

Authorization of the project to extend navigation from Sioux City, Iowa to Gavins Point Dam is an essential prelude to the future economic development of the State of South Dakota. In order to keep pace with current trends in agriculture and transportation and to utilize the Missouri River most effectively, this undeveloped 78 mile stretch of river must be developed. It is the only undeveloped reach of the Missouri from Montana to the Mouth at St. Louis—truly the missing link.

Navigation will not only make this area more attractive to industry but will also make the rate structure for transportation more appealing. Low barge rates are always accompanied by low rail rates, which would result in a well-balanced transportation network for the Upper Missouri Basin. Transportation is one of the most expensive commodities which the citizens in the Missouri Valley must buy. And buy it they must, because virtually everything produced or consumed must be brought from or sent to other areas. By its very location, the Upper Midwest is beset by a host of transportation problems. Rail facilities, excellent as some of them may be, are oriented primarily in an east-west direction, leaving an adverse effect on potential north-south trade. Navigation in this region will provide a wholly new mode of transportation and will provide this area with transportation connections to the south and southeast, opening up totally new markets for the farm products of the northern plains. It will also provide this region with a more economical mode of moving its grain products to the markets of the world through the Port of New Orleans.

The extension of navigation to South Dakota is both extremely logical and obviously needed when considered in the overall Missouri River Basin development program. This small segment of the Missouri River between Sioux City, Iowa and Gavins Point Dam is the last remaining open river stretch capable of being made navigable without the expense of locks. Furthermore, this segment of the Missouri River is the only portion of this important watercourse which remains subject to wide meandering to the detriment of full economic development of agriculture, commerce and navigation. Control can be accomplished only by channel realignment, stabilization of caving banks by revetments, dikes and associated works.

Discharges of the Missouri River between Sioux City, Iowa and Yankton, South Dakota are controlled or regulated by Gavins Point Dam. The river, however, in its present state, is free to meander over wide limits and erosion is continually active. Because of this, many farms and cities are vulnerable to potential erosion, creating a loss of the abundant bottomland and its potential for high crop yields.

The Missouri River is one of the greatest natural resources of this Nation. In a very few years, it has changed from an untamed, wild river to a service that is furnishing our land with navigation, irrigation, low flow augmentation, recreation and hydro-electric power. All of this is due to enlightened leaders who looked upon this river as being common property and its improvement a betterment for all concerned. With this in mind, it is difficult to conceive that a very few miles are allowed to remain undeveloped, meander and cause destruction.

The Arkansas River is presently being made navigable. This river will not be open to navigation to Little Rock until the end of this year but industry has already invested more than \$300 million in waterside plants in anticipation of navigation. This same situation has been true along virtually every navigable waterway in the Nation and will also be true on the Missouri River. This is particularly desirable in an era when special efforts are being made by the Federal Government to keep people in rural areas to avoid further complicating the crisis in urban areas.

We would remind this Committee that the first Senate resolution directing a survey of this project was on 18 July 1939. The most recent resolution of this Committee was on 2 February 1960. After more than eight years this Committee still does not have a report. The field offices of the Corps of Engineers gave a favorable report to this project in 1965. After further delays the project was approved by the Board of Engineers for Rivers and Harbors on 7 September 1966. The Executive Branch has arbitrarily delayed the report since that time and there is no indication when or if they will release it.

Mr. Chairman and Gentlemen of the Committee, the Mississippi Valley Association respectfully suggests that this Committee and the Congress reassert its Constitutional prerogatives by directing the Chief of Engineers to submit his report on this project, with or without the comments of the Secretary of the Army and the Bureau of the Budget. We further request that this Committee,