

Mr. CRAMER. What is it? What do they move on the river when it is 9 feet?

Colonel HALL. They move soybeans at the present time, wheat, sand and gravel, and shells.

Mr. CRAMER. What is going to generate this increased usage, industrial development in Greenwood, further agricultural development; what is it that gives it its benefit ratio?

Colonel HALL. If we had a dependable channel of adequate depth, we believe it would stimulate industrial development.

In Greenwood more shippers would use this as a mode of transportation, because they could depend on it, as opposed to alternate modes, because it would be cheaper. Therein the project would generate the benefit.

Mr. CRAMER. That is all.

Mr. BLATNIK. We will go to the last remaining project, a very important one, considerable interest: Red River Waterway, La., Tex., Ark., and Okla.

Colonel HALL. Mr. Chairman, I would like to submit my full statement at this point.

Mr. BLATNIK. Fine; please proceed.

RED RIVER WATERWAY BELOW DENISON DAM, LA., TEX., ARK., AND OKLA.

Colonel HALL. Mr. Chairman, members of the committee, this report is concerned with the Red River and its tributaries downstream from Denison Dam. It was prepared in partial response to resolutions of the Senate and House Public Works Committees.

The Red River below Denison Dam covers 29,500 square miles of gently rolling terrain in Louisiana, Arkansas, Oklahoma, and Texas, exclusive of the Ouachita-Black subbasin. The authorized plan for flood control includes 17 reservoirs, of which 13 are existing or under construction, together with levee protection downstream from Index, Ark. The authorized but unconstructed Overton-Red Waterway provides for a navigable channel mostly in a land cut along the bank of the Red River flood plain to Shreveport, La.

The Red River is characterized by wide fluctuations in stage as well as caving banks and many acres of productive land are lost to the river each year. Existing improvements must be relocated or abandoned. Commercial traffic on the Red River is negligible and local interests desire facilities for low-cost bulk transportation in the area.

The Chief of Engineers recommends the construction of bank stabilization works on the Red River from the mouth to Denison Dam a distance of 530 miles. Also, construction of a 9- by 200-foot slack-water navigation channel about 294 miles long in the main channel of the Red River, in lieu of the authorized Overton-Red route, from the mouth to Shreveport, thence via Twelve-mile and Cypress Bayous to the vicinity of Daingerfield, Tex. Nine locks and dams, including locks at two existing dams, will furnish the necessary lift.

The total estimated cost is \$522,910,000, of which \$471,223,000 is Federal and \$51,687,000 is non-Federal. The annual charges for the bank stabilization improvements are estimated to be \$11,206,000 and annual benefits are estimated to be \$13,496,000. The benefit-cost ratio is 1.2. The annual charges for the navigation improvements are estimated