

You can see pretty well the colored part here [indicating.] This is supposed to be blue and that is a different color. That color is the amount of land——

Mr. DORN. Excuse me. You may leave that for the record; if you have an extra map, you might leave it for the record.

Mr. Cox. You have a map with each one of these exhibits.

Mr. THATCHER. This is the enlarged one. I will be glad to leave that for the committee's study.

Mr. DORN. Thank you, sir.

Mr. THATCHER. The other color on there is an added attraction that has been placed into this thing by the Fish and Wildlife people. They want to put an extra 5 feet of water in there and hold it for about 5 months for duck shooting and fishing and it is a marvelous project. But that is over and beyond the navigation. We are particularly concerned now with just the navigation. We favor the other, but we are particularly talking to the navigation part of it.

That is what happens in that particular area where the low banks, the geological situation is such that it just floods all that land. And that is over and beyond anything that we expected. Our local interests simply cannot pay even the small amount that that land will now cost, and we are asking that this Congress give us, or modify that authorization so that the cost of that excessive overflow land will become a part of the project cost. We believe that the engineers will testify to the fact that the project could stand it so far as the benefit-cost ratio is concerned.

I think, Mr. Chairman, unless there are questions, I will call on Mr. Cox, who represents the big industries in that area, to say a few words about the value of getting this project on up the river, because we have to have it. It is our bread and butter, and we have to have this navigation project completed as it was first authorized. He will tell you briefly what the industries feel about it, if I may call on him.

Mr. DORN. Mr. Cox.

Mr. Cox. Mr. Chairman and members of the committee, we are certainly grateful for this opportunity to present our case and we have had the 6½-foot channel since 1924. As Mr. Thatcher explained, it is obsolete now. The industries in that area, of which there are a number, are at an economic disadvantage with other areas with which they are in competition. When they ship anything on a barge, they can only load it approximately half full. And of course, you can see the economics there, that we are suffering from this situation.

This area in which we are located down there is in an area that needs some economic stimulation, and the fact that we are suffering from this situation, and we could get the 9-foot channel, it would certainly give us an economic spurt, and enable us to keep operating plants there that are now having difficulty in operating.

I thank you very much.

Mr. DORN. Thank you very much.

Mr. THATCHER. Mr. Chairman, I have a statement from Mr. H. W. McMillan, who is our legislative committeeman for the association, prepared for this occasion, and I would like to file it. It is pretty well detailed.