

Others will make it even clearer than I will be able to do that the reestablishment of navigation on the Red River and the accompanying bank stabilization are absolute requisites if we are to have progressive and orderly development of the Red River Valley. The river States and the Nation as a whole will draw equal benefit from this development by contributing substantially in answering the Nation's growing demands for new jobs, new land areas for industry, housing, cities, and recreation; these factors all being additional to the supply of water. The completion of this project will make possible the full and orderly development of all of the multiple resources of the rich valley. Local raw materials and goods manufactured from them and agricultural products indigenous to this area can then be exchanged freely with the other regions of the State and the Nation.

As you gentlemen are aware, the reestablishment of navigation on the Red River requires the construction of locks and dams, realinement of river by cutoffs, and stabilization of the channel. When this improvement is completed, substantially 2,000 acres of land will be saved from almost certain loss and \$1,800,000 in annual damage will be a thing of the past. For the first time the area adjacent to the river can be developed for the best utilization without having to take into account the hazard of caving banks. Land areas which up until now could not be occupied by housing will be safeguarded so that it can be put to residential, business, and industrial use. The flood control benefits which will naturally follow from a stabilized channel will include safety for the levees, a substantial reduction in the cost of maintaining existing works, a reduction in the sedimentation now taking place in Atchafalaya Basin, and greater security against flooding through increased channel capacity and efficiency. Water supplies will be not only increased, but its quality improved by the navigation pools which will be formed by the locks and dams.

In summary, gentlemen, I have touched upon a few of the benefits of the project but will not attempt to cover the broad scope of them all. The advancement and benefits to the Red River Valley and to the Nation are well known to this committee, and expert professional testimony today and the past will bear it out. The Red River Waterway Commission, the Louisiana Department of Public Works, and local interests of the Red River Valley in Louisiana recommend the following:

(1) That the project, Red River below Fulton, as amended, and the Overton-Red River Waterway, be modified to authorize construction of a 9- by 200-foot navigation channel from the Mississippi River to Shreveport.

(2) That the project, Cypress Bayou and Waterway between Jefferson, Tex., and Shreveport, La., be modified to authorize construction of a 9- by 200-foot channel from Shreveport to Daingerfield.

The Board of Engineers for Rivers and Harbors and the Bureau of the Budget have recommended that an economic restudy of the Shreveport to Daingerfield reach of the Red River Navigation Waterway be made prior to initiation of construction. Since under existing policy the Corps of Engineers must periodically reevaluate authorized projects before appropriation of funds for construction, it is not necessary to make this provision a condition for authorization. The navigation project is presently justified from its beginning at Old River to Daingerfield. It is recommended that it be authorized in its entirety without reservations.