

greater benefits from this huge expenditure of Federal Funds? The answer is a resounding yes, to each of these two questions.

Electricity yes—a surplus, for there are 2,048,000 kilowatts of installed generating capacity provided for and now working. 98% and more of the farmers in the whole area now have dependable lights and power at low rates. Federal and State institutions are also benefiting as well as cooperatives, six states and private power users are glad to have this surplus power available.

A huge irrigation project has been authorized for North Dakota, hearings are now in progress in this Congress on the Oahe Project that will eventually provide irrigation for 500,000 acres of South Dakota land.

Navigation yes, with one exception.

From Sioux City downstream a nine foot channel is authorized, the necessary amount of water 32,000 second feet is constantly let out at the regulating Gavins Point Dam, 60 air-miles upstream. The Dam joins the states of Nebraska and South Dakota.

To bring lower transportation rates to these two states—only 60 miles of river needs to be channelized and stabilized. Think of that, only 60 miles, yet to be taken care of when the total mileage below the regulating dam is approximately 1000 miles, all stabilized with this exception, all the way down-river to St. Louis. Now let's look at the cost. The Corps of U.S. Army Engineers estimate is \$57,782,000. That is less than three per cent of the Federal money spent to build the dams and provide the storage to maintain navigation benefits to all states below South Dakota.

I know Congress in 1944, intended to get maximum benefits for all states along the Missouri. I know it was an unintentional error in the original authorization in 1944 that navigation was not provided up to the regulating dam. I know it because, I was one of the Senators at that time working hard to get maximum benefits for the states along the whole course of the river, and what is equally important for all states below the river dams all the way down stream to New Orleans.

You can correct this error or shall we say inadvertance by demanding now that for the 2 billion already spent you are going to get Uncle Sam's moneys worth by authorizing navigation up to the Gavins Point regulating dam. Think of it! Only 60 miles out of a total 1000 miles all the way to St. Louis.

Nebraskans and Dakotans want to cash in on these benefits, what are they in dollars and cents? Well, first 7 to 10 cents a bushel on grain going down-stream. Much lower freight rates on fertilizer for our farmers and that will run into thousands of tons. Lower costs for freight on all heavy products we use for all kinds of construction, structural steel, building materials and a great number of other products produced by down-stream states.

By lowering these transportation costs, we make a tremendous stride in lowering total cost of things we need in the agricultural states of the Dakotas and Nebraska. Yes, with favorable action by this Congress, our area will see a bright future. Not so many of our people will be migrating away from Missouri River land.

Yes, this Congress can do the necessary job now by authorizing construction, we realize that construction money must wait till wars end and a better fiscal position in the United States.

BASIC FACTS

1. The project will stabilize the banks and afford a navigation channel upstream from Sioux City to the last down-stream regulating dam, (Gavins Point).
2. 124,000 acres of Missouri River bottom land between Gavins Point and Sioux City are threatened by erosion.
3. The project will protect 87,000 acres of crop land, 37,000 acres of non-crop land, 280 miles of roads and the town of Elk Point, South Dakota.
4. South Dakota has 41 counties and Nebraska 1 county that would benefit directly from transportation savings.
5. The project would preserve the existing fish and wildlife resources and provide opportunity to enhance the wild life resources by establishing refuges.
6. The project would provide unique recreational opportunities.
7. The project would have essentially no adverse effects on the existing main stem reservoir functions.
8. Essentially no additional outflow from the main stem system would be required for navigation in the reach.
9. The project first cost is \$57,782,000.