

legislation to make it possible for the Federal Government to participate in bank protection work. Many Federal policies are established over the years by repeated authorization of certain types of activities, and by this means the Congress has made it clear beyond any shadow of a doubt that it is a Federal policy to participate in bank protection works at such places, and under such conditions, as the Congress may specify in legislation authorizing individual projects.

This is not to say that general legislation would not be desirable. The enactment of legislation expressing the intent of Congress would be useful in eliminating the confusion and misunderstanding which gives rise to statements such as that appearing in the Bureau of the Budget's letter on the Red River Report. Moreover, it could be useful to the Executive Branch by establishing a cost-sharing policy for bank protection. The latter would insure uniform and equitable treatment of the various areas for which the Congress authorizes bank protection projects.

For the purpose of answering the specific question, however, it may be said: (1) that there are adequate authorities and precedents for recommending that Congress authorize bank protection projects; and, (2) that there are adequate precedents for Congressional authorization of such projects.

Mr. BLATNIK. At least the total Federal cost would run close to \$200 million, \$193 million. That is a big operation. In addition to the more detailed justification on bank stabilization itself, the need for it, does that open a door for bank stabilization up the entire Mississippi River Basin, or Missouri River Basin and other river basins—I think we ought to give that more consideration. If we were to break this project down into navigation, that would include a river route all the way from the mouth of the river valley where it joins the Mississippi, and all the way back to Daingerfield.

Colonel HALL. Yes, sir. That is the navigation portion of the project. It has associated bank stabilization also, between the mouth and Shreveport, La.

Mr. BLATNIK. That is about \$278 million of Federal cost. Is there any navigation from Shreveport north toward Index?

Colonel HALL. No, sir. There is no navigation feature included in this recommendation above Shreveport on the Red River. The navigation feature at Shreveport takes off by Cypress and Twelvemile Bayous up to Daingerfield, Tex. The feasibility of a navigation channel via the Red River from Shreveport upstream to Denison Dam was considered. However, a preliminary investigation indicated the potential benefits were considerably less than the costs and not economically justified.

Mr. BLATNIK. We did not consider approving authorization; we approved navigation, whole navigation reach and have representation for further study on the bank stabilization part of this project. Is there any reason why these two should be together?

Colonel HALL. You mean the bank stabilization features?

Mr. BLATNIK. Yes, the bank stabilization and upper reaches of the Red River Valley and navigation including Cypress Bayou.

Colonel HALL. If the Congress did want to break it up, of course it could; but we feel like the project, each segment, is individually justified and it was considered as an interim report on the comprehensive plan of the Red River, which is scheduled to be completed sometime this summer.

Mr. BLATNIK. Mr. Harsha.

Mr. HARSHA. I am not sure if I understand the navigation features of this. According to this sheet I have, you have navigation from the Mississippi River to Shreveport.