000.

Senator KUCHEL. May I ask a question, Mr. Chairman?

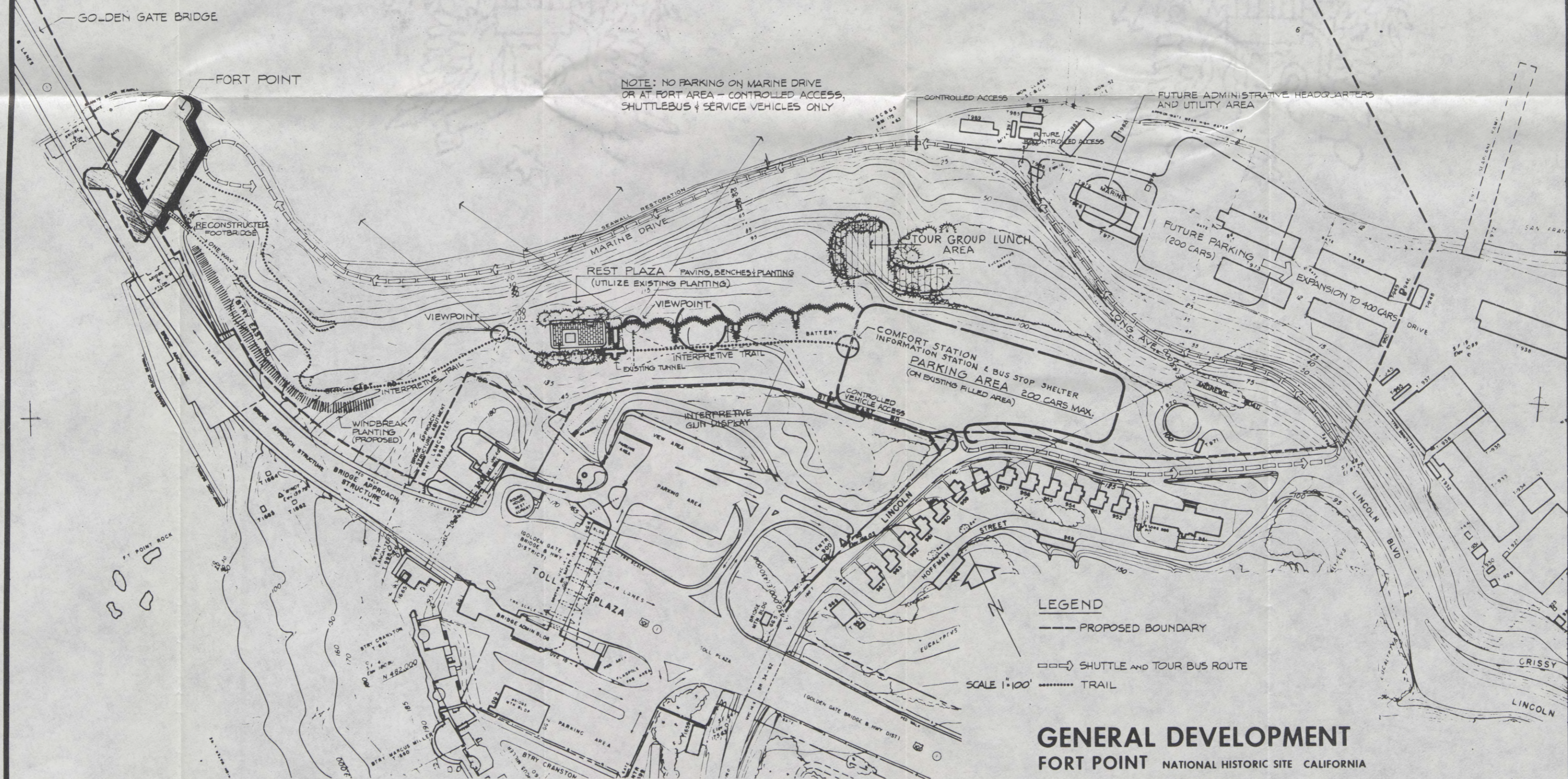
Senator BIBLE. Certainly. The Senator from California.

Senator KUCHEL. Is the figure you just enunciated a part of the estimated development costs of \$4,240,000?

Mr. HARRISON. Some of it is. This is a part of the \$4 million figure.

Senator KUCHEL. I think you should furnish for the record a breakdown of how you arrived at that \$4 million figure.

SAN FRANCISCO BAY



NOTE: NO PARKING ON MARINE DRIVE OR AT FORT AREA - CONTROLLED ACCESS, SHUTTLEBUS & SERVICE VEHICLES ONLY

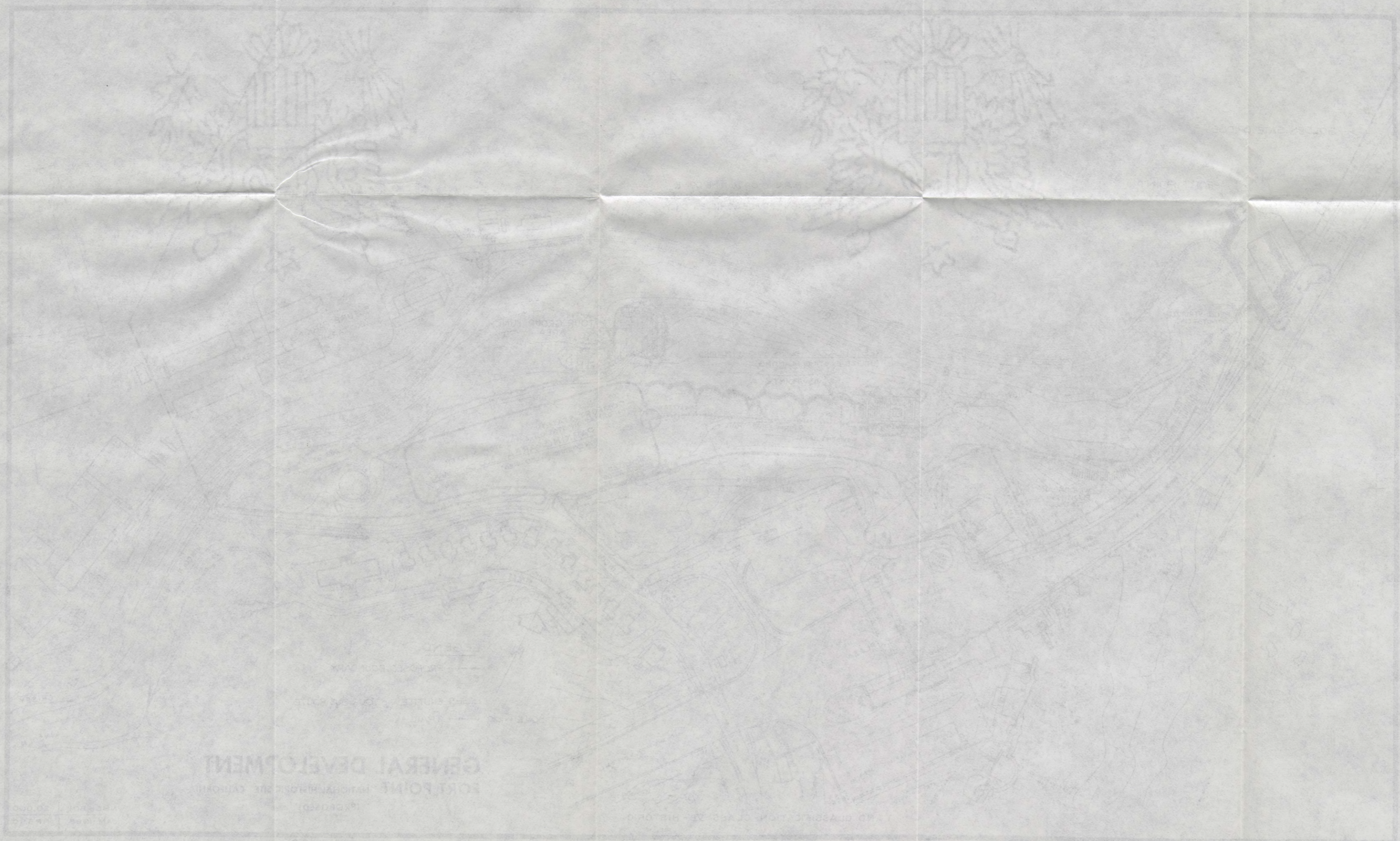
LEGEND

- PROPOSED BOUNDARY
 - SHUTTLE AND TOUR BUS ROUTE
 - TRAIL
- SCALE 1"=100'

GENERAL DEVELOPMENT FORT POINT NATIONAL HISTORIC SITE CALIFORNIA (PROPOSED)

LAND CLASSIFICATION- CLASS VI - HISTORIC

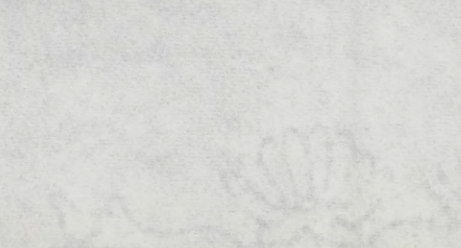
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GENERAL DEVELOPMENT
FORT POINT, SAN FRANCISCO, CALIFORNIA

Scale 1:50,000
Sheet No. 100-100

U.S. GEOLOGICAL SURVEY
WASHINGTON, D.C.



Mr. HARRISON. All right, sir; we will be glad to do that.
(The information requested is as follows:)

FORT POINT NATIONAL HISTORIC SITE (PROPOSED)

Year	Developments		Total
	Trails and roads	Buildings, utilities, et cetera	
1st.....	\$120,000	\$430,000	\$550,000
2d.....	301,000	440,500	741,500
3d.....	370,000	232,500	602,500
4th.....	235,000	241,000	476,000
5th.....	135,000	130,500	265,500
Subtotal.....	1,161,000	1,474,500	2,635,500
Future years.....	670,000	935,000	1,605,000
Grand total.....	1,831,000	2,409,500	4,240,500

Senator BIBLE. You may proceed.

Mr. JARVIS. Our restoration will be concerned with developing and restoring selected features of the fort. The structural iron, for example, has deteriorated to such a point from the fog and salt spray that it needs replacement, and railings, of course.

The development of the area outside of the fort that I would like to discuss is the upper area and the lower area. I will first confine my remarks to the upper area. There is a flat area for parking, to hold a maximum of 200 cars. We propose to have a trail pass by the magazine and traverse battery A, with a cannon exhibit, to a selected viewpoint here, into a rest area which is protected from the wind, down what we call the interpretive trail to the fort. From this point to this point, there are superlative views of the Golden Gate Bridge. We expect that many people would walk to the fort and then enter at this lower level.

An option for them would be to check here at our information station and board a shuttle bus. Because of the great distance from this point to the fort, approximately 2,300 feet in rough terrain, we suggest that a shuttle bus run along an existing road to the fort.

A tour group lunch area is needed for school groups attending the fort who need a place to picnic. We would have a problem in opening a picnic area in such a limited area; therefore, tour groups making reservations could have their lunch here.

Proceeding down to the lower point, there is an area of approximately 5 acres of flat beach land which could be developed as an additional parking area.

There is a seawall stretching from here to this point, which is cut granite. From here on, the seawall is made of masonry rubble and is in need of repair. The sea has battered it and the soil behind it is soft, so we would have to have seawall restoration from this point to this point to protect the safety of the point and the visitors.

The fort would be open during daylight hours year round. We have found that the structure will accommodate 1,200 visitors an hour. We would expect over 600,000 people per year to visit the fort by 1977. The average visit would be approximately an hour and a half to 2 hours, an hour within the fort.

Within the fort itself we expect to have exhibit rooms on the first floor, cannon displays, demonstrations jointly with the Army and civic groups interested in the area, such as flag-raising and celebrating military holidays.

Senator BIBLE. I think that is enough detail on the development of it. I have no specific questions of you.

I am wondering how many forts of comparable size and national interest are maintained by the Park Service. You have one in Puerto Rico, as I recall it. Do you operate the one at St. Augustine? Is that a Park Service facility?

Mr. BILL. We do. Of this general type, there are two—Fort Sumter and Fort Pulaski. There are differences but they are this general type. At Fort Point there are three tiers or levels, whereas at Fort Sumter there are two, but they are similar.

Senator BIBLE. What type of visitation do you have at Fort Sumter?

Mr. BILL. We will provide the figures.

Senator BIBLE. How about Fort Pulaski?

Mr. BILL. We will provide that, too.

Senator BIBLE. How about the fort at St. Augustine?

Mr. BILL. We will provide all that, sir.

Senator BIBLE. What is the one at Puerto Rico?

Mr. BILL. San Juan.

Senator BIBLE. How much annual visitation does it have?

Mr. BILL. We have not the figures with us. We will provide them for the committee, sir.

(The information requested is as follows:)

COMPARISON OF COASTAL DEFENSE FORTS IN NATIONAL PARK SYSTEM

Area	Gross acres	1967 attendance	Description
Castillo de San Marcos NM, Florida.	21.58	473,800	Oldest masonry fort in continental United States. Started in 1672 to protect St. Augustine.
Fort Frederica NM, Georgia.....	250.00	242,300	Built 1736-48 during Spain and England's struggle for what is now Southeastern United States.
Fort Jefferson NM, Florida.....	47,125.00	22,100	Largest all-masonry fortification in Western World. Built 1846 to control Florida Straits.
Fort McHenry NM, Maryland....	43.26	567,700	Built in 1790's to protect Baltimore Harbor.
Fort Matanzas NM, Florida.....	257.76	187,700	Spanish fort built in 1737 to protect back door of St. Augustine.
Fort Pulaski NM, Georgia.....	5,516.62	269,500	Early 19th century fort. Bombardment by Federal rifle-cannon in 1862 first demonstrated ineffectiveness of old style masonry fortifications.
Fort Sumter NM, South Carolina.	2.40	134,400	Massive masonry fortification. Oldest within territorial limits of United States; begun by Spanish in 16th Century to protect sealanes to New World.
San Juan NHS, Philippine Islands.	37.73	659,700	

Senator BIBLE. I have no further questions. I will yield to the Senator from California.

