

adverse backwater effect such as is now occurring above Lake Sakakawea.

Navigation was important in the early settlement and development of the upper Missouri Basin. It still has a promising potential in this area and the bank rectification works as suggested herein can be designed as an integral part of a future navigation system. Bismarck was one of the last ports on the Missouri River to give up on riverboat navigation. Navigation facilities were constructed by the Corps of Engineers on this reach of the river as recent as in the 1920 period. We are eager to have it resumed. We have complied with all the navigation criteria established by the Corps of Engineers. River crossings whether they be under or over the Missouri are installed in accordance with the Corps of Engineers navigation criteria. Industrial and municipal water intakes and outlet structures are similarly constructed. Our bridges are built with double spans at specified height to provide anticipated barge traffic to proceed up and downstream without interference. In other words, the double span permits barges to meet each other under bridges without difficulty. The three bridges in the Bismarck-Mandan area are alined to accommodate barges towlines approach in tandem. The increased costs for these items are paid for at the State and local level. This should qualify us as a navigable stream.

The Corps of Engineers, in anticipation of this problem, designed a bank rectification works for this area in 1965. This design does require updating in view of the erosion that has occurred since that date. The State water commission at a recent meeting with representatives from the corps and affected entities, volunteered to and did obtain the necessary field surveys to update the earlier design.

The State water commission does not have a source of revenue other than direct appropriation through legislative action. Consequently, we are unable to give the necessary assurances required by the Federal Government unless underwritten by the lesser entities. The commission does, however, stand ready and willing to obtain the assurances from the legal entities to be protected and in turn give the Federal Government an overall assurance covering this project.

I respectfully urge the House Committee on Public Works to approve and recommend the enactment of H.R. 3402 with the least possible delay in order that remedial emergency measures may be undertaken to halt this impending catastrophe. Time is of essence for when Mother Nature is only partially controlled, she unleashes her fury in a most compelling manner.

I thank you for the opportunity afforded me to make this presentation.

(The documents follow:)

MISSISSIPPI VALLEY ASSOCIATION PLATFORM ON BANK STABILIZATION, ADOPTED
AT 49TH ANNUAL MEETING IN ST. LOUIS, MO., FEBRUARY 3, 4, 5, 6, 1968

Bank stabilization is an essential element in water and soil resources management and should receive the systematic attention of Congress in order to adequately protect flood control structures, aid navigation and protect public and private property, such as levees, highways, railroads, bridges, docks, harbors, lands and industrial installations. We urge that the Federal Government assume responsibility for the construction, maintenance and operation of necessary bank stabilization and protective works when increased and above normal bank erosion