

Mr. MILLER. Is it a problem for the conduit where it runs under the railroad? Does that require new bridges for the railroad?

Colonel ANDERSON. Yes, where the Ebner Coulee conduit runs under the railroad a new bridge would be constructed. Where the new State Road Coulee channel crosses the railroad the existing bridge would be modified.

Mr. MILLER. Is that the responsibility of the railroad?

Colonel ANDERSON. No, sir.

Mr. MILLER. To install the bridges, it is not their responsibility?

Colonel ANDERSON. Highway bridges are the responsibility of the local interest. The railroad bridges would be taken care of by the Federal Government.

Mr. JONES. We next will hear testimony of our colleague, Vernon W. Thomson, on this project.

**STATEMENT OF HON. VERNON W. THOMSON, A REPRESENTATIVE
IN CONGRESS FROM THE STATE OF WISCONSIN**

Mr. THOMSON. Mr. Chairman and members of the committee, I wish to supplement the testimony of the Corps of Engineers concerning the urgency of authorizing the State Road-Ebner Coulee project in the city of La Crosse, Wis.

This is a rapidly developing residential and business area on the west slopes of the bluffs east of the city of La Crosse. Because of the terrain, the control of the runoff is extremely difficult and increasingly costly. One of the recent developments in the area is the impressive office building complex of the Trane Co. of La Crosse. They desperately need an access across State Road-Ebner Coulee which will require a bridge.

The bridge cannot be constructed until the Corps of Engineers has established grades and levels, and the Trane Co. has repeatedly appealed to me and to the Corps of Engineers for expeditious determination of the grades which will allow them to proceed. This access is not only a matter of convenience, but of necessity and will greatly relieve the traffic congestion on surrounding city streets.

I want the committee to know of this additional problem which adds a degree of urgency to the otherwise fully justified program. I urge the committee's favorable action on this authorization.

Mr. JONES. Next we have the Mississippi River from Cassville, Wis., to mile 300.

MISSISSIPPI RIVER, CASSVILLE, WIS., TO MILE 300, ILLINOIS

Colonel ANDERSON. Mr. Chairman and members of the committee, this report concerns improvements on the Mississippi River for flood control from Cassville, Wis., above mile 600, downstream to mile 300. It is in response to two resolutions by the House Committee on Flood Control and a Senate Public Works Committee resolution.

Numerous levee, floodwall, and interior drainage construction and improvement projects are in existence along this section of the Mississippi River. Local interests desire improvements to eliminate flood damages. The Chief of Engineers recommends constructing new levees and floodwalls, improving existing levees, and constructing appurtenant flood control structures at Clinton and Bettendorf, Iowa, and Fulton, East Moline, and Milan, Ill. Total estimated cost of the proj-