Senator KUCHEL. The bill, as introduced, authorizes the transfer of 29 acres. In the 29-acre proposal, does the Department of the Interior except the 8 acres on which there presently is situated an Army motor pool?

Mr. BILL. Our position is that when the Army is prepared or willing to release the 8-acre area, we would wish to have it. At the present time, it is not included in the 29 acres. The 29 acres is the area shown.

Senator KUCHEL. This is not going to make for a very good record, but go ahead and run your hand around what the 29 acres includes.

Mr. JARVIS. It includes the land within and to the west of Long Avenue to this point, at which it becomes Marine Drive to Fort Point, along the fence line on the east side of the Golden Gate Bridge to the building along the west side of the structure of Fort Point itself and to the right-of-way of the bridge and highway district line to this point on Lincoln Boulevard and parallel to the road where you return to Lincoln Boulevard and Long Avenue.

Senator KUCHEL. So that the 8 acres now occupied by the Army motor pool lie outside the proposed 29-acre transfer; is that correct?

Mr. BILL. That is correct.

Senator KUCHEL. Now, with respect to the proposal for the 63-acre transfer, where do the additional 63 acres lie—north, south, east, or west of the 29?

Mr. JARVIS. That lies to the north, sir. It is the bay.

Senator KUCHEL. It is all submerged land?

Mr. HARRISON. It is submerged. The reason for it is that the Department of the Army has jurisdiction out there now, so we would be taking over those jurisdictions.

Senator KUCHEL. I have no objection to that, but why do we want to include submerged land in a transfer to a historic site? What advantage do we contemplate that transfer would give to the Department?

Mr. HARRISON. Senator, in the event the 8 acres are transferred, you will not that there is a pier there. We feel that eventually if that is transferred to the Department of the Interior, this would be a place where people coming in on private boats, and sightseeing boats could come in. We feel that this is one of the more attractive approaches to the fort.

By transferring jurisdiction out the 300 yards, it would enable the Department of the Interior to control the use of that land—dredging and whatnot—any use that may alter the present appearance.

Senator KUCHEL. Just for purposes of comparison, how many acres are under the jurisdiction of the Department of the Interior at Fort Sumter?

Mr. HARRISON. Fort Sumter, there is a total of 2.40 acres.

Senator KUCHEL. And at Pulaski?

Mr. HARRISON. At Fort Pulaski, there is a total of 5,363 acres.

Senator KUCHEL. So there is a terrific spread. You have Sumter with a little tiny area of 2 acres, surrounded by what, publicly owned property or privately owned property?

Mr. BILL. Fort Sumter itself is on an island in Charleston Harbor. Portions of the monument on the mainland adjoin military property.

Senator KUCHEL. Military all around?

Mr. BILL. Yes, sir.

Senator KUCHEL. All right, no need to ask you gentlemen about the recommendations the Army will make. You object to them. I think we ought to develop that portion when the Army testifies. Thank you.

Senator BIBLE. The Senator from Utah.

Senator MOSS. I think my question has been answered. I was interested in the need for submerged lands. I understand the answer is that ultimately you would hope that they can use sightseeing boats and come in by water to see the fort and might also utilize a fishing pier at

some future time. That does give some reason for the submerged lands going in. I have no further questions.

Senator BIBLE. Thank you, gentlemen. I have no further questions. I think we are interested in the Army viewpoint because it is land under their jurisdiction. We will have the witness from the Army, Mr. Hart, Chief, Legislative Services Office, Chief of the Engineers, Department of the Army.

STATEMENT OF LONEY W. HART, CHIEF, LEGISLATIVE SERVICES OFFICE, CHIEF OF ENGINEERS, DEPARTMENT OF THE ARMY

Mr. HART. Mr. Chairman, members of the committee, I am Loney W. Hart, Chief, Legislative Services Office, Chief of Engineers, the Department of the Army. The Department of the Army has been assigned the responsibility for presenting the views of the Department of Defense in this matter. I do not have a prepared statement. We were only aware of the hearings on Friday, and time did not permit that we could present a formal statement.

Senator BIBLE. We don't need a formal statement. Just tell us what the Army views are on this. You have your official report here, so that speaks for itself.

Mr. HART. Yes. I would like to point out that we submitted a report on the views of the Army on this matter; and in lieu of a formal statement, I beg your indulgence to utilize our Army report. I would like to summarize it.

Senator BIBLE. Fine.

Mr. HART. The Department of the Army concurs with the Department of Interior insofar as the merits of establishing this historic site. We have no objection to the major objective of the bill, but as presently drafted, we feel that it does not provide sufficient latitude for the two Departments to work out a mutual, agreeable transfer, and we would recommend certain amendments.

If I may, if you will be interested, I can summarize the report that, in connection with this historic site, back in 1963 the Army issued a 5-year lease to the Fort Point Museum Association which was renewable in 5-year periods for 20 years.

In March 1967, the museum association had asked for an extension and enlargement of this lease to encompass an additional 29 acres which we were in the process of competing when the introduction of the current bill took place, which suspended the leasing action.

There are 29 acres involved here which are of no present military use, nor is there any use planned in the future. However, there exists on this property certain utility lines, communication lines, storm sewer, and a private gas system, all of which are necessary to serve the entire installation, as well as the bridge and district.

These facilities must be maintained, of course. They would be utilized by the museum association and the historic site. These would have to be preserved, and we would like our amendments addressed in part to the preservation of those utilities. I don't believe there is any actual dispute in that connection.

The National Park Service has also indicated the desirability of obtaining an additional 8 acres of land, and also 63 acres of sub-

merged land which has just been pointed out to the committee. The Department of the Army has no objection to the transfer, if desired, of the 63 acres of submerged land. However, as to the 8 acres of land which adjoins the 29-acre parcel, this is now in actual use. We have a motor pool there. There are 18 structures on this property.

We would be willing to transfer this 8-acre parcel provided we were to receive replacement facilities which could be constructed somewhere else on the installation. Our current estimates of this replacement would amount to \$360,000.

Senator BIBLE. This is where the motor pool is?

Mr. HART. Yes, sir. This is currently being used, and there are no plans for discontinuing the use, nor to provide similar construction anywhere else. This is not planned. So, as far as we know, it is going to be used for some time to come. On the other hand, if the facilities were replaced elsewhere, we would be very happy to arrange to move.

Senator BIBLE. Where would you go if you replaced these facilities?

Mr. HART. There is other land on the installation.

Senator BIBLE. Are you talking about the Presidio?

Mr. HART. Yes, sir. These new facilities would have to be constructed on other land within the installation in order to serve the mission, of course.

Senator BIBLE. You said the replacement would be something in the neighborhood of \$360,000.

Mr. HART. Yes, sir. Aside from that particular parcel, the Department of the Army would have no aversion to the transfer.

Now with respect to the bill itself, as presently drafted the provisions are mandatory to the effect that such lands not to exceed 29 acres as the Secretary of the Interior designates to be required for this purpose shall be transferred to him from the Department of the Army.

Our main objection is that is mandatory in nature and it leaves no discretionary power or authority in the Department of the Army to determine the exact acreage, description, or location.

Senator KUCHEL. May I interrupt at this point?

Senator BIBLE. Yes; go ahead.

Senator KUCHEL. Is there any disagreement between the agencies—that is to say, the Department of the Interior and the Department of the Army—over the area contemplated to be transferred in the bill; that is, the 29-acre area?

Mr. HART. No, sir, there is no actual disagreement in principle at all. It is a matter really, I suppose, of semantics in that the bill does not provide for any latitude; for instance, in the reservation of joint use of the facilities, the maintenance and operation of the utility lines. There are also roads, and these roads are access roads. It is essential that the military department be able to use these jointly in order to service the various utilities. Also it has been pointed out Fort Point itself is right at the base of the abutment of the Golden Gate Bridge. This is a very strategic location, and we wish to reserve joint use of that. So, in effect, we are asking that the transfer be made upon such terms and conditions as may be mutually agreed to. This is not an unusual situation.

We do have some additional points where there are, at the moment, points of disagreement, primarily because we have not had enough opportunity to discuss it. I will be glad to run through those particular points.

In the Army's report, we have set out agreement of a proposed amendment to section 1 of the bill. I have extra copies of that.

Senator BIBLE. Is it in the report?

Mr. HART. Yes, sir. I believe it is more easily read here because it is double spaced.

Senator BIBLE. Apparently what you are saying is that if the Fort is ever disestablished, that the title and trust shall revert to the Department of the Army. That is one point you are making.

Mr. HART. That is correct. Our purpose for that is primarily of the military nature and because of the strategic location of the Golden Gate Bridge, which, of course, is very important should there be a real national emergency or declaration of war. Of course we are talking in the realm of the future that should it ever be disestablished we would like to be assured that this land would come back under the administrative control of the Department of Defense.

In addition, we have had many, many transfers of other lands in the past, not to the Park Service, but in the event of a national emergency or war, we would like to have the right to recapture this property should it be necessary for the purpose. This is primarily for the purpose of defense security, again, because of the peculiar location of this property in connection with the access to the Golden Gate Bridge. I think if this was any place else on the installation, we would not raise the question.

Senator BIBLE. Those are the two points of difference between yourselves and the Department of Interior?

Mr. HART. Yes, sir. Actually—I am speaking personally now—I have not been in this very long, but I believe we are talking of semantics between the Departments. We had a meeting on Thursday night. We are proposing to try to get together and try to work this out. Unfortunately, time ran out on us.

Senator BIBLE. Why don't I make this suggestion: When we finish your meeting here this morning—you have all your representatives here—why don't you sit here and have a meeting and see if you cannot come up with some language to put into the bill. The Interior Department says it doesn't think you should have first preferences if it is disestablished. They think the Congress should have control so they can make any disposition they should care to.

The second point is, in a case of national emergency, then you have the right to call it back in the interest of national defense. They object to that.

It would seem to me, as a practical matter, that if we ever find ourselves in such a situation that we do need it for national defense, whether you have a law or you don't have a law, the President and the Secretary of Defense, as well as the Congress, certainly are going to take it over for national defense, whether it is a park or whatever it is. Maybe this is a problem of semantics.

I hope that when you finish, you could resolve your differences. I think it is good legislation. I think we should pass this before the

end of this session. I would even hope that it could be reported out of committee before the July 4 recess. I hope you can resolve your differences.

Senator KUCHEL. I could not agree more vigorously with you, Mr. Chairman. I think it is to the credit of the Department of the Army that several years ago it entered into an agreement with a group of people, mainly retired Army and military personnel living in the area, to salvage what was left of this fort, which was going to junk fast enough. Those people contacted their Representatives in Congress. We became interested and this bill is a result.

I agree with the Army that if the land area to be taken included an area which the Army is using today as a motor pool, the Army ought not to be out of pocket for that transfer. I agree with that. I think in some instances it would be good for the future development of this area as a historical site to include the motor pool area and the submerged land. It is rather interesting to me that pleasure craft could have access to Fort Point by water. But turning around, I do not believe that we ought to have any problem, gentlemen, with respect to two agencies who agree to the transfer. I think the 29 acres ought to be transferred.

If there is general agreement, I endorse what the chairman said. I wish you gentlemen could sit down and let us not make this an insurmountable barrier, because I join the chairman in saying that we want to move this bill.

With the right of reversion, I again agree with the chairman. As a matter of fact, the Interior Department makes a point that we are in an emergency today, so I don't think that is the problem. The problem of reversion in the event either of nonuse or national emergency is not insurmountable. I don't think you will find the Department of the Interior conniving with the enemy. I hope you can agree on language like that so that we could agree and move this legislation.

Actually, the hearing that we held in San Francisco, I thought, was excellent. The community was interested. Your Army personnel were most interested in having this truly unique edifice restored, particularly on a site where you have had a fort since about the time of the Declaration of Independence.

Here is an opportunity for the fine Department of the Army, which I respect, and the Department of the Interior, to work together so that we can do what the people would like, and that is to create a historic site and then to restore that fort. I have been there several times and the chairman has been there. Really, it is a remarkable structure, apparently similar on the west coast to Fort Sumter on the east coast.

Anyway, I was hoping, Mr. Chairman, to be very frank, that we might have an opportunity to start moving this bill at this moment. I have no further questions. I simply hope that you representatives of both Departments can resolve these problems which surely ought to be susceptible of easy solution and give them to the staff today so we can consider them. That would be my judgment.

Mr. HART. Senator Kuchel, as you know, the Army is most anxious to cooperate and our commanding general out there has been most enthusiastic about it. I might say that it is through the field that we have these proposals. I think it is a matter of working out an agree-

ment of some kind. I don't know that we have the authoritative staff with us this morning.

Senator BIBLE. Well, you can make it this afternoon.

Mr. HART. We will get together immediately and try to work out some kind of understanding and get with your staff.

Senator BIBLE. We will ask our staff man, Darryl Hart, to sit in with you. He has done an excellent job of handling this and knows the ins and outs of the bill. I suggest that you meet this afternoon at 2 or 3 o'clock and come up with the appropriate language. If you cannot, we will write the language for you. But I would like to give you the first opportunity of trying to work it out, because I think this is the way it should be done. Failing that, we will try to write language ourselves that accommodates itself to this problem. It seems to me that it should be fairly easily resolved.

Mr. HART. It actually breaks into two phases: What land is necessary to be retained for current operational use of both Departments, and then the second one, which we seem to be on dead point at the moment, in connection with any future emergencies, et cetera. I know we can take care of the first problem, and the second one I am hopeful that we can work out immediately.

Senator BIBLE. Do we have any further witnesses on this bill?

