

as House Document No. 627, which made it clear that the only benefits creditable to the project would result from the prevention of bank-caving. The authorized project was carried out at a cost of about \$4 million.

Another precedent on the Red River itself was the project for bank protection at Garland City, Arkansas, carried out under an authority provided by Congress in the Omnibus Act for 1960. This project is nearing completion and it is estimated that it will cost in the neighborhood of a million and a quarter dollars.

Bank protection projects have also been carried out on rivers other than the Red.

For some ten years while the Arkansas navigation project was in a "deferred" category the Federal Government installed bank protection measures along the Arkansas River for the purpose of reducing damages to the land. The cost of the work accomplished before appropriations for bank protection were merged with those for the navigation project is estimated to be in the neighborhood of \$70,000,000.

Other precedents include:

(a). A project for controlling bank erosion on the Missouri River on a reach extending from Sioux City to Kenslers bend. This project was authorized by language in the Flood Control Act of 1941. It was subsequently extended by the 1948 Act. The bank protection works installed under this legislation have cost slightly over \$11 million.

(b). A plan for installing bank protection measures at various points along the reach of the Sacramento River extending from Chico Landing to Red Bluff, California, was submitted to Congress as one component of a comprehensive plan. Another component of that plan provided for protection of certain portions of the valley from floods, but the bank protection component was justified separately and was specifically authorized. Authorization was by the 1958 Omnibus Act and something over a million dollars has been expended for its partial accomplishment.

(c). The Act of December 30, 1963, authorized the installation of bank protection works along the reach of the Missouri River below Garrison Reservoir in North Dakota. Works costing about \$3 million have been installed to date.

(d). The first general Flood Control Act—the 1936 Act—specifically authorized the installation of bank protection works in the Willamette River Basin, and this authority was broadened by several subsequent Acts; particularly by the 1950 Act. The estimated cost of completing the authorized work is roughly 13 million. About 95 percent of this work has been carried out.

(e). A similar bank protection program was authorized in 1950 for the Lower 125 miles of the Columbia River. The estimated costs of this work is \$10 million. The authorized work has been about 40 percent completed.

The eight precedents cited are the result of an incomplete review of the records. They serve to establish, however, that the Congress has not hesitated to authorize Federal bank protection projects over a period of more than 30 years. In each of the cases mentioned the plan submitted to Congress for consideration made it clear that the measures proposed were for the prevention of damage due to bank erosion, and were not essential to the carrying out of a navigation project, or for the protection of levees to be installed for flood protection.

There has, unfortunately, been considerable misunderstanding of the role of the Federal Government in bank protection. This appears to stem from the fact that the Congress has not enacted, for bank protection, general legislation comparable to that authorizing the navigation and flood control activities of the Federal Government. Rather, the Congress has chosen to handle bank protection on a case by case basis. The confusion is probably compounded by the fact that most bank protection projects are proposed in reports prepared pursuant to authorities provided by the Flood Control Acts. This does not mean that all measures recommended in such reports are for the purpose of reducing flood damages. The Congress has indicated in many ways over a long period of years that when the Corps of Engineers prepares a plan for a given stream, or river basin, it is expected to consider all important water problems and to submit to Congress a comprehensive plan proposing solutions for all such problems if, in the opinions of the Chief of Engineers and the Secretary of the Army, Federal action is essential and is justified. When such plans are placed before the Congress that body decides whether or not it wishes to authorize components of the plan which are for purposes other than navigation or flood control. The law authorizing the carrying out of a specific plan is the basic legislation, and it is not necessary that Congress enact general bank protection