

Leflore and adjoining counties have had the most efficient mode of transportation to the market place lying idle and undeveloped for years. Since transportation costs are a large portion of the ultimate price of a bushel of grain or soybeans, the most efficient avenue must be used to create the correct market value.

Continued rail freight increases over the years, plus the shortage and inadequate disposition of rail equipment, has directly depressed the value of the areas' products. The following facts will point out the exact loss to these particular people and area during the production year 1967:

Cooperative Elevator Company of Greenwood

Capacity, bushels.....	2,000,000
Purchases and Sales, bushels.....	3,685,000
Soybeans, bushels.....	2,500,200
Oats, bushels.....	380,000
Grain, Sorghum, bushels.....	155,000
Wheat, bushels.....	565,000
Corn, bushels imported.....	85,000
Soybean Rates for export (Published) :	
Rail, per ton or 19.50¢ per cwt.....	\$3.90
Greenville Barge, per ton or 7.95¢ per cwt.....	1.59
(Equivalent to Greenwood), per ton or 11.55¢ per cwt.....	2.31
Converts to 6.93¢ per bushel.	
2,500,000 bushels multiplied by 6.93¢, Loss to Producers.....	<u>\$173,250.00</u>
Wheat Rates for export (Published) :	
Rail, per ton or 21.50¢ per cwt.....	\$4.30
Greenville Barge, per ton or 7.95¢ per cwt.....	1.59
(Equivalent to Greenwood), per ton or 13.55¢ per cwt.....	2.71
Converts to 8.13¢ per bushel.	
565,000 bushels multiplied by 8.13¢, Loss to Producers.....	<u>\$45,934.50</u>

Now we are again faced with increased freight July 1st. This cannot continue for the benefit of future agriculture expansion.

Total 9-foot channel navigation on the Yazoo River for a definite high percentage of the year, will give this fertile area room to expand and prosper. Interest in all crops will inevitably gain favor. The Cooperative Elevator Company of Greenwood will construct permanent dock and loading facilities at a cost of \$125,000, at the first sign of actual work and expenditures on this project.

The City of Greenwood and Leflore County are in the process of acquiring land for an industrial port at this time. The expansion of industry as well as agriculture is a prime target for the Greenwood Leflore Industrial Board.

In closing, I would like to point out that these facts are limited to only a small portion of this project. The overall economic value to be gained from a navigable river from Greenwood to Vicksburg is substantially greater in the Agricultural field.

STATEMENT OF HON. CHARLES GRIFFIN

Mr. Chairman, I am grateful for the opportunity to present my views on the Yazoo River Navigation Project.

Those of us who have a particular concern about the growth of the area which will be affected by this project are extremely enthusiastic about its potential. In fact, there is a consensus that completion of the project can open the door to unprecedented development; thereby benefiting hundreds of thousands of people, both directly and indirectly.

The 14 counties considered commercially tributary to Yazoo River navigation improvement traditionally have been agriculturally oriented due to the existence of rich fertile soil and a favorable climate. There has been a marked acceleration in recent years, however, in industrial development in such diversified fields as the processing of agriculture and timber products, manufacture of industrial chemicals and fertilizers and production of petroleum products.