Senator Kuchel, do you have anything further you would like to add?

Senator KUCHEL. No, sir; except that whatever correspondence I have received on this issue since the last hearings, I would ask to have made a part of the record.

Senator BIBLE. Certainly any correspondence you have will be made a part of the record.

We will close the hearing and ask the proper representatives of the Army and the proper representatives of the Interior Department, as well as our staff people to schedule a meeting this afternoon. I think the chairman is scheduling a hearing later in the week, and I hope our subcommittee can arrange a full meeting at that time.

If there is nothing else, we are adjourned.

(Whereupon, at 11:07 a.m. the subcommittee adjourned sine die.)

APPENDIX

(Under authority previously granted, the following communications were ordered printed:)

STATEMENT OF MARSHALL S. MAYER, REDWOOD CITY, CALIF.

I respectfully urge that your committee approve the Skyline National Parkway. Such bold action is needed if we are to prevent the urban sprawl which has destroyed all over this nation those areas of supreme beauty and historic significance which could have been preserved.

The designation of Skyline Boulevard as a State Scenic Route clearly shows the value placed on this roadway by the people of the State and particularly of San Mateo County.

But, important as Scenic Highway status is, the protection for future generations of this great scenic and recreational resource depends upon action of your committee in approving National Parkway status for the Skyline and the ultimate decision of the Congress and Senate of the United States.

The Skyline is not of local importance alone. Its recreational potential to visitors from throughout the nation is clear. Skyline offers unique vistas and must be preserved.

I give my wholehearted support to S 2616 and pledge my efforts to its passage in Washington.

STANFORD UNIVERSITY,
Stanford, Calif., March 19, 1968.

Senator ALAN BIBLE,
*Senate Office Building,
Washington, D.C.*

DEAR SENATOR BIBLE: About three years ago, when I was Chairman of the Advisory Board on National Parks, Historical Sites, Buildings, and Monuments, I laid on Stewart Udall's desk a folder of photographs of what I told him was the most beautiful road in America. He agreed, but for multiple reasons nothing then came of my effort, which was to establish a National Parkway along that road, the Skyline Boulevard running along the ridge south of San Francisco, through San Mateo, Santa Clara, and Santa Cruz Counties. Now Senator Kuchel has introduced S.B. 2616, which proposes creating a National Parkway on the San Mateo section of that road. Every consideration urges passage of that bill with the least possible delay. There are already 5 million people living within an hour's drive, or less, of the Skyline. Subdivision, with its attendant land-cutting and creation of eyesores, has miraculously been very slow, but it is accelerating now, and will accelerate further as more people pour into the Bay Area and the reserves of open land shrink. Everyone in the Bay area, practically, looks at that lovely ridge, and from the top, where the highway winds between open upland meadows and heavy forests of redwood, douglas fir, madrone, oak, and bay laurel, the views are spectacular in every direction. On the west is the Pacific, often in view; on the east the whole south bay, Mount Diablo, Mount Hamilton—and all the manmade complex of cities, streets, houses, industrial plants, traffic, and smog that the lucky motorist escapes by driving up on that ridge of the Coast Range. It is inevitable that development will crowd that loveliness to death in a few years if it is not halted. A road so beautiful *must* be publicly protected and held. And although Senator Kuchel's bill proposes making a parkway only of the San Mateo County segment of the Skyline, there is not the slightest doubt that the Parkway ought to be carried on down through Santa Clara and Santa Cruz Counties at least as far as Hecker Pass. It is an opportunity that by a freak of chance still exists. I hope that the sub-committee which you head will, after its hearings, agree with many of us here who think this parkway as important as

any resource legislation now pending, and will recommend the immediate acquisition of this road which will certainly, in future, be known as one of the loveliest and most invigorating places on the West Coast. If your committee does *not* make the most of the opportunity, no one will drive that road in future without lamentation and regret.

I hope to make at least part of the Advisory Board's summer trip to the redwood country and the Northern Cascades, and my wife and I look forward with pleasure to the possibility that you and Mrs. Bible will be along.

Sincerely yours,

WALLACE STEGNER.

PALO ALTO, CALIF., *April 24, 1968.*

Hon. ALAN BIBLE,
*Senate Office Building,
Washington, D.C.*

DEAR SENATOR BIBLE: Every day we residents of the San Francisco Bay area are treated to the beautiful panorama of "the Skyline." Yet as we gaze upon this ridge, we note the steadily creeping advance of housing developments. As these tightly packed little sets of boxes multiply and advance, we are deprived of part of our esthetic heritage.

To preserve a portion of the skyline, I urge you to support S2616 which establishes a "Skyline Parkway." The parkway would, at least, ensure us of an opportunity for esthetic driving experiences as well as protecting a portion of our "skyline" ridge.

Please include my letter in the hearing record.

Yours truly,

WARREN R. WOOD.

SIERRA CLUB,
LOMA PRIETA CHAPTER,
MENLO PARK, CALIF., *April 12, 1968.*

Senator ALAN BIBLE,
*Chairman, Parks and Recreation Subcommittee,
Senate Committee on Interior and Insular Affairs,
Washington, D.C.*

DEAR SENATOR BIBLE: Loma Prieta Chapter of the Sierra Club, with over 8000 members in the area, firmly supports legislation to give the Portola Bay Discovery site the status of a National Historical Monument.

In addition to the important historical significance of the site, it is also a place of great natural beauty. It is located contiguous to the proposed route of the Skyline Scenic Parkway, and would be a valuable addition to that route.

We urge the adoption of S.2615 by your committee and request that this letter be made part of the record.

Yours truly,

Mrs. KENT DEDRICK,
Chairman, Peninsula Regional Group.

RENO, NEV., *March 28, 1968.*

Senator ALAN BIBLE,
*Senate Building,
Washington, D.C.*

DEAR SENATOR BIBLE: Your reply to my letter asking your support for the promotion of the commemorative stamps for the International Botanical Congress received and appreciated. Thank you.

This letter is another asking your support and consideration on bill S 2615 introduced by Senators Kuchel and Murphy to make San Francisco Bay Discovery Site a National Historic Site.

San Mateo County is purchasing 20 acres for a park and all residents are seeking recognition for the site.

The Portola Expedition Bicentennial Foundation of which our daughter Nita, Mrs. Raymond L. Spangler, is president, has fostered national recognition for the site.

Please include this letter at the hearing in San Francisco, California, April 19, 1968 on bill S 2615.

Thank you.

Respectfully,

JOHN C. and OLGA REIFSCHNEIDER.
By OLGA REIFSCHNEIDER.

SAN FRANCISCO MOTION PICTURE AND TELEVISION COUNCIL,
San Francisco, Calif., September 18, 1967.

Senator THOMAS KUCHEL,
*Senate Office Building,
 Washington, D.C.*

DEAR SIR: The Members of the San Francisco Motion Picture and Television Council support your bill to designate "Fort Point", at San Francisco California, as a National historical site.

It is a pleasure to take out of town guests to this historical spot and is enjoyed by residents of our city as well. We hope it can become a National historical site, to be proud of.

Sincerely Yours,

Mrs. LEON PLATO,
President.

ASSOCIATION OF PIONEER WOMEN OF CALIFORNIA,
San Francisco, Calif., September, 1967.

Senator THOMAS KUCHEL,
*Senate Office Building,
 Washington, D.C.*

DEAR SENATOR: We, the members of the Association of Pioneer Women of California, being in complete agreement with the plan, are whole heartedly willing and anxious to support your bill to designate Fort Point as a national historical site.

Please continue your efforts to preserve this fine old brick landmark.

Sincerely,

EVELYN D. SPELLMAN,
President.

SAN FRANCISCO COUNCIL OF WOMEN'S CLUBS,
September 2, 1967.

HON. THOMAS H. KUCHEL,
*Senate Office Building,
 Washington, D.C.*

DEAR SENATOR KUCHEL: At the first Fall meeting of our group, it was moved that we all thank you for your interest in making Fort Point a national historical site. The combined members of the Women's Clubs are keenly interested in the preservation of the old brick Fort. We will wholeheartedly support your efforts.

Sincerely,

Mrs. A. HENSHAW,
Corresponding Secretary.

COMMITTEE FOR GREEN FOOTHILLS,
Palo Alto, Calif., August 14, 1967.

Senator THOMAS H. KUCHEL,
*Senate Office Building,
 Washington, D.C.*

DEAR SENATOR KUCHEL: As a peninsula group dedicated to preserving our scenic heritage in San Mateo County, we are pleased to endorse establishment of National Historical Landmark Recognition for the San Francisco Bay Discovery Site as proposed by the Portola Expedition Bicentennial Foundation.

The establishment of a Skyline Parkway in San Mateo County is of the greatest interest and importance to our membership. We enthusiastically endorse the resolution of the Portola Expedition Bicentennial Foundation requesting preservation of Skyline Boulevard as a National Parkway.

Future generations from all over the nation will have the opportunity to share the thrill of Portola as he sighted our beautiful San Francisco Bay for the first time. Designation as a National Historical Landmark will assure preservation of this scenic site and will be a fitting memorial to commemorate the 200th anniversary of the discovery of San Francisco Bay.

Sincerely,

PAT BARRENTINE,
Executive Secretary.

CITY OF HALF MOON BAY,
San Mateo County, Calif., February 13, 1968.

Senator THOMAS H. KUCHEL,
*Senate Building,
 Washington, D.C.*

DEAR SENATOR KUCHEL: The City Council of the City of Half Moon Bay wishes to endorse S. 2615 which calls for a National Historic Site for Sweeney Ridge.

The subcommittee, headed by Senator Alan Bible of Nevada, will be notified of this endorsement.

Very truly yours,

FRED L. PAXTON,
City Clerk.

CITY OF MILLBRAE,
Calif., April 10, 1968.

Senator ALAN BIBLE,
*Chairman, Parks and Recreation Subcommittee, Senate Committee on Interior
 and Insular Affairs, Senate Office Building, Washington, D.C.*

DEAR SENATOR BIBLE: The City Council of the City of Millbrae, in regular meeting held April 2, 1968, endorsed Senate Bill 2615 and asked that I advise you of this fact.

Sincerely yours,

ISOBEL SMART,
City Clerk.

SACRAMENTO, CALIF., May 2, 1968.

Senator ALAN BIBLE,
*Chairman, Parks and Recreation Subcommittee, Senate Committee on Interior
 and Insular Affairs, Senate Office Building, Washington, D.C.*

Urge your committee's favorable consideration of S. 2615, cosponsored by Senators Kuchel and Murphy. This bill was unanimously endorsed by the Calif. Bicentennial Celebration Commission at their meeting of April 30, 1968.

ROBERT H. FINCH,
Lieutenant Governor.

[From the San Mateo Times, Apr. 23, 1968]

THE BAY DISCOVERY SITE, FACT VERSUS LEGEND

The Senate sub-committee that met in San Francisco last Friday for hearings on the proposed Portola national historical site commemorating the discovery of San Francisco Bay should, and probably has, discounted the competing claim that the bay was discovered 190 years earlier by English freebooter Sir Francis Drake.

Although Drake later earned respect as an English national hero and as founder of the British naval tradition, there are historical doubts as to the accounts of his voyage along the California coast and his landing at a point he called "Nova Albion."

What is certain is that he looted, pillaged and burned unsuspecting New World communities and coasting vessels during that voyage and that he "excommunicated" his Chaplain Francis Fletcher who wrote an account of the voyage. With the passage of time Drake became a romantic character celebrated in many novels. The true facts and the fictions about him have often mingled.

In any case, the belief that he came into what Portola later discovered to be San Francisco Bay remains unauthenticated.

On the other hand, the discovery by Portola and his party from Sweeney Ridge in 1769 is meticulously documented and has repeatedly been found authentic in every particular.

The claim for Drake is, at best, a shadowy legend. The discovery by the Portola party is fact and well worth the commemoration of a national historical site. It is to be hoped that the Senate sub-committee will vigorously pursue the establishment of such a site.

[From the Advance-Star, Apr. 19, 1968]

THESE BILLS DESERVE PASSAGE

Today in San Francisco, two U.S. senate bills will be up for public hearing before the parks and recreation subcommittee of the Senate Committee on Interior and Insular Affairs.

Both matters pertain particularly to San Mateo County.

They concern (1) the Portola Bay Discovery Site on Sweeney Ridge in Pacifica and (2) the Skyline Parkway (first federal parkway in California).

San Mateo County is now negotiating the purchase of 20 acres of land on Sweeney Ridge to designate the spot where Portola first glimpsed San Francisco Bay.

Some may argue that Sir Francis Drake glimpsed it before Portola, but it matters not. That monumental historical argument will not be settled at these hearings. It is important that Portola's discovery led to the Spanish colonization much farther north than previously planned. The Spanish did something about San Francisco Bay. If Drake also found it, his discovery went for naught.

The bill before the subcommittee would merely acknowledge the historical significance of the site, and believe us, Portola's discovery was a most significant finding on record. It changed the course of history.

The other bill would create a parkway near the Pacifica site. The parkway would follow the Skyline ridge west of the Crystal Springs Lakes—a most scenic and remote area.

We commend both bills to the Senate subcommittee and welcome U.S. Sen. Alan Bible, D-Nev., and his staff for the hearings. The bills were introduced by California's Sen. Thomas Kuchel and have the support of his colleague, Sen. George Murphy.

Counterpart measures have been introduced in the House by Reps. William S. Mailliard of San Francisco and Paul (Pete) McCloskey of Portola Valley.

NATIONAL SOCIETY COLONIAL DAMES XVII CENTURY,
ANNE BRADSTREET CHAPTER,
San Francisco, Calif., April 3, 1968.

Senator THOMAS H. KUCHEL,
Committee on Interior and Insular Affairs,
U.S. Senate, Washington, D.C.

