

acting on established and proven criteria, approve this project for authorization in the Bill now being considered. The people of the Missouri Basin and the Nation should not be made to suffer further delays simply because the Executive branch of the Government is making another attempt to thwart the will of the Congress. We believe it is long past time for the Congress to reassert itself and this important and needed project provides an excellent opportunity for doing so.

Mr. GURNEY. Senator Hruska of Nebraska and Senator Miller are testifying before the Senate committee in favor of this project.

Thank you, very much.

Mr. WRIGHT. We will now hear from Congressman E. Y. Berry of South Dakota.

**STATEMENT OF HON. E. Y. BERRY, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF SOUTH DAKOTA**

Mr. BERRY. Mr. Chairman, I am E. Y. Berry, a Representative in Congress from the Second Congressional District of South Dakota. I would first like to thank the committee for the opportunity to speak in support of what is known as the South Dakota and Nebraska Missouri River navigation and bank stabilization project.

When authorized and completed, this project would provide for the needed bank stabilization and navigation channel for another 60 miles up the Missouri River from Sioux City, Iowa, for the benefit of agriculture and industry.

This committee is very familiar with the great developments that have taken place on the Missouri River since the early 1940's. From the development of the famous Pick-Sloan plan calling for the construction of four high dams on the Missouri River in South Dakota and one in North Dakota, we have progressed rapidly and with great economic benefit to the entire area. But it was not without cost to the people of South Dakota. A half-million acres of the best bottom land was inundated, removing it from the tax rolls and removing it from production. It was understood from the beginning that South Dakota would be compensated by the implementation of many programs of river development for multiple purposes. We are on the brink of authorizing the mammoth Oahe irrigation project to return 495,000 acres in the State to full productive levels.

The project before this committee is another example of the type of development envisioned by the Pick-Sloan plan and later the Flood Control Act of 1944.

There are many important reasons for the extension of navigation on up the Missouri.

First, navigation on the river would greatly assist in developing commerce and bolstering agricultural development in the region. The Plains States will be a leading area in meeting the Nation's needs for food and fiber over the next 50 years in addition to providing much of the grain which this country exports. By providing low-cost river transportation, we can insure that the Plains States will be an important contributor and can also insure that an increase to the farmers of \$0.07 to \$0.10 per bushel in the amount saved on transportation costs.

At a time when parity is at 73 percent in an area of the country where transportation costs are the highest in the Nation, it is not hard