

into a barge or truck and then into a ship and transportation costs are substantial.

While its Michoud chemical complex was under construction Air Products and Chemicals discussed its views with Mr. Harold Cook, Executive Vice President of New Orleans East, Inc., which corporation is the owner of large tracts of land in the area and is engaged in the development thereof.

The proposal was also discussed with Mr. Williard Robertson of International Auto Sales and Service, Inc., the owner of another large tract abutting the Michoud Canal. The suggestion was reviewed and considered by these companies for some time taking into consideration the possible requirements which might be established by the District Engineer and their ability to satisfy them if the modification was considered worthy. Thereafter, meetings were held with other companies or local interests in the Michoud area, that is, the Oklahoma Cement Company, Pratt Farnsworth, Inc., Gertler-Hebert Company, Dundee Cement and Louisiana Materials, Inc., Dixie Mill Supply Company and the Sewerage & Water Board of the City of New Orleans. All of these property owners agreed that the proposed modification was meritorious and to lend it their support.

Meetings were then held with the District Engineer, New Orleans Engineer District, and members of his staff concerning the proposed modification. Preliminary discussions with them indicated that the proposal was feasible and warranted action.

The local interests next contacted Senator Allen J. Ellender, Senator Russell Long and Congressman F. Edw. Hébert of Louisiana's First Congressional District where the area in question is located, for their assistance to obtain the funds necessary for a study of the proposed modification to be made by the District Engineer. Through their efforts the funds for the study were provided.

A public hearing was held in New Orleans on December 18, 1964, by the District Engineer and was attended by all of the local interests or their representatives as well as many other persons interested in or who could be affected by the proposed modification. No objection to the modification was expressed by anyone at that time or any other time.

The Board of Commissioners of the Port of New Orleans and the Department of Public Works of the State of Louisiana both indicated at the hearing on December 18, 1964, their approval of the proposed modification.

The Board of Commissioners of the Port of New Orleans was requested to act as public sponsor; however, at the time the public hearing was held the requirements of local cooperation were not known and the Board decided to wait until such requirements were established before reaching a determination as to whether or not it could act as the public sponsor.

When the study was completed by the District Engineer, but prior to the preparation of his report of December 18, 1967, the Board of Commissioners of the Port of New Orleans and the local interests were informed of the proposed requirements of local cooperation in order that they might determine if the proposed requirements could be met and satisfied.

These requirements are set forth in his report and in the interest of brevity will be only summarized here. They consisted of: (a) To furnish the United States without cost land, easements and rights-of-way for the construction and maintenance of the modification including suitable areas for the deposit of spoil, (b) Relocation without cost to the United States of public utilities in the area, (c) A release in favor of the United States for damages due to construction, maintenance of the modification and possible erosion, and (d) Provide and maintain public wharf facilities on Michoud Canal.

Many conferences were held with Board of Commissioners of the Port of New Orleans and the various property owners whose property would be involved in satisfying the requirements of local cooperation with respect to the form and nature of the required agreements. All of these agreements have now been prepared and executed by Air Products and Chemicals, New Orleans East, Inc., Higgins, Inc., predecessor in title to International Auto Sales and Service, Sewerage and Water Board of the City of New Orleans, Oklahoma Cement Company, Dundee Cement Company, Dixie Mill Supply Company, Louisiana Materials, Inc., Gertler-Hebert Company and Pratt Farnsworth and Company and delivered to the Board of Commissioners of the Port of New Orleans.

I now submit Exhibit 5 which is a drawing of the Michoud Canal, the turning basin and the spoil disposal areas.

The area colored blue represents the right-of-way in the Michoud Canal and the access to the area reserved for a public wharf granted by its owner, New Orleans East, Inc.