DEAR MR. KUCHEL: Anne Bradstreet Chapter, Colonial Dames XVII Century has become a Founding Member of Ft Point Museum Association which is for preservation of Ft Point, Presidio of San Francisco. We are vitally interested in this Historical Spot becoming a National Historic Site.

A resolution was passed at our meeting of January 20, 1968 as follows:

Whereas Ft Point was built by the U.S. Army during the Civil War, and

Whereas Ft Point guarded the waters of San Francisco Bay for more than a century, and

Whereas The Ft Point Museum Association has been organized to preserve and restore Ft Point and establish it as a Museum with its historic contents available to the public, and

Whereas The Museum would contain mementoes of the Army of the West, with special emphasis on the history of the Civil War and Indian War periods, which are of great interest to future generations: Now, therefore, be it

Resolved, The Board of Directors and Members of Anne Bradstreet Chapter, Colonial Dames XVII Century meeting at Marines Memorial Club, 609 Sutter Street, San Francisco, California on January 20, 1968, urges all its members to support fully the efforts of the Ft Point Museum Association to obtain official recognition of Ft Point as a National Historic Site and to write letters to the Secretary of the Army, the Secretary of the Interior, and members of Congress, asking them to support S.B. 2159 and H.R. 11737 which would establish Ft Point as a National Historic Site.

We urge that you will work toward legislation that will make this a National Historic Site.

Sincerely yours,

Mrs. RUTH M. PROBST,
Corresponding Secretary.

THE JUNIOR LEAGUE OF SAN FRANCISCO, INC.,
San Francisco, Calif., February 28, 1968.

FORT POINT MUSEUM ASSOCIATION,
*Presidio of San Francisco,
 San Francisco, Calif.*

GENTLEMEN: At its February 19, 1968 meeting, the Board of Directors of the Junior League of San Francisco, Inc. voted to support the Fort Point Museum Association in its efforts to obtain official recognition for Fort Point as a National Historic Site.

Having conducted a survey of historically and architecturally significant buildings in San Francisco, Marin and San Mateo Counties, the Historic Sites Committee of the Junior League of San Francisco feels that Fort Point is of the utmost historical and architectural value.

Most sincerely,

(Signed) Mrs. GEORGE H. PFAU, Jr.,
President.

ASSOCIATION OF THE UNITED STATES ARMY,
 GREATER LOS ANGELES CHAPTER,
February 14, 1968.

The Hon. ALAN BIBLE,
*Chairman, Park and Recreation Subcommittee,
 U.S. Senate, Washington, D.C.*

DEAR SENATOR: As you know the Association of the United States Army has adopted a resolution to support Army museums. Here in the West our organization is interested in the creation of an Army museum at historic old Fort Point which is described in the enclosed folder. The Greater Los Angeles Chapter strongly supports the following resolution:

WHEREAS: Fort Point was built by the United States Army during the Civil War, and

WHEREAS: Fort Point guarded the waters of San Francisco Bay for more than half a century, and

WHEREAS: The Fort Point Museum Association has been organized to preserve and restore Fort Point and establish it as a Museum with its historic contents available to the public, and

WHEREAS: The Museum would contain mementos of the Army of the West, with special emphasis on the history of the Civil War and Indian War periods, which are of great interest to future generations: Now, therefore, be it

Resolved, The Officers and Board of Directors of the Greater Los Angeles Chapter of the Association of the United States Army urges all its members to support fully the efforts of the Fort Point Museum Association to obtain official recognition of Fort Point as a National Historic Site and to write letters to the Secretary of the Army, the Secretary of the Interior, and members of Congress asking them to support S.B. 2159 and H.R. 11737 which would establish Fort Point as a National Historic Site.

Your active support of this worthwhile effort on behalf of the heritage of the United States Army will be greatly appreciated.

Sincerely,

CHARLES W. HUTTON.

RESOLUTIONS OF THE BOARD OF TRUSTEES OF THE CALIFORNIA HISTORICAL SOCIETY

FORT POINT

Whereas Fort Point, completed in 1861, is a classic of fortification architecture, built entirely of brick with granite slabs, and

Whereas the Fort Point Museum Association proposes to restore Fort Point and establish it as a museum making the building and its historic contents available to the public, and

Whereas, the museum would contain mementos of the Army of the West, with special emphasis on the history of the Civil War and Indian War periods: Therefore, be it

Resolved, That the California Historical Society offers its support and cooperation to the Fort Point Museum Association in its plans for Fort Point.

SAN FRANCISCO BAY DISCOVERY SITE

Whereas Captain Don Gaspar de Portola, governor of the Spanish Californias, and his expedition discovered San Francisco Bay in November, 1769, and

Whereas an appropriate commemoration of the 200th anniversary of the discovery is planned for the discovery site in 1969: Therefore, be it

Resolved, That the California Historical Society join with the Portola Expedition Bicentennial Foundation in petitioning the Secretary of the Interior, Senator Thomas H. Kuchel and Senator George Murphy to designate the San Francisco Bay Discovery Site on Sweeney Ridge as an official National Historical Landmark.

RESOLUTION OF THE GREATER SAN FRANCISCO CHAMBER OF COMMERCE

Whereas Fort Point was built by the United States Army during the Civil War, and

Whereas Fort Point guarded the waters of San Francisco Bay for more than half a century, and

Whereas the Fort Point Museum Association has been organized to preserve and restore Fort Point and establish it as a Museum with its historic contents available to the public, and

Whereas the Museum would contain mementos of the Army of the West, with special emphasis on the history of the Civil War and Indian War periods, which are of great interest to future generations: Now, therefore, be it

Resolved, The Board of Directors of the Greater San Francisco Chamber of Commerce, meeting at the Chamber of Commerce Board Room, 420 Montgomery Street, San Francisco, California on March 21 urges all its members to support fully the efforts of the Fort Point as a National Historic Site and to write letters to the Secretary of the Army, the Secretary of the Interior, and members of Congress, asking them to support S.B. 2159 and H.R. 11737 which would establish Fort Point as a National Historic Site.

RESOLUTION OF THE SOCIETY OF AMERICAN MILITARY ENGINEERS,
SAN FRANCISCO POST

Whereas Fort Point was built by the United States Army during the Civil War, and

Whereas Fort Point guarded the waters of San Francisco Bay for more than half a century, and

Whereas Fort Point is an example, unique on the West Coast, of the practice of Military Engineering and thereby constitutes a memorial to all Military Engineers.

Whereas The Fort Point Museum Association has been organized to preserve and restore Fort Point and establish it as a Museum with its historic contents available to the public, and

Whereas The Museum would contain mementos of the Army of the West, with special emphasis on the history of the Civil War and Indian War periods, which are of great interest to future generations; Now, therefore, be it

Resolved, The Board of Directors of the San Francisco Post, The Society of American Military Engineers, meeting at the Presidio of San Francisco on 6 February 1968 hereby urges its members to fully support the efforts of the Fort Point Museum Association to obtain official recognition of Fort Point as a National Historic Site and to support S.B. 2159 and H.R. 11737 which would establish Fort Point as a National Historic Site.

RESOLUTION OF THE MONTEREY TRI-COUNTY CHAPTER, ASSOCIATION OF THE UNITED
STATES ARMY

Whereas Fort Point was built by the United States Army during the Civil War, and

Whereas Fort Point guarded the waters of San Francisco Bay for more than half a century, and

Whereas The Fort Point Museum Association has been organized to preserve and restore Fort Point and establish it as a Museum with its historic contents available to the public, and

Whereas The Museum would contain mementos of the Army of the West, with special emphasis on the history of the Civil War and Indian War periods, which are of great interest to future generations; Now therefore, be it

Resolved, The Board of Directors of the Monterey Tri-County Chapter, Association of the United States Army meeting at Fort Ord on February 27, 1968 urges all its members to support fully the efforts of the Fort Point Museum Association to obtain official recognition of Fort Point as a National Historic Site, and to write letters to the Secretary of the Army, the Secretary of the Interior, and members of Congress asking them to support S.B. 2159 and H.R. 11737 which would establish Fort Point as a National Historic Site.

CALIFORNIA HERITAGE COUNCIL,
San Francisco, Calif., October 25, 1967.

Senator THOMAS H. KUCHEL,
San Francisco, Calif.

DEAR SENATOR KUCHEL: At the last Board of Director's meeting of the California Heritage Council, a resolution was adopted praising the efforts for the preservation of Fort Point in the Presidio of San Francisco. The resolution reads as follows:

RESOLUTION RE FORT POINT MUSEUM

Resolved, That the California Heritage Council acclaims the efforts and accomplishments of the Fort Point Museum Association and that this Council and its members individually accord fullest cooperation to that Association in the carrying out of its project to reserve the old Fort at Fort Point in the Golden Gate.

I am sure that you will be happy to note that our Council has adopted this resolution and we are happy that you have introduced Senate Bill S. 2159 and Congressman Mailliard has introduced House Bill H.R. 11737 which are now pending in Congress and which will establish when passed, a National Historic Site at Fort Point.

Sincerely,

HERBERT HOOVER,
President.

SAN MATEO COUNTY HISTORICAL ASSOCIATION,
AND COUNTY HISTORICAL MUSEUM,
San Mateo, Calif., March 25, 1968.

Hon. Senator ALAN BIBLE,
*U.S. Senate,
Senate Office Building,
Washington, D.C.*

DEAR SENATOR BIBLE: At the March 12th meeting of the Board of Directors of the San Mateo County Historical Association, the following motion was passed unanimously:

"Resolved, That the San Mateo County Historical Association wholeheartedly endorses Senate Bill No. 2615 with regards to the *San Francisco Bay Discovery Site*, and that Honorable Alan Bible, Honorable Thomas H. Kuchel and Honorable George Murphy be advised of our interest in the passage of this Bill."

I am pleased to forward the above resolution.

Very sincerely,

HELEN BROMFIELD, *President.*

RESOLUTION OF THE GOLDEN GATE AREA COLONY

Whereas Fort Point was built by the United States Army in 1861 and became the greatest military bastion on the West Coast, and

Whereas Fort Point guarded the waters of San Francisco Bay for more than a century, and

Whereas The Fort Point Museum Association has been organized to preserve and restore Fort Point and establish it as a Museum with its historic contents available to the public, and

Whereas The Museum would contain mementos of the Army of the West, with special emphasis on the history of the Civil War and Indian War periods, which are of great historical interest to future generations: Now, therefore, be it

Resolved, The Board of Directors and members of Golden Gate Area Colony, National Society, New England Women, meeting at Marine's Memorial Club, 609 Sutter Street, San Francisco, California on April 27th, 1968, urges all its members to support fully the efforts of the Fort Point Museum Association to obtain official recognition of Fort Point as a National Historic Site and to write letters to the Secretary of the Army, the Secretary of the Interior, and members of Congress, asking them to support Senate Bill 2159, and H.R. 11737, which would establish Fort Point as a National Historic Site.

RESOLUTION OF THE SOCIETY OF CALIFORNIA PIONEERS

Whereas Fort Point was built by the United States Army during the Civil War, and

Whereas Fort Point guarded the waters of San Francisco Bay for more than half a century, and

Whereas The Fort Point Museum Association has been organized to preserve and restore Fort Point and establish it as a Museum with its historic contents available to the public, and

Whereas The Museum would contain mementos of the Army of the West, with special emphasis on the history of the Civil War and Indian War periods, which are of great interest to future generations: Now, therefore, be it

Resolved, The Board of Directors of The Society of California Pioneers meeting at Pioneer Hall, Civic Center, San Francisco on March 26, 1968, urges all its members to support fully the efforts of the Fort Point Museum Association to obtain official recognition of Fort Point as a National Historic Monument and to write letters to the Secretary of the Army, the Secretary of the Interior, and members of Congress asking them to support S.B. 2159 and H.R. 11737 which would establish Fort Point as a National Historic Site.

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CALIFORNIA MISSION TRAILS ASSOCIATION, INC.

Whereas the true site from which San Francisco Bay was first seen by European explorers lies at a spot near the 11,000 foot elevation at the summit of Sweeney Ridge in San Mateo County; and

Whereas until the day of its discovery on Saturday, November 4, 1769 by members of the Don Gaspar de Portola Expedition, San Francisco Bay, the world's finest harbor was unknown to other than the indigenous Indians of the area; and

Whereas sighting of the Bay led to further exploration, settlement and development as one of the world's greatest anchorages, seaports and centers of commerce; and

Whereas San Mateo County's Board of Supervisors is now negotiating with owners of the site, as approved by the Regional Planning Committee, the County Planning Commission and the County Parks and Recreation Commission, for purchase of the land in order to create a Discovery Site Park of approximately thirty (30) acres; and

Whereas United States Senate Bill S. 2616 has been introduced by California Senators Thomas H. Kuchel and George Murphy to establish a National Parkway, the Skyline Parkway, extending along the ridge crest of the Santa Cruz mountains the length of San Mateo County, at one point adjacent to the proposed Discovery Site Park; and

Whereas purchase and development of the site as a National Historic Site will retain this picturesque, unspoiled spot, commanding a magnificent view of southern San Francisco Bay, and will provide a meaningful addition to our system of national historic sites and landmarks if developed: Therefore be it

Resolved, That the Board of Directors of the California Mission Trails Association, Ltd. hereby supports the objectives and efforts of the Portola Bicentennial Foundation and commends the efforts of Senators Thomas H. Kuchel and George Murphy, and the companion efforts in the House of Representatives by Repre-

sentatives William S. Maillard and Paul McCloskey, and urges the United States Senate Parks and Recreation Subcommittee of the Senate Interior and Insular Affairs Committee, to act favorably on the matter, recommending passage of S. 2615.

Resolution Passed, February 10, 1968.

