

Michoud Canal to the economic benefit of the City of New Orleans, the State of Louisiana and the entire nation.

The Board of Commissioners of the Port of New Orleans strongly endorses the proposed project for the deepening and widening of the Gulf Intracoastal Waterway east of the Mississippi River-Gulf Outlet and the deepening and widening of the Michoud Canal as proposed in the report by the Chief of Engineers. The early approval of this project by the Congress of the United States is respectfully requested.

STATEMENT OF JOSEPH V. FERGUSON II, ATTORNEY, NEW ORLEANS, LA., ON BEHALF OF AIR PRODUCTS & CHEMICALS, INC., NEW ORLEANS EAST, INC., INTERNATIONAL AUTO SALES & SERVICE, INC., OKLAHOMA CEMENT CO., DUNDEE CEMENT CO., LOUISIANA MATERIALS, INC., GERTLER-HEBERT CO., PRATT FARNSWORTH, INC., DIXIE MILL SUPPLY

Mr. Chairman and Members of the Committee on Public Works of the United States House of Representatives.

I am Joseph Ferguson, an attorney in New Orleans, Louisiana. I appear before this Committee to speak on behalf of the local interests sponsoring the proposal to modify the Gulf Intracoastal Waterway from its junction with the Mississippi River-Gulf Outlet to the Michoud Canal, and the Michoud Canal, to provide, in addition to the water transportation now available by virtue of the Gulf Intracoastal Waterway and the Mississippi River-Gulf Outlet, deep water transportation to a rapidly developing industrial area situated in the eastern part of the City of New Orleans. This project has the whole-hearted support and approval of all of the property owners in the area.

I wish to express my thanks and the thanks of the other parties who will speak to you on behalf of this project for the opportunity to appear before this Committee and to present our views.

A report with respect to this proposed modification has been prepared by the U.S. Army Engineering District, New Orleans, Corps of Engineers, New Orleans, Louisiana dated December 18, 1967, which report has been approved by the Division Engineer, the Board of Engineers for Rivers and Harbors and the Chief of Engineers. A hearing was held by the Committee on Public Works of the United States Senate on May 23, 1968. This proposed modification is presently before this Committee for consideration.

The District Engineer has estimated that the improvements and modification to the existing waterways can be constructed at a cost of \$1,300,000, exclusive of \$20,000 for aids to navigation. He has estimated that the annual average benefits will be in the sum of \$495,000 resulting in a benefit cost ratio of 7 to 1.

To permit you to quickly familiarize and orient yourself with the area involved and its present industrial development, we have caused a current aerial photograph of the area involved to be made and will also submit additional photographs and charts reflecting progress in the area which has taken place subsequent to the report prepared by the District Engineer.

Exhibit 1 reflects existing waterways and the area of the proposed modification. The modification is for a depth of 36 feet and a bottom width of 250 feet. You will observe that we are dealing with a very limited area where modification and improvements are proposed. The area involved is from the juncture of the Mississippi River outlet in the Michoud Canal which is shown on this photograph at this point. It proceeds easterly along the Intracoastal Waterway for a distance of approximately one and one-half miles to the junction of the Michoud Canal which runs in a northerly direction for a distance of approximately one and one-half miles. The proposed modification includes the construction of a turning basin at the northern end of the Michoud Canal.

I direct your attention to the photograph which we identified as Exhibit 1A. Please note on this photograph that the plant of Air Reduction Company which appears in the 1965 photograph appended to the District Engineer's report has now been completed and is in operation.

A plant has been constructed by the Dundee Cement Company at this point, subsequent to the study by the District Engineer.

The property owned by Louisiana Materials Company, a subsidiary of the American Marine Company, is presently being used as a storage area; however, the long range plans of this corporation include the construction of a yard for the building of barges, ships and other vessels.