

Jones and George Brabham who head up their respective delegations totalling more than 40 prominent residents from my Congressional District.

I deeply appreciate this opportunity given to me to testify today.

Mr. PATMAN. Mr. Chairman, it is a privilege to be able to appear before this distinguished committee in support of a navigation project which would accomplish something I have been working on to achieve since 1928, when the people of the First Congressional District of Texas sent me to the House of Representatives.

Now, 40 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 felt an acute sympathy for congressional committees.

First, let me say this entire Red River navigation project is urgently needed.

The four-State area known as the Gulf Southwest is rich enough in resources, blessed by temperate climate, and possessed of an almost limitless growth potential.

We have been handicapped by discriminatory freight rates which navigation will, in a large measure, correct. Second, everyone who has studied the project is in favor of it. Red River and Cypress River navigation has been planned and considered almost 100 years. It was a good idea 100 years ago and it is a good idea today.

The exhaustive studies of the Corps of Engineers resulted in their endorsement of the project. The only problem in my mind with the Army report under consideration is the proposal to suspend action on the first field leg until a feasibility study is completed. I do express my strong opposition to this needless proposal. However, I understand that we are all here together and we are in unity and we are not fighting among ourselves.

Certainly, we are working for one great project which includes, of course, the waterway to Shreveport and also to Daingerfield of Lone Star Steel.

There are compelling reasons to objecting to a further study. 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.

I would like to point out differences to benefit-cost ratio for the Daingerfield-Shreveport situation. They assigned this a rating of 1.9, which was higher than the 1.8 ratio assigned to the remainder of the project. It is certainly justified in every way and so recommended by the Corps of Engineers.

In conclusion, Mr. Chairman, let me repeat that I strongly believe this project should be considered as a single unit and I am glad that all are in accord with that viewpoint.

It is my fervent hope that this committee will see fit to dispense with further delay and act favorably upon this project and I am confident will signal the beginning of a bright new era for the fertile section of our State.

May I say further, Mr. Chairman, 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.