RESOLUTIONS OF THE COUNCIL OF THE CITY OF PACIFICA

Whereas, Captain Don Gaspar de Portola, Governor of the Spanish Californias, and his expedition discovered San Francisco Bay in November 1769, and

Whereas, the discovery of this most important harbor on the Pacific Coast and one of the great anchorages of the world profoundly influenced the development of the Western North American Continent, and

Whereas, the County of San Mateo in the State of California is planning a park on this scenic site from which Governor Portola and his expedition first saw the San Francisco Bay, and

Whereas, this park will be a feature of the proposed Skyline Parkway, which has the endorsement of the State Park Commission, and

Whereas, an appropriate commemoration of the 200th anniversary of the discovery of San Francisco Bay is planned for the Discovery Site in 1969: Now, therefore, be it

Resolved: The Council of the City of Pacifica petitions the Secretary of the Interior, Senator Thomas H. Kuchel, and Senator George Murphy to designate the San Francisco Bay Site on Sweeney Ridge in the City of Pacifica as an official National Historical Landmark.

Whereas, the scenic value and natural beauty of Skyline Boulevard is a resource of great and increasing value to the County of San Mateo and the State of California, and

Whereas, the proposed Skyline Parkway will lead to the site from which the Portola Expedition first saw San Francisco Bay in 1769, and

Whereas, the preservation of Skyline Boulevard as a parkway would have great benefits recreationally, aesthetically, and economically for the entire Bay Area, and

Whereas, the Parkway would be a source of attraction and enjoyment for visitors from near and far, and

Whereas, the preservation of the Skyline has been for many years a stated policy of San Mateo County, and a matter of wide spread popular interest and concern, and

Whereas, consideration of Skyline Boulevard as a national parkway was recommended as long ago as 1959 by the Counties of San Mateo, Santa Clara, Santa Cruz and San Francisco, and

Whereas, City of Pacifica passed Resolution No. 688 on November 4, 1964, urging the San Mateo Planning Commission and Board of Supervisors to take immediate steps in behalf of Skyline Parkway, and

Whereas, prompt action in this matter is essential, both for the preservation of the beauty of the Skyline and for the 200th anniversary of the San Francisco Bay Discovery which will be celebrated in November 1969: Now, therefore, be it

Resolved, That the Secretary of the Interior Stewart Udall, Senator Thomas H. Kuchel, and Senator George Murphy take all appropriate action to obtain and secure the development of a Skyline National Parkway on the San Francisco Peninsula mountain ridge.

Whereas, the 200th Anniversary of the founding of California will be celebrated in 1969, and

Whereas, the event of this bicentennial anniversary will be a statewide celebration to emphasize the importance of this historical occasion, and

Whereas, such important events are often marked by the issuance, by the U.S. Post Office Department, of a commemorative stamp issue: Now, therefore, be it

Resolved by the Council of the City of Pacifica, That the United States Postmaster General be and is hereby requested to authorize the issuance of a commemorative postage stamp, to acknowledge the following occurrences, which are

listed in the State Assembly Concurrent Resolution No. 52 of 1966, which several events are generally recognized as constituting the settlement of the State of California:

1. The establishment of San Diego by Captain Gaspar de Portola and Father Serra;
2. The discovery of San Francisco Bay by de Portola in 1769;
3. The establishment of Monterey, the second permanent California settlement, 1770;
4. The founding of the first California missions in 1769 and 1770; and be it further

Resolved, That the commemorative stamp be designed to give general recognition to the said events, and the Portola expedition, which collectively constitute the founding of California, and be it further

Resolved, That the design of the commemorative stamp be submitted to and approved by the California Bicentennial Commission, which Commission is formed and appointed to coordinate and conduct the Bicentennial Celebration of the 200th Anniversary of the founding of California.

Whereas, Senator Thomas H. Kuchel has introduced upon his own behalf and that of Senator George Murphy Senate Bill 2615, to preserve and interpret the San Francisco Bay Discovery Site from which Don Gaspar de Portola first viewed the great Bay, and

Whereas, said Senate Bill does provide for the establishment of the Discovery Site as a National Historic Site, and

Whereas, the City of Pacifica and the County of San Mateo, California have consistently worked for the preservation and the acquisition of the said Site: Now, therefore, be it

Resolved by the Council of the City of Pacifica, That it does hereby endorse Senate Bill 2615 and urges its adoption to the end that the Portola Discovery Site may be designated a National Historical Site: and be it further

Resolved, That Senators Thomas H. Kuchel and George Murphy be and are hereby commended for their efforts to have the Site acquired and preserved.

RESOLUTION OF THE COW HOLLOW BOYS

Whereas Fort Point was built by the United States Army during the Civil War, and

Whereas Fort Point guarded the waters of San Francisco Bay for more than a century, and

Whereas Fort Point is immediately adjacent to that section of San Francisco affectionately known to its early inhabitants as "Cow Hollow"; and is a historical site of important and endearing significance to the members of The Cow Hollow Boys who were born and reared in that section of the City; and

Whereas the Fort Point Museum Association has been organized to preserve and restore Fort Point and establish it as a Museum with its historic contents available to the public, and

Whereas the Museum would contain mementos of the Army of the West, with special emphasis on the history of the Civil War and Indian War periods, which are of great interest to the future generations: Now, therefore, be it

Resolved: The Board of Directors of the Cow Hollow Boys, Inc., meeting at San Francisco on February 19, 1968 urges all of its members to support fully the efforts of the Fort Point Museum Association to obtain official recognition of Fort Point as a National Historic Site and to write letters to the Secretary of the Army, the Secretary of the Interior, and members of Congress asking them to support S.B. 3159 and H.R. 11737 which would establish Fort Point as a National Historic Site.

RESOLUTION OF THE CITY PLANNING COMMISSION

Whereas, A proposal to designate Old Fort Point (Old Fort Winfield Scott) as a Landmark pursuant to the provisions of Article 10 of the City Planning Code was initiated by the Landmarks Preservation Advisory Board on February 28, 1968, and said Advisory Board, after due consideration, has recommended approval of and has forwarded this proposal to the City Planning Commission;

Whereas, The City Planning Commission has been informed by the City Attorney's office that the City and County of San Francisco lacks jurisdiction to legislate regarding this property, which, although located within the boundaries of the City and County, constitutes a Federal enclave; and therefore the Commission, although desirous of doing so, is unable to recommend designation of Old Fort Point as a Landmark under the City Planning Code;

Whereas, The Commission strongly supports the idea of preserving and enhancing Old Fort Point to the fullest extent possible, in accordance with its unique history and character; and

Whereas, The history of Old Fort Point may be briefly summarized as follows: Oldest permanent military fortification on the Pacific Coast of the United States; built prior to the Civil War (1854 to 1861) in the style of Fort Sumter; the only surviving example in the West of the classic period of American military architecture; named for the first General-in-Chief of the United States Army at the beginning of the Civil War. For over a century, sentinel over the Golden Gate; landmark of Federal military power in the West; Now, therefore, be it

Resolved, That the City Planning Commission hereby declares its firm intention and desire to support and encourage the preservation, enhancement and beneficial use of Old Fort Point; and be it further

Resolved, That the Commission urges the Board of Supervisors to affirm its support for the preservation of Old Fort Point.

RESOLUTION OF THE BOARD OF SUPERVISORS, COUNTY OF LAKE, STATE OF CALIFORNIA

Whereas, for many years the Redwood Empire Association has actively cooperated with State and Federal Agencies, the City and County of San Francisco, and the Fort Point Museum Association to make possible the restoration and opening to the general public the historic Fort Point located at the Presidio of San Francisco at the base of the Southern approach of the Golden Gate Bridge, and

Whereas, the Fort Point Museum Association has in recent years actively organized a program which would establish this historic fort as an outstanding visitor attraction featuring a museum complex of mementos of the Army of the West, with emphasis on the history of the Civil War and Indian War periods, and

Whereas, bills introduced before the Congress of the United States would establish Fort Point as a National Historical Site: Now, therefore, be it

Resolved, That the Board of Supervisors of the County of Lake, State of California, endorses and supports the intent of the S.B. 2159 and H.R. 11737, which would establish Fort Point as a National Historic Site; be it further

Resolved, That copies of this resolution be directed to Secretary of Defense Robert S. McNamara, Secretary of the Interior Stewart L. Udall, Senator Thomas Kuchel, Senator George Murphy, Congressmen Don Clausen, Robert L. Leggett, Phillip Burton and William S. Mailliard, the Fort Point Museum Association and the Redwood Empire Association.

This Resolution was adopted by the Board of Supervisors of the County of Lake, State of California, at a regular meeting thereof held on the 13th day of February, 1968.

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF MARIN, CALIF.

Whereas, Fort Point, located within the San Francisco Presidio, at the base of the Golden Gate Bridge is a unique and colorful memento of California's history and is of significant interest to residents of California and visitors to the San Francisco Bay Area, and

Whereas, S. 2159 and H.R. 11737 if enacted would establish Fort Point as a National Historical Site,

Whereas, the Fort Point Museum Association has developed a comprehensive program to enhance public interest in Fort Point through the establishment of a Museum, if the Fort becomes a National Historical Site: Now, therefore, be it

Resolved, That this Board of Supervisors hereby declares its support of S. 2159 and H.R. 11737 and urges their adoption by the United States Congress; be it further

Resolved, That the Clerk of this Board be and he is hereby instructed to forward certified copies of this Resolution to the Honorable Thomas H. Kuchel, Honorable George Murphy, Senators from California, and the Honorable Don Clausen and Honorable William Mailliard, Marin County Representatives in the House of Representatives.

Passed and adopted at a regular meeting of the Board of Supervisors of the County of Marin, State of California, held on the 27th day of February, 1968.

RESOLUTION OF THE KIWANIS CLUB OF SAN FRANCISCO

Whereas Fort Point was built by the United States Army during the Civil War, and

Whereas Fort Point guarded the waters of San Francisco Bay for more than half a century, and

Whereas The Fort Point Museum Association has been organized to preserve and restore Fort Point and establish it as a Museum with its historic contents available to the public, and

Whereas The museum would contain mementos of the Army of the West, with special emphasis on the history of the Civil War and Indian War periods, which are of great interest to future generations, and

Whereas The San Francisco Kiwanis Club, consistent with its many service activities, works to become involved in conserving and enhancing our natural resources: Now, therefore, be it

Resolved: The Board of Directors of the San Francisco Kiwanis Club meeting at San Francisco on May 27, 1968, urges its members to support fully the efforts of the Fort Point Museum Association to obtain official recognition of Fort Point as a National Historic Site and to write letters to the Secretary of the Interior and members of Congress asking them to support S.B. 2159 and H.R. 11737 which would establish Fort Point as a National Historic Site.

RESOLUTION OF THE KIWANIS CLUB OF DALY CITY—COLMA

Whereas Fort Point was built by the United States Army during the Civil War, and

Whereas Fort Point guarded the waters of San Francisco Bay for more than half a century, and

Whereas The Fort Point Museum Association has been organized to preserve and restore Fort Point and establish it as a Museum with its historic contents available to the public, and

Whereas The Museum would contain mementos of the Army of the West, with special emphasis on the history of the Civil War and Indian War periods, which are of great interest to future generations: Now, therefore, be it

Resolved: The Board of Directors of the Kiwanis Club of Daly City urges all its members to support fully the effort of the Fort Point Museum Association to obtain official recognition of Fort Point as a National Historic Site and to write letters to the Secretary of the Army, the Secretary of the Interior, and members of Congress asking them to support S. B. 2159 and H. R. 11737 which would establish Fort Point as a National Historic Site.

RESOLUTION OF THE KIWANIS CLUB OF BELMONT

Whereas Fort Point was built by the United States Army during the Civil War, and

Whereas Fort Point guarded the waters of San Francisco Bay for more than half a century, and

Whereas the Fort Point Museum Association has been organized to preserve and restore Fort Point and establish it as a Museum with its historic contents available to the public, and

Whereas the Museum would contain mementos of the Army of the West, with special emphasis on the history of the Civil War and Indian War Periods, which are of great interest to future generations: Now, therefore, be it

Resolved: The Board of Directors of the Kiwanis Club of Belmont meeting in Belmont, California on March 7, 1968 urges all its members to support fully the efforts of the Fort Point Museum Association to obtain official recognition of Fort Point as a National Historic Site and to write letters to the Secretary of the Army, the Secretary of the Interior, and members of Congress asking them to support S.B. 2159 and H.R. 11737 which would establish Fort Point as a National Historic Site.

RESOLUTION OF THE REDWOOD EMPIRE ASSOCIATION

Whereas for many years the Redwood Empire Association has actively cooperated with State and Federal Agencies, the City and County of San Francisco, and the Fort Point Museum Association to make possible the restoration and opening to the general public the historic Fort Point located at the Presidio of San Francisco at the base of the Southern approach of the Golden Gate Bridge, and

Whereas the Fort Point Museum Association has in recent years actively organized a program which would establish this historic fort as an outstanding visitor attraction featuring a museum complex of mementos of the Army of the West with emphasis on the history of the Civil War and Indian War periods, and

Whereas bills introduced before the Congress of the United States would establish Fort Point as a National Historical Site: Now, therefore, be it

Resolved, That the Redwood Empire Association endorses and supports the intent of the S.B. 2159 and H.R. 11737 which would establish Fort Point as a National Historic Site; and be it further

Resolved, That copies of this resolution be directed to the Secretary of the Army, the Secretary of the Interior, Members of Congress, and the Fort Point Museum Association.

Dated this 25th day of March 1968.

RESOLUTION OF THE KIWANIS CLUB OF ST. FRANCIS

Whereas Fort Point was built by the United States Army during the Civil War, and

Whereas Fort Point guarded the waters of San Francisco Bay for more than half a century, and

Whereas the Fort Point Museum Association has been organized to preserve and restore Fort Point and establish it as a Museum with its historic contents available to the public, and

Whereas the Museum would contain mementos of the Army of the West, with special emphasis on the history of the Civil War and Indian War periods, which are of great interest to future generations: Now, therefore, be it

Resolved: The Members of the Kiwanis Club of St. Francis meeting at the Red Chimney Restaurant, San Francisco, on March 28, 1968, fully supports and commends the efforts of the Fort Point Museum Association to obtain official recognition of Fort Point as a National Historic Site.

