

It is a similar situation and has a fairly good benefit-cost ratio, 2.5 to 1. Federal cost about \$4.5 million. It is a modest type project.

Would you give us a quick summary, what the project proposes, Colonel?

Colonel HALL. A quick summary is just to enlarge and deepen the channels going east and west of the Mississippi River, in the vicinity of Venice, La., which will have a benefit to fishing interests and oil interests to get their rigs to and from respective areas which have to come down the passes now to get out.

It is a good project. The situation with respect to the comments of Federal agencies is the same as the Michoud Canal. We just got HEW's comments yesterday. This project is in the Secretary of the Army's office as of this morning.

Mr. BLATNIK. In other words, the project consists of deepening and widening these two bayous—deepening and enlarging the connecting link between the Gulf and the Breton Sound that now exists. What is the present channel depth?

Colonel HALL. They are inadequate to accommodate the vessels based at Venice now. I do not know what the exact—these channels are 9-foot generally; but the entrances are shoaled up, so that these vessels now cannot transit these channels.

The entrances to the channels are shoaled up.

Mr. BLATNIK. Entrances are shoaled up, you say?

Colonel HALL. Yes, sir.

Mr. BLATNIK. Sixteen feet at the entrances, 14 feet to the channel. Any questions?

Mr. HARSHA. Colonel, I notice the contribution from the Federal Government is \$4.5 million and non-Federal is \$1 million. What is the basis for that type of contribution?

Colonel HALL. This is the non-Federal cost, to meet the requirements of local cooperation, as specified in the document, the cost for lands, easements, and rights-of-way, and so forth, which is local interest responsibility, amounts to that \$1 million figure.

Mr. HARSHA. And has HEW commented on this as yet?

Mr. BLATNIK. Not yet. What is the status of that, Colonel?

Colonel HALL. HEW commented yesterday, the same as Michoud Canal, and we understand now comments are generally favorable.

YAZOO RIVER, MISS.

Mr. BLATNIK. To go back to the Yazoo River project, give us a quick summary on that.

There was some opposition from the railroads, as I recall.

Colonel HALL. This project concerns the feasibility of providing a dependable year-round navigation channel on the Yazoo River from its confluence with the Mississippi River at Vicksburg, Miss., upstream to Greenwood, Miss., a distance of 169 miles.

At the present time, minimum depths of 9 feet are available less than one-half of the time. The Chief of Engineers, in his report, recommends construction of one lock and dam near the mouth of the Yazoo River, channel realignment and dredging, modification of the existing Sardis Reservoir storage, alteration of State highway bridge at Belzoni, and raising the control weir at the upper end of the Whit-