

sentatives. Now, forty years later, I am still urging approval of a plan which will bring water transportation to East Texas. It is not my purpose to take up much of your time, since after 40 years I have developed an acute sympathy for Congressional Committees who are so often faced by witnesses who could—as we say in Texas—by sheer endurance, talk a dog off a meat wagon.

First let me say that this entire Red River navigation project is urgently needed. The four-state area known as the "Gulf Southwest" is rich in natural resources, blessed by a temperate climate, and possessed of an almost limitless growth potential. Inequitable freight rates have for years burdened this promising section of the country. Only Monday I introduced a bill to try to do something about this discriminatory freight rate situation which in some cases result in railroad charges for shipments into our area being over twice those for comparable distances in sections of the country served by water transportation. While this may help, the rate problems faced by my constituents will never be solved until the project we are discussing today is under way.

Second, everyone who has studied the project is in favor of it. Red River and Cypress River navigation has been planned and considered for almost a hundred years. It was a good idea one hundred years ago and it is a good idea today. The exhaustive studies of the Corps of Engineers resulted in their endorsement of the project. On the basis of benefit-to-cost ratios, the entire project was given a rating of 1.8 by the District Engineer and 1.3 by the more conservative Board of Engineers for Rivers and Harbors (BERH). Again, these ratios will be discussed more carefully in presentations by those who are with me here today.

The only problem in my mind with the Army Report under consideration is the proposal to suspend action on the Shreveport-Daingerfield leg until an additional feasibility study is completed. I do express my strong opposition to this needless and dilatory proposal.

There are compelling reasons for objecting to a further study. The benefit-to-cost ratio for the entire project is favorable. It has long been considered a single project and is so treated in my bill, H.R. 5631, currently pending before this Committee. The only reason that the Daingerfield-Shreveport reach can be singled out for further study is that it is on the upper end of the project—which is expedience rather than logic.

Additionally, I would like to point out briefly the differences in benefit-to-cost ratios for the Daingerfield-Shreveport section. The District Engineer assigned this section a rating of 1.9 which was higher than the 1.8 ratio assigned to the remainder of the project. This ratio was slashed to 1.02 by BERH, based partially on the fact that 18 of the 36 countries with chronic or persistent unemployment served by this leg of the project, have enjoyed sufficient prosperity since the formulation of the project to remove them from the high unemployment category. I submit that part of the cause of this prosperity actually is the increased industrialization of the area based on the *expectation* of future water transportation. In other words, the prospect of waterways has already enhanced the attractiveness of the area to industry to a sufficient extent to prejudice benefit-to-cost statistics. This is a wonderful indication of what lies in store for this entire area when navigation to Daingerfield is approved by this Committee.

In conclusion, Mr. Chairman, let me repeat that I strongly believe this project should be considered as a single unit. It is my fervent hope that this Committee will see fit to dispense with further delay and act favorably upon this project which will, I am confident, signal the beginning of a bright new era for this fertile section of our nation.

May I say further that I wholeheartedly support the statement being filed with the Subcommittee today by the Texas Water Rights Commission, by the Texas Water Development Board whose Executive Director, Howard Boswell, is here today, and who will also present the views of Governor John B. Connally, the statement of the Honorable Franklin Jones, Sr., a distinguished attorney who speaks for the Marshall Chamber of Commerce and as President of the Cypress Valley Navigation District, the statement of the Morris County Commissioners Court, and the Northeast Texas Municipal Water District, whose President, Honorable George T. Brabham is also here today. Mr. L. R. Matthias, Executive Vice President of the Red River Valley Association will speak for this organization which has concerned itself with development of the Red River Basin in the four states of Arkansas, Louisiana, Oklahoma and Texas for roughly half a century. Mr. Chairman, Mr. Matthias is well known to you from numerous appearances before this Committee, but I would like to introduce Franklin