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN FRANCISCO CONVENTION AND VISITORS BUREAU

Whereas Fort Point was built by the United States Army during the Civil War, and

Whereas Fort Point guarded the waters of San Francisco Bay for more than half a century, and

Whereas the Fort Point Museum Association has been organized to preserve and restore Fort Point and establish it as a Museum with its historic contents available to the public, and

Whereas the Museum would contain mementos of the Army of the West, with special emphasis on the history of the Civil War and Indian War periods, which are of great interest to future generations: Now, therefore, be it

Resolved: The Board of Directors of the San Francisco Convention and Visitors Bureau meeting at the Miyako Hotel on March 21, 1968, urges all its members

to support fully the efforts of the Fort Point Museum Association to obtain official recognition of Fort Point as a National Historic Site and to write letters to the Secretary of the Army, the Secretary of the Interior, and members of Congress, asking them to support S.B. 2159 and H.R. 11737 which would establish Fort Point as a National Historic Site.

RESOLUTIONS OF BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO

Whereas, Senate Bill No. 2159, introduced by Senator Kuchel, and H.R. 11737, introduced by Congressman Mailliard, contemplate the establishment at Fort Point in San Francisco, upon their enactment, of a National Historic Site under the jurisdiction of the National Parks Service, with a suitable rehabilitation of the Fort Point building which will make it possible for this Point of historic interest to be opened to the citizens of California and the Nation and which will provide an opportunity to teach young and old more of our Western tradition and, in particular, the tradition of San Francisco; and

Whereas, Fort Point was built by the United States Army during the Civil War and for more than half a century it guarded the waters of San Francisco Bay, its guns commanding the entrance to the Bay at the Golden Gate; and

Whereas, Built entirely of brick, trimmed with granite slabs, the massive Fort Point is similar to Fort Sumter on the East coast and is the only one of its type built in the West, and today Fort Point and Fort Sumter are the only two fortifications of this design still in existence; and

Whereas, The Fort Point Museum Association, a non-profit organization formed by a group of distinguished San Francisco citizens, has undertaken to restore Fort Point and establish it as a Museum, making the building and its historic contents, including mementos of the Army of the West, with special emphasis on the history of the Civil War and the Indian War periods, available to the public; and

Whereas, It is fervently hoped by the people of this area that action will be taken by the United States Government to declare old Fort Point and the Museum a National Historical Monument, whose support and maintenance will be assumed by the United States Department of the Interior for operation as a National Park: Now, therefore, be it

Resolved, That the Board of Supervisors of the City and County of San Francisco do hereby petition the Congress of the United States to give prompt and favorable consideration to the enactment of Senate Bill No. 2159 and H.R. 11737 so that Fort Point may be established as a National Historical Monument for the best interests of all the people of the Nation and the San Francisco Bay Area in particular; and, be it further

Resolved, That copies of this resolution be duly transmitted to the Federal Legislative Representative for presentation by the latter to all interested officials and agencies of the Federal Government with the urgent request that the petition herein contained be accorded affirmative action.

I hereby certify that the foregoing resolution was adopted by the Board of Supervisors of the City and County of San Francisco at its meeting of Oct. 2, 1967.

Approved: Oct. 6, 1967.

ROBERT J. DOLAN, *Clerk*.

Oct. 11 1967—1t

JOHN F. SHELLEY, *Mayor*.

Whereas, There is presently pending before the Congress of the United States S. 2159 providing for the restoration of Fort Point and declaring it a historical site; Now, therefore, be it

Resolved, That this Board of Supervisors of the City and County of San Francisco do hereby endorse S. 2159; and do hereby direct that a copy of this resolution be forwarded to his Honor, the Mayor, for transmittal by him to the Federal Legislative Representative for dissemination by the latter to Congressman Philip Burton and William S. Mailliard, and Senators Thomas H. Kuchel and George Murphy with the request that they use their every influence to effectuate the intent of this resolution.

I hereby certify that the foregoing resolution was adopted by the Board of Supervisors of the City and County of San Francisco at its meeting of Sept. 18, 1967.

Approved: Sept. 21, 1967.

ROBERT J. DOLAN, *Clerk.*

Sept. 26, 1967—1t

JOHN F. SHELLEY, *Mayor.*

RESOLUTION OF THE GOLDEN GATE AREA COLONY

Whereas Fort Point was built by the United States Army in 1861 and became the greatest military bastion on the West Coast, and

Whereas Fort Point guarded the waters of San Francisco Bay for more than a century, and

Whereas the Fort Point Museum Association has been organized to preserve and restore Fort Point and establish it as a Museum with its historic contents available to the public, and

Whereas the Museum would contain mementos of the Army of the West, with special emphasis on the history of the Civil War and Indian War periods, which are of great historical interest to future generations: Now, therefore, be it

Resolved: The Board of Directors and members of Golden Gate Area Colony, National Society, New England Women, meeting at Marine's Memorial Club, 609 Sutter Street, San Francisco, California on April 27th, 1968, urges all its members to support fully the efforts of the Fort Point Museum Association to obtain official recognition of Fort Point as a National Historic Site and to write letters to the Secretary of the Army, the Secretary of the Interior, and members of Congress, asking them to support Senate Bill 2159, and H.R. 11737, which would establish Fort Point as a National Historic Site.

RESOLUTION OF THE SAN MATEO COUNTY PARKS AND RECREATION COMMISSION

S. 2615

Resolved, by the Parks and Recreation Commission of the County of San Mateo, State of California, That

Whereas, Senate Bill No. 2615 has been introduced at the 1st Session of the 90th Congress of the United States for the purpose of establishing and preserving the site where Don Gaspar de Portola on November 4, 1769, discovered San Francisco Bay and authorizing the Secretary of the Interior to designate not to exceed thirty acres in the County of San Mateo for the establishment of such a site as a national historic site; and

Whereas, this Parks and Recreation Commission finds it necessary and desirable in the interest of the County of San Mateo and the residents thereof that such a national historical site be established and that such legislation be supported in the interests of said County and the residents thereof: Now, therefore, it is hereby ordered and determined as follows:

1. That this Parks and Recreation Commission shall, and does hereby, respectfully urge the 90th Congress of the United States to enact United States Senate Bill No. 2615 to authorize the establishment of the site of the discovery of San Francisco Bay as a national historic site.

2. That the Director of this Parks and Recreation Commission be, and he is hereby, authorized and directed to send certified copies of this resolution to the Congressional representatives of the County of San Mateo.

S. 2616

Resolved, by the Parks and Recreation Commission of the County of San Mateo, State of California, That

Whereas, United States Senate Bill No. 2616 has been introduced at the 1st Session of the 90th Congress of the United States for the purpose of authorizing the Secretary of the Interior to designate as the Skyline National Parkway a right of way, together with adjacent or related sites for public recreational use

and for interpretation of scenic and historic values, commencing at the intersection of Skyline Boulevard with San Bruno Road and ending near Saratoga Gap, all in San Mateo County, California; and

Whereas, This Parks and Recreation Commission finds it necessary and desirable in the interest of the County of San Mateo and the residents thereof that such a national parkway be designated and that such legislation be supported in the interests of said County and the residents thereof: Now, therefore, it is hereby ordered and determined as follows:

1. That this Parks and Recreation Commission, shall and does hereby, respectfully urge the 90th Congress of the United States to enact United States Senate Bill No. 2616 to authorize the designation of the Skyline National Parkway in the County of San Mateo, State of California as provided in said Bill.

2. That the Director of Parks and Recreation be, and he is hereby, authorized and directed to send certified copies of this resolution to the Congressional representatives of the County of San Mateo.

RESOLUTIONS OF THE PARKS AND RECREATION COMMISSION, COUNTY OF
SAN MATEO

Whereas the scenic value and natural beauty of Skyline Boulevard is a resource of great and increasing value to the County of San Mateo and the State of California, and

Whereas the proposed Skyline Parkway will lead to the site from which the Portola Expedition first saw San Francisco Bay in 1769, and

Whereas the preservation of Skyline Boulevard as a parkway would have great benefits recreationally, aesthetically, and economically for the entire Bay Area, and

Whereas the Parkway would be a source of attraction and enjoyment for visitors from near and far, and

Whereas the preservation of the Skyline has been for many years a stated policy of San Mateo County, and a matter of wide spread popular interest and concern, and

Whereas consideration of Skyline Boulevard as a national parkway was recommended as long ago as 1959 by the Counties of San Mateo, Santa Clara, Santa Cruz and San Francisco, and

Whereas prompt action in this matter is essential, both for the preservation of the beauty of the Skyline and for the 200th anniversary of the San Francisco Bay Discovery which will be celebrated in November 1969: Therefore, be it

Resolved, That The Portola Expedition Bicentennial Foundation petition the Secretary of the Interior, Senator Thomas H. Kuchel, and Senator George Murphy to take all appropriate action for a study and reconsideration of a skyline National Parkway.

Passed and adopted the 13th day of September 1967.

Whereas Captain Don Gaspar de Portola, Governor of the Spanish Californias, and his expedition discovered San Francisco Bay in November 1769, and

Whereas the Discovery of this most important harbor on the Pacific Coast and one of the great anchorages of the world profoundly influenced the development of the Western North American Continent, and

Whereas the County of San Mateo in the State of California is planning a park on this scenic site from which Governor Portola and his expedition first saw the Bay, and

Whereas this park will be a feature of the proposed Skyline Parkway which has the endorsement of the State Park Commission, and

Whereas an appropriate commemoration of the 200th anniversary of the discovery of San Francisco Bay is planned for the Discovery Site in 1969; therefore, be it

Resolved: The Portola Expedition Bicentennial Foundation petitions the Secretary of the Interior, Senator Thomas H. Kuchel, and Senator George Murphy to designate the San Francisco Bay Discovery Site on Sweeney Ridge as an official National Historical Landmark.

Regularly passed and adopted this 13th day of September, 1967.

RESOLUTIONS OF THE BOARD OF SUPERVISORS, COUNTY OF SAN MATEO, STATE OF CALIFORNIA

S. 2615

Resolved, by the Board of Supervisors of the County of San Mateo, State of California, That

Whereas, Senate Bill No. 2615 has been introduced at the 1st Session of the 90th Congress of the United States for the purpose of establishing and preserving the site where Don Gaspar de Portola on November 4, 1769, discovered San Francisco Bay and authorizing the Secretary of the Interior to designate not to exceed thirty acres in the County of San Mateo for the establishment of such a site as a national historic site; and

Whereas, this Board of Supervisors finds it necessary and desirable in the interest of the County of San Mateo and the residents thereof that such a national historical site be established and that such legislation be supported in the interests of said County and the residents thereof: Now, therefore, it is hereby ordered and determined as follows:

1. That this Board of Supervisors shall, and does hereby, respectfully urge the 90th Congress of the United States to enact United States Senate Bill No. 2615 to authorize the establishment of the site of the discovery of San Francisco Bay as a national historic site.

2. That the Clerk of this Board of Supervisors be, and he is hereby, authorized and directed to send certified copies of this resolution to the Congressional representatives of the County of San Mateo.

Regularly passed and adopted this 5th day of March, 1968.

S. 2616

Resolved, by the Board of Supervisors of the County of San Mateo, State of California, That

Whereas, United States Senate Bill No. 2616 has been introduced at the 1st Session of the 90th Congress of the United States for the purpose of authorizing the Secretary of the Interior to designate as the Skyline National Parkway a right of way, together with adjacent or related sites for public recreational use and for interpretation of scenic and historic values, commencing at the intersection of Skyline Boulevard with San Bruno Road and ending near Saratoga Gap, all in San Mateo County, California; and

Whereas, this Board of Supervisors finds it necessary and desirable in the interest of the County of San Mateo and the residents thereof that such a national parkway be designated and that such legislation be supported in the interests of said County and the residents thereof: Now, therefore, it is hereby ordered and determined as follows:

1. That this Board of Supervisors shall, and does hereby, respectfully urge the 90th Congress of the United States to enact United States Senate Bill No. 2616 to authorize the designation of the Skyline National Parkway in the County of San Mateo, State of California as provided in said Bill.

2. That the Clerk of this Board of Supervisors be, and he is hereby, authorized and directed to send certified copies of this resolution to the Congressional representatives of the County of San Mateo.

Regularly passed and adopted this 5th day of March 1968.

RESOLUTION OF THE BOARD OF SUPERVISORS, COUNTY OF SAN MATEO

Resolved, by the Board of Supervisors of the County of San Mateo, State of California, That

Whereas, a Skyline National Parkway traversing the scenic hills of San Mateo County has been endorsed by the California State Park Commission, this Board of Supervisors, and many other interested public agencies; and

Whereas, Captain Don Gaspar de Portola, Governor of the Spanish Californias, and his expedition discovered San Francisco Bay in November 1769; and

Whereas, the discovery of this most important harbor on the Pacific Coast and one of the great anchorages of the world profoundly influenced the development of the Western North American Continent; and

Whereas, the County of San Mateo in the State of California is planning a park on this scenic site from which Governor Portola and his expedition first saw the Bay, and this park will be a feature of the proposed Skyline Parkway which has the endorsement of the State Park Commission; and

Whereas, an appropriate commemoration of the 200th anniversary of the discovery of San Francisco Bay is planned for the Discovery Site in 1969: Now, therefore, it is hereby determined and ordered as follows:

1. That this Board requests that new consideration be given to the proposals of the State of California and the County of San Mateo for the early establishment of a Skyline National Parkway.

2. That the Secretary of the Interior is urged to consider the designation of the San Francisco Bay Discovery Site as an official National Historical Landmark.

