

industries—agriculture—as well as the industrial development of this same area in which one may still find pure air, clean waters, space in which to move and the opportunity to live with a hope for the future.

It would be my prayer that through your vision and through your instigation, a new and dynamic program might be instituted which would cause a regeneration in our agricultural industry and would serve as that needed stimulus for the industrialization of the wide expanses which await such development. That in so doing, there would be provided to the people of our country, and especially to those who now seek employment and a bare and meager living in our urban centers, an opportunity to discover a new America in areas heretofore unknown to them. In my sincere opinion, the extension of navigation and stabilization of our Missouri River from Sioux City, Iowa, to the first main stem dam in South Dakota, Gavins Point Dam, would be of untold value and importance in achieving the realization of that to which I have just referred.

In presenting my testimony urging the approval of this important project, in the light of world as well as domestic conditions, an immediate appropriation of funds for this project would be ill-advised. Accordingly, as Governor of the state of South Dakota, I respectfully urge and request that this Committee affirmatively take action in recommending the immediate authorization of this project. I am confident that America will recover and rebound from the economic and financial crisis in which we have found ourselves, and that at such time as we have reached a sound financial and fiscal stature, this project, which I hope and should be presently authorized, could then be properly implemented and funded in the future.

Mr. WRIGHT. It is a pleasure to extend to Senator Gurney all the courtesies that have been extended to me before the CAB.

Mr. GURNEY. Thank you, Mr. Chairman, and gentlemen of the committee. It has been a long time since I have been acquainted with the river, even got my toes wet when I was a kid wading in the river, but I will not bother you with that.

I was a member of the other august body, on the other side of the park when the Pike-Sloan plan was started on which our Government has spent for the dams alone more than \$1.5 billion and that controls the floods that we used to have in the Missouri.

Now, there is 1,000 miles of navigable stream, upstream from St. Louis, some 1,000 miles. It is all navigable or will be in a few years, up to Sioux City, Iowa.

Above Sioux City, Iowa, an air-mile distance of 54 miles has not been touched. We need bank stabilization and channelization for 54 miles and then it will be complete.

Our trouble is that the regulating dam, the last one on the river, there are six large dams and the water flowing out of there is for what—for navigation on the river.

Now, I would like to think that Uncle Sam could cash into the full extent of the possibilities for industry and betterment and the whole 1,000 and some miles to St. Louis by completing this 54 miles because the water necessary for this navigation flows across this 54 air miles of the river. That will bring lower freight rates to everything we grow, ship out, lower freight rates, transportation rates for everything we need coming in.

Industry will come to our State and will be of great benefit. I would hope that the committee would ask the Army Engineers for their report so you will have it on file.

One more point I want to cover and that is that our people feel we should not ask for funds for this project until the war is over and the fiscal position of our Treasury is in better shape. We do need authorization.