

the Board of Engineers for Rivers and Harbors and the Chief of Engineers. The progress which has been made thus far is an encouraging example of a United States Department, State Agency and political subdivision, and private enterprise recognizing a need, then working in close cooperation and harmony to satisfy such need.

We now find ourselves at the point where approval by this Committee of this modification is the next step in the road from conception to fulfillment.

We trust that you will assist us in obtaining this necessary modification by your support and approval.

Mr. HÉBERT. I appreciate the suggestion. And that, of course, will be followed immediately by the remaining witnesses. But I would ask the privilege of reading their names and identifying them as such, and have them file their statements for the record.

Mr. BLATNIK. May the staff use this material, because we will go into detail with the Corps of Engineers?

When you commented that it is your understanding that the benefit-cost ratio is high, it is. You are correct. A 7-to-1 ratio is one of the highest, perhaps the highest, of any project that has come before this subcommittee thus far.

Particularly of interest to us was, of course, the quality and the amount of participation on a local level, in the local interests, grass-roots level, the leadership. We not only want to commend you, but it seems to me that projects with that type of leadership and initiative on a local level always succeed most easily here on the national level. We want to congratulate you.

Mr. HÉBERT. The individuals, I would ask them to rise as I introduce them, and file their statements as suggested. Mr. Robert L. Shortle, vice president, Mississippi Valley Association; Mr. Leon Gary, who is director of public works for the State of Louisiana; Col. William E. Lewis, who represents the Board of Port Commissioners, Dock Board, and former district engineer in New Orleans. The others are Mr. Calvin Watts, assistant director of public works, Louisiana; Mr. Fred Drake, who represents Air Products, Inc.; Mr. Harold Cook, executive vice president of New Orleans East, Inc., and Mr. Louis Porterie, who represents the International Auto Sales and Service Co. Mr. Porterie is a well-known attorney whose father was one of our most illustrious attorney generals and member of the Supreme Court.

They will file their statements as you suggest.

(The statements follow:)

STATEMENT OF ROBERT L. SHORTLE, VICE PRESIDENT, MISSISSIPPI VALLEY ASSOCIATION, NEW ORLEANS, LA.

Mr. Chairman, my name is Robert L. Shortle. I am vice president of the Mississippi Valley Association at New Orleans, Louisiana.

This testimony is offered in support of the authorization of the project titled: Gulf Intracoastal Waterway-Gulf Outlet and Michoud Canal, Louisiana, and by direction of the membership of the Mississippi Valley Association.

The Mississippi Valley Association, founded in New Orleans, in 1919, is an association whose membership extends into 36 states and includes a broad cross-section of America's industrial and commercial community as well as manifold public and quasi-public bodies from the several states.

In response to a resolution adopted June 9, 1964, by the Committee on Public Works of the United States Senate, the District Engineer, U.S. Engineer District, New Orleans, Louisiana, completed his report on the subject project in December 1967. His report reveals a benefit to cost ratio of 7.1 to 1.0. We understand the report is presently being reviewed by the State of Louisiana and interested Federal Agencies.