3. The Clerk of this Board is directed to send copies of this Resolution to the Secretary of the Interior, Senator Thomas H. Kuchel, and Senator George Murphy, and to other interested public officials.

Regularly passed and adopted this 22nd day of August, 1967.

RESOLUTIONS OF THE TOWN OF PORTOLA VALLEY

Resolved, by the Council of the Town of Portola Valley, San Mateo County, California, as follows:

Whereas, Captain Don Gaspar de Portola, Governor of the Spanish Californias, and his expedition discovered San Francisco Bay in November 1769; and

Whereas, the discovery of this most important harbor on the Pacific Coast and one of the great anchorages of the world profoundly influenced the development of the Western North American Continent; and

Whereas, the County of San Mateo in the State of California is planning a park on this scenic site from which Governor Portola and his expedition first saw the Bay; and

Whereas, this park will be a feature of the proposed Skyline Parkway which has the endorsement of the State Park Commission; and

Whereas, an appropriate commemoration of the 200th anniversary of the discovery of San Francisco Bay is planned for the Discovery Site in 1969: Now, therefore be it

Resolved by the Council of the Town of Portola Valley as follows:

1. That the Council hereby recommends passage of Senate Bill No. 2615, a bill introduced by Senator Thomas H. Kuchel and Senator George Murphy, authorizing the establishment of the site of the discovery of San Francisco Bay as a national historic site.

2. That copies of this resolution be transmitted by the Clerk to Senator Thomas H. Kuchel, Senator George Murphy, Senator Alan Bible, and the San Mateo County Board of Supervisors.

Resolved by the Council of the Town of Portola Valley, San Mateo County, California, as follows:

Whereas, Captain Don Gaspar de Portola, Governor of the Spanish California, and his expedition discovered San Francisco Bay in November 1769; and

Whereas, the discovery of this most important harbor on the Pacific Coast and one of the great anchorages of the world profoundly influenced the development of the Western North American Continent; and

Whereas, the County of San Mateo in the State of California is planning a park on this scenic site from which Governor Portola and his expedition first saw the Bay; and

Whereas, this park will be a feature of the proposed Skyline Parkway which has the endorsement of the State Park Commission; and

Whereas, an appropriate commemoration of the 200th anniversary of the discovery of San Francisco Bay is planned for the Discovery Site in 1969: Now, therefore, be it

Resolved by the Council of the Town of Portola Valley as follows:

That the Town of Portola Valley petition the Secretary of the Interior, Senator Thomas H. Kuchel, and Senator George Murphy to designate the San Francisco Bay Discovery Site on Sweeney Ridge as an official National Historical Landmark.

Resolved, by the Council of the Town of Portola Valley, San Mateo County, California, as follows:

Whereas, the scenic value and natural beauty of Skyline Boulevard is a resource of great and increasing value to the County of San Mateo and the State of California; and

Whereas, the proposed Skyline Parkway will lead to the site from which the Portola Expedition first saw San Francisco Bay in 1769; and

Whereas, the preservation of Skyline Boulevard as a parkway would have great benefits recreationally, aesthetically, and economically for the entire Bay Area; and

Whereas, the Parkway would be a source of attraction and enjoyment for visitors from near and far; and

Whereas, the preservation of the Skyline has been for many years a stated policy of San Mateo County, and a matter of wide spread popular interest and concern; and

Whereas, consideration of Skyline Boulevard as a national parkway was recommended as long ago as 1959 by the Counties of San Mateo, Santa Clara, Santa Cruz and San Francisco; and

Whereas, prompt action in this matter is essential, both for the preservation of the beauty of the Skyline and for the 200th Anniversary of the San Francisco Bay Discovery which will be celebrated in November 1969: Now, therefore, be it

Resolved by the Council of the Town of Portola Valley, That the Town of Portola Valley petition the Secretary of the Interior, Senator Thomas H. Kuchel, and Senator George Murphy to take all appropriate action for a study and reconsideration of a Skyline National Parkway.

RESOLUTION OF THE SAN MATEO COUNTY FAIR AND CONVENTION ASSOCIATION

Whereas, the true site from which San Francisco Bay was first seen by European explorers lies at a spot near the 1,100 foot elevation at the summit of Sweeney Ridge in San Mateo County, and

Whereas, until the day of its discovery on Saturday, November 4, 1769, by members of the Don Gaspar de Portola expedition, San Francisco Bay, the world's finest harbor was unknown to other than the indigenous Indians of the area, and

Whereas, sighting of the Bay led to further exploration, settlement and development as one of the world's greatest anchorages, sea ports and centers of commerce, and

Whereas, San Mateo County's board of supervisors is now negotiating with owners of the site, as approved by the Regional Planning Committee, the County Planning Commission, and the County Parks and Recreation Commission, for purchase of the land in order to create a Discovery Site Park of approximately 20 acres, and

Whereas, United States Senate Bill S. 2616 has been introduced by California Senators Thomas Kuchel and George Murphy to establish a National Parkway, the Skyline Parkway, extending along the ridge crest of the Santa Cruz mountains the length of San Mateo County, at one point adjacent to the proposed Discovery Site Park, and

Whereas a new presentation of the request of the Portola Expedition Bicentennial Foundation is to be made next month before the Advisory Board of the National Park Service, calling for recognition of the Discovery Site as a National Historic Landmark, and

Whereas purchase and development of the site as a National Historic Site will retain this picturesque, unspoiled spot, commanding a magnificent view of southern San Francisco Bay, will provide a meaningful addition to our system of national historic sites and landmarks if appropriately developed, and

Whereas recognition of the site will be an important addition to our State bicentennial celebration: therefore, be it

Resolved, That the Board of Directors of the San Mateo County Fair and Convention Association hereby supports the objectives and efforts of the Portola Expedition Bicentennial Foundation, and commends the efforts of Senators Thomas Kuchel and George Murphy, and the companion efforts in the House of Representatives by Representatives William Maillard and Paul McCloskey, and urges the U.S. Senate Parks and Recreation Subcommittee of the Senate Interior and Insular Affairs Committee to act favorably on the matter, recommending passage of S. 2615.

Regularly passed and adopted this 11th day of March, 1968.

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SOCIETY OF CALIFORNIA PIONEERS

We, the members of the Board of Directors of the Society of California Pioneers having duly read Senate Bill 2615, designating the site of the Discovery of San Francisco Bay as a national historic site: Be it

Resolved, That we do heartily endorse and support Senate Bill 2615; and be it further

Resolved, That we recommend the purchase or acquisition by other means of thirty acres of land in San Mateo County for this purpose.

RESOLUTION OF THE COUNCIL OF THE TOWN OF WOODSIDE

Resolved, by the Council of the Town of Woodside, California, That

Whereas, Senators Thomas H. Kuchel and George Murphy have introduced Senate Bill 2615 which calls for the establishment of a national historic site for Sweeney Ridge, the site of the discovery of San Francisco Bay; and

Whereas, this Council is in favor of the preservation and establishment of historic sites for state and national purposes: Now, therefore, it is hereby found and determined as follows:

1. That the Council of the Town of Woodside heartily and unanimously supports and endorses Senate Bill 2615 and the Clerk of the Town of Woodside is hereby directed to transmit certified copies of this resolution to Senators Kuchel and Murphy, to Senator Alan Bible and to the Board of Supervisors of the County of San Mateo.

I hereby certify the foregoing to be a true, full and correct copy of a resolution duly passed and adopted by the Town Council of the Town of Woodside, California, at a meeting thereof held on the 13th day of February, 1968.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT

Whereas, the County of San Mateo Board of Supervisors did adopt Resolution Nos. 24876 and 24875 on the 5th day of March 1968; and

Whereas, County Resolution No. 24876 does urge enactment of United States Senate Bill No. 2615 to establish site where Don Gaspar de Portola discovered San Francisco Bay as a National Historic site; and

Whereas, County Resolution No. 24877 does urge enactment of United States Senate Bill No. 2616 to designate as Skyline National Parkway the right of way commencing at the intersection of Skyline Boulevard with San Bruno Road and ending near Saratoga Gap, all in San Mateo County, California; and

Whereas, the City Council of the City of Belmont, California does wholeheartedly endorse said County Resolutions: Be it therefore

Resolved, That the City Council of the City of Belmont does hereby urge enactment of said Senate Bills Nos. 2615 and 2616 as soon as possible.

RESOLUTION OF THE CITY COUNCIL, CITY OF SAN CARLOS

S. 2616

Resolved, by the City Council of the City of San Carlos, County of San Mateo, State of California, That

Whereas, United States Senate Bill No. 2616 has been introduced at the 1st Session of the 90th Congress of the United States for the purpose of authorizing the Secretary of the Interior to designate as the Skyline National Parkway a right of way, together with adjacent or related sites for public recreational use and for interpretation of scenic and historic values, commencing at the intersection of Skyline Boulevard with San Bruno Road and ending near Saratoga Gap, all in San Mateo County, California; and

Whereas, this City Council finds it necessary and desirable in the interest of the County of San Mateo and the residents thereof that such a national parkway be designated and that such legislation be supported in the interests of said County and the residents thereof: Now, therefore, it is hereby ordered and determined as follows:

1. That this City Council shall, and does hereby, respectively urge the 90th Congress of the United States to enact United States Senate Bill No. 2616 to authorize the designation of the Skyline National Parkway in the County of San Mateo, State of California, as provided in said Bill.

2. That the Clerk of the City of San Carlos be, and is hereby authorized and directed to send certified copies of this resolution to the Congressional representatives of the County of San Mateo.

Passed and adopted this 8th day of April, 1968.

S. 2615

Resolved, by the City Council, City of San Carlos, County of San Mateo, State of California, That

Whereas, Senate Bill No. 2615 has been introduced at the 1st Session of the 90th Congress of the United States for the purpose of establishing and preserving the site where Don Gaspar de Portola on November 4, 1769, discovered San Francisco Bay and authorizing the Secretary of the Interior to designate not to exceed thirty acres in the County of San Mateo for the establishment of such a site as a national historic site; and

Whereas, this City Council finds it necessary and desirable in the interest of the County of San Mateo and the residents thereof that such a national historical site be established and that such legislation be supported in the interests of said County and the residents thereof: Now, therefore, it is hereby ordered and determined as follows:

1. That this City Council shall, and does hereby, respectfully urge the 90th Congress of the United States to enact United States Senate Bill No. 2615 to authorize the establishment of the site of the discovery of San Francisco Bay as a national historic site.

2. That the Clerk of the City of San Carlos be and is hereby, authorized and directed to send certified copies of this resolution to the Congressional representatives of the County of San Mateo.

Passed and adopted this 8th day of April, 1968.

RESOLUTIONS OF THE CITY COUNCIL OF THE CITY OF SAN MATEO

S. 2616

Resolved, by the City Council of the City of San Mateo, California, That:

Whereas, Senate Bill No. 2616 has been introduced in the First Session of the 90th Congress of the United States;

Whereas, said bill would preserve the beauty and scenic grandeur of Skyline Boulevard from the intersection of San Bruno Road to Saratoga Gap in the County of San Mateo by designating it together with adjacent or related sites as Skyline National Parkway and provide the citizens of this Country with an open area preserve equal to any of the already established National Parkways; and

Whereas, the unique quality of this ridge following road from which can be seen the Pacific Ocean reaches and the majesty of the San Francisco Bay as it passes through stands of virgin redwoods, makes it uniquely qualified to become a part of the National Parkway system: Now, therefore, it is hereby determined and ordered, that:

1. The City Council of the City of San Mateo, and it does hereby, endorse the establishment of a National Parkway over Skyline Boulevard from the intersection of San Bruno Road to Saratoga Gap, and respectfully urges the 90th Congress of the United States to enact United States Senate Bill No. 2616 to create such a National Parkway.

2. The City Clerk be, and he is hereby ordered to send certified copies of this Resolution to the Honorable Thomas Kuchel and the Honorable George Murphy, Senators from the State of California; the Honorable Paul N. McCloskey, Representative from the 11th Congressional District, County of San Mateo; the Honorable Henry M. Jackson, Chairman of the Senate Interior and Insular Affairs Committee; the Honorable Alan Bible, Chairman of the Senate Parks and Recreation Subcommittee.

Attest: [SEAL]

JOHN J. MURRAY, *Mayor.*
WILLIAM J. O'FARRELL, *City Clerk.*

Resolved, by the City Council of the City of San Mateo, California, That :

Whereas, Senate Bill No. 2615 has been introduced in the First Session of the 90th Congress of the United States;

Whereas, said bill would preserve the site within the County of San Mateo from which Don Gaspar de Portola first viewed the San Francisco Bay on November 4, 1769, by authorizing the Secretary of the Interior to designate not to exceed thirty acres as a National Historical Site; and

Whereas, the history and heritage of the discovery and exploration of the Pacific Coast is worthy of National recognition and would suitably coincide with the bi-centennial observances planned by the State of California: Now, therefore, it is hereby determined and ordered that :

1. The City Council of the City of San Mateo, and it does hereby, endorse the establishment of a National Historical Site at the location in San Mateo County from which the San Francisco Bay was first sighted in 1769, and respectfully urges the 90th Congress of the United States to enact United States Senate Bill No. 2615 to create such a site.

2. The City Clerk be, and he is hereby ordered to send certified copies of this Resolution to the Honorable Thomas Kuchel and the Honorable George Murphy, Senators from the State of California; the Honorable Paul N. McCloskey, Representative from the 11th Congressional District, County of San Mateo; the Honorable Henry M. Jackson, Chairman of the Senate Interior and Insular Affairs Committee; the Honorable Allan Bible, Chairman of the Senate Parks and Recreation Subcommittee.

JOHN J. MURRAY, *Mayor.*

Attest :

WILLIAM J. O'FARRELL, *City Clerk.*

[SEAL]

RESOLUTIONS OF THE PORTOLA EXPEDITION BICENTENNIAL FOUNDATION

Whereas Captain Don Gaspar de Portola, Governor of the Spanish Californias, and his expedition discovered San Francisco Bay in November 1769, and

Whereas the discovery of this most important harbor on the Pacific Coast and one of the great anchorages of the world profoundly influenced the development of the Western North American Continent, and

Whereas the County of San Mateo in the State of California is planning a park on this scenic site from which Governor Portola and his expedition first saw the Bay, and

Whereas this park will be a feature of the proposed Skyline Parkway which has the endorsement of the State Park Commission, and

Whereas an appropriate commemoration of the 200th anniversary of the discovery of San Francisco Bay is planned for the Discovery Site in 1969: Therefore be it

Resolved: The Portola Expedition Bicentennial Foundation petitions the Secretary of the Interior, Senator Thomas H. Kuchel, and Senator George Murphy to designate the San Francisco Bay Discovery Site on Sweeney Ridge as an official National Historical Landmark.

Whereas Fort Point was built by the United States Army during the Civil War, and

Whereas Fort Point guarded the waters of San Francisco Bay for more than half a century, and

Whereas the Fort Point Museum Association has been organized to preserve and restore Fort Point and establish it as a Museum with its historic contents available to the public, and

Whereas the Museum would contain mementos of the Army of the West, with special emphasis on the history of the Civil War and Indian War periods, which are of great interest to future generations: Now, therefore, be it

Resolved: The Board of Directors of the Portola Expedition Bicentennial Foundation meeting February 29, 1968, in San Mateo, urges all its members to support fully the efforts of the Fort Point Museum Association to obtain official recognition of Fort Point as a National Historic Site and to write letters to the Secretary of the Army, the Secretary of the Interior, and members of

Congress asking them to support S.B. 2159 and H.R. 11737 which would establish Fort Point as a National Historic Site.

Whereas the scenic value and natural beauty of Skyline Boulevard is a resource of great and increasing value to the County of San Mateo and the State of California, and

Whereas the proposed Skyline Parkway will lead to the site from which the Portola Expedition first saw San Francisco Bay in 1769, and

Whereas the preservation of Skyline Boulevard as a parkway would have great benefits recreationally, aesthetically, and economically for the entire Bay Area, and

Whereas the Parkway would be a source of attraction and enjoyment for visitors from near and far, and

Whereas the preservation of the Skyline has been for many years a stated policy of San Mateo County, and a matter of wide spread popular interest and concern, and

Whereas consideration of Skyline Boulevard as a national parkway was recommended as long ago as 1959 by the Counties of San Mateo, Santa Clara, Santa Cruz and San Francisco, and

Whereas prompt action in this matter is essential, both for the preservation of the beauty of the Skyline and for the 200th anniversary of the San Francisco Bay Discovery which will be celebrated in November 1969: Therefore, be it

Resolved, That the Portola Expedition Bicentennial Foundation petition the Secretary of the Interior, Senator Thomas H. Kuchel, and Senator George Murphy to take all appropriate action for a study and reconsideration of a Skyline National Parkway.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRISBANE

Whereas, Don Gaspar De Portola and members of the first Portola Expedition discovered San Francisco Bay from Sweeney Ridge in San Mateo County on November 4, 1769, and

Whereas, the geographic importance of this great discovery site should be acknowledged with proper State and National landmark recognitions, and

Whereas, the two (2) honorable Senators from the great State of California, the Honorable Thomas H. Kuchel and the Honorable George Murphy have introduced a bill into the United States Senate numbered S. 2615: Now, therefore, be it

Resolved by the City Council of the City of Brisbane, That this important and timely legislation be enacted into law and that said site from which Don Gaspar De Portola first saw San Francisco Bay, Sweeney Ridge in San Mateo County on November 4, 1769, be and established as a National Historic Site; and be it further

Resolved, That a certified copy of this Resolution be transmitted forthwith to the Honorable Senator Alan Bible of Nevada, Chairman of the Parks and Recreation Subcommittee of the Senate Committee on Interior and Insular Affairs; and be it further

Resolved, Certified copies also be delivered to Senators Thomas H. Kuchel and George Murphy.

Passed and adopted at a regular meeting of the City Council of the City of Brisbane on Monday, April 8, 1968.

A RESOLUTION OF THE TOWN OF PORTOLA VALLEY

Resolved, by the Council of the Town of Portola Valley, San Mateo County, California, as follows:

Whereas, United States Senate Bill No. 2616 has been introduced as the 1st Session of the 90th Congress of the United States for the purpose of authorizing the Secretary of the Interior to designate as the Skyline National Parkway a right-of-way, together with adjacent or related sites for public recreational use and for interpretation of scenic and historic values, commencing at the intersection of Skyline Boulevard with San Bruno Road and ending near Saratoga Gap, all in San Mateo County, California; and

Whereas, the Council of the Town of Portola Valley finds it necessary and desirable in the interest of the County of San Mateo and the residents thereof that such a national parkway be designated and that such legislation be supported in the interests of said County and the residents thereof: Now, therefore, be it

Resolved by the Council of the Town of Portola Valley as follows:

1. That the Council does hereby respectfully urge the 90th Congress of the United States to enact Senate Bill No. 2616 to authorize the designation of the Skyline National Parkway in the County of San Mateo, State of California as provided in said Bill.

2. That copies of this resolution be transmitted by the Clerk to Senator Alan Bible, Senator Thomas H. Kuchel, Senator George Murphy, and the San Mateo County Board of Supervisors.

RESOLUTION OF THE PLANNING POLICY COMMITTEE OF SANTA CLARA COUNTY
EXECUTIVE COMMITTEE

Whereas the Honorable Charles Gubser, member of the House of Representatives, U.S. Congress, has introduced H.R. 14028 to authorize the Secretary of the Interior to designate the Skyline National Parkway in the State of California; and

Whereas similar bills have been introduced into the U.S. Senate by Senator Thomas Kuchel and Senator George Murphy; and

Whereas these bills describe the parkway as extending only to Saratoga Gap in Santa Clara County; and

Whereas the Skyline is an important scenic and recreation resource which extends all the way along the crest of the Santa Cruz Mountains to the end of the range of the Pajaro River Valley at Route 129 near the southern boundary of Santa Clara County; and

Whereas this resource in its full extent has great potential for the use and enjoyment of all the people of the United States as a National Parkway and deserves the protection that would be afforded by National Parkway status: Now, therefore, be it

Resolved, That the Planning Policy Committee of Santa Clara County urges the Honorable Charles Gubser to amend H.R. 14028 to describe the proposed National Parkway as extending the full length of the crest of the Santa Cruz Mountains to State Highway 129: be it further

Resolved, That copies of this resolution be sent to Representative Gubser and Senators Kuchel and Murphy and to the Committee on Interior and Insular Affairs, U.S. House of Representatives; be it further

Resolved, That copies of this resolution be sent to the following government bodies and that they be invited to take similar action: Santa Clara County Board of Supervisors, Santa Cruz County Board of Supervisors, City of Palo Alto City Council.

RESOLUTION OF THE COUNCIL OF THE CITY OF PALO ALTO

Whereas, the Honorable Charles Gubser, member of the House of Representatives, U.S. Congress, has introduced H.R. 14028 to authorize the Secretary of the Interior to designate the Skyline National Parkway in the State of California; and

Whereas, similar bills have been introduced into the U.S. Senate by Senator Thomas Kuchel and Senator George Murphy; and

Whereas, these bills describe the parkway as extending only to Saratoga Gap in Santa Clara County; and

Whereas, the Skyline is an important scenic and recreation resource which extends all the way along the crest of the Santa Cruz Mountains to the end of the range of the Pajaro River Valley at Route 129 near the southern boundary of Santa Clara County; and

Whereas, this resource in its full extent has great potential for the use and enjoyment of all the people of the United States as a National Parkway and deserves the protection that would be afforded by National Parkway status: Now, therefore, be it

Resolved, That the Council of the City of Palo Alto urges the Honorable Charles Gubser to amend H.R. 14028 to describe the proposed National Parkway as extending the full length of the crest of the Santa Cruz Mountains to State Highway 129; be it further

Resolved, That copies of this resolution be sent to Representative Gubser and Senators Kuchel and Murphy and to the Committee on Interior and Insular Affairs, U.S. House of Representatives.

Introduced and passed March 25, 1968.

RESOLUTION OF THE LOMA PRIETA CHAPTER OF THE SIERRA CLUB

Whereas the Loma Prieta Chapter of the Sierra Club has 8000 members resident in San Mateo, Santa Clara and Santa Cruz counties, and the protection of a scenic corridor along Skyline Boulevard in the Santa Cruz Mountains has been a long-term project of this chapter, and

Whereas the *California Parkways Preliminary Report* of the California State Department of Parks and Recreation indicates that scenic driving is a rapidly increasing outdoor recreational need which is expected to increase by one third in the next ten years, and this route offers the scenic charm of the Santa Cruz Mountains as well as excellent views of both the ocean and San Francisco Bay, and

Whereas the pressure of urban growth in the future can only increase the need for natural open space and at the same time increase both the difficulty and the cost of acquiring it: Be it hereby

Resolved, That the Loma Prieta Chapter of the Sierra Club strongly supports S. 2616 for the creation of a Skyline National Parkway in San Mateo County, California, and urges the early adoption of this bill.

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA CLARA

Whereas, the proposed Skyline National Parkway is one of this country's most spectacular roads presently existing within a major urban area which extends along the crest of the Santa Cruz Mountains with views of both San Francisco Bay and the Pacific Ocean; and

Whereas, this scenic highway can best be preserved by creating it as a National Parkway: Now, therefore, be it

Resolved by the Board of Supervisors of the County of Santa Clara, That it does hereby support H.R. 15852 introduced by Congressman Charles Gubser to authorize the Secretary of the Interior to designate Skyline Boulevard as a National Parkway; be it further

Resolved, That copies of this resolution be sent to Congressman Gubser, Senator Kuchel, Senator Murphy and to the Committee on Interior and Insular Affairs.

Passed and adopted by the Board of Supervisors of the County of Santa Clara, State of California, on March 26, 1968.

RESOLUTION OF THE STANFORD CONSERVATION GROUP

Whereas the crest ridge of the Santa Cruz Mountains is a superlative location for viewing nearby mountain ranges as well as San Francisco Bay and the Pacific Ocean, and the skyline route provides a beautiful drive through diverse vegetation, including stands of coast redwoods, and

Whereas the California coast ranges are feeling the pressure of suburban growth, and there is a need both to save some of this beautiful region from subdivision and to provide an opportunity for recreational enjoyment of this area for the increasing numbers of people living in the nearby cities, and

Whereas the Stanford Conservation Group is concerned with the quality of our environment; Be it hereby

Resolved, That the Stanford Conservation Group strongly supports S. 2616 for the creation of a Skyline National Parkway in San Mateo County, California.

RESOLUTIONS OF THE COUNCIL OF THE CITY OF PACIFICA

Whereas, Captain Don Gaspar de Portola, Governor of the Spanish Californias, and his expedition discovered San Francisco Bay in November 1769, and

Whereas, the discovery of this most important harbor on the Pacific Coast and one of the great anchorages of the world profoundly influenced the development of the Western North American Continent, and

Whereas, the County of San Mateo in the State of California is planning a park on this scenic site from which Governor Portola and his expedition first saw the San Francisco Bay, and

Whereas, this park will be a feature of the proposed Skyline Parkway, which has the endorsement of the State Park Commission, and

Whereas, an appropriate commemoration of the 200th anniversary of the discovery of San Francisco Bay is planned for the Discovery Site in 1969: Now, therefore, be it

Resolved: The Council of the City of Pacifica petitions the Secretary of the Interior, Senator Thomas H. Kuchel, and Senator George Murphy to designate the San Francisco Bay Site on Sweeney Ridge in the City of Pacifica as an official National Historical Landmark.

Whereas, the scenic value and natural beauty of Skyline Boulevard is a resource of great and increasing value to the County of San Mateo and the State of California, and

Whereas, the proposed Skyline Parkway will lead to the site from which the Portola Expedition first saw San Francisco Bay in 1769, and

Whereas, the preservation of Skyline Boulevard as a parkway would have great benefits recreationally, aesthetically, and economically for the entire Bay Area, and

Whereas, the Parkway would be a source of attraction and enjoyment for visitors from near and far, and

Whereas, the preservation of the Skyline has been for many years a stated policy of San Mateo County, and a matter of widespread popular interest and concern, and

Whereas, consideration of Skyline Boulevard as a national parkway was recommended as long ago as 1959 by the Counties of San Mateo, Santa Clara, Santa Cruz and San Francisco, and

Whereas, City of Pacifica passed Resolution No. 688 on November 4, 1964, urging the San Mateo Planning Commission and Board of Supervisors to take immediate steps in behalf of Skyline Parkway, and

Whereas, prompt action in this matter is essential, both for the preservation of the beauty of the Skyline and for the 200th anniversary of the San Francisco Bay Discovery which will be celebrated in November 1969: now, therefore, be it

Resolved, That the Secretary of the Interior Stewart Udall, Senator Thomas H. Kuchel, and Senator George Murphy take all appropriate action to obtain and secure the development of a Skyline National Parkway on the San Francisco Peninsula mountain ridge.

PROCLAMATION 1968—1

Whereas, Senators Thomas H. Kuchel and George Murphy have introduced Senate Bill 2615 which calls for a National Historic Site for Sweeney Ridge, and

Whereas, the City Council of Menlo Park feels that the part Sweeney Ridge played in the discovery of the Bay Area, and, consequently, our Nation's history, is a most important one: now, therefore, be it

Proclaimed, That the City Council of Menlo Park unanimously endorses Senate Bill 2615 and urges its passage.

Proclaimed at a regular meeting of January 23, 1968.



