

RED RIVER WATERWAY, LA., ARK., TEX., AND OKLA.

General NOBLE. Can we clarify one point on the Red River? I am not sure it needs clarification. I want to make sure it goes in the record properly.

The chairman asked the question whether the project could be broken up, and I answered yes, if the Congress chose to break it up; it could be. I was referring, of course, to the two reaches of the river, and not to the two purposes, navigation and bank stabilization. Both of these purposes are essential to the lower reach; so I want to clarify that you were talking about the two reaches, and not these two project purposes.

Mr. BLATNIK. I was talking about the reaches.

General NOBLE. Yes, sir; then it is clear.

Now we go back to the Missouri River Navigation, South Dakota, North Dakota, and Nebraska.

Mr. BLATNIK. Lt. Col. Daniel D. Hall, assistant director of civil works—we did not start on this one, did we, Colonel Hall?

Colonel HALL. No, sir.

Mr. BLATNIK. Please proceed with the explanation of the project.

MISSOURI RIVER NAVIGATION, SOUTH DAKOTA, NORTH DAKOTA,
AND NEBRASKA

Colonel DANIEL HALL. I have a very brief statement, sir.

This report is concerned with the flood control and bank erosion problems and the potential for extending shallow-draft navigation into the three-State area in response to several resolutions and River and Harbor Act items.

The Chief of Engineers proposes the construction of improvements between Sioux City and Gavins Point Dam for stabilization of the riverbanks and provision of a navigable channel 9 feet deep and 300 feet wide.

The total estimated Federal cost is \$56,958,000. The benefit-cost ratio is 1.3.

The comments of the States of Nebraska, South Dakota, and North Dakota are favorable; however, the Governors of Nebraska and South Dakota expressed the view that the cost for lands, easements, and rights-of-way should be a Federal cost. Congressional authorizations on similar types of projects with few exceptions over a period of years have required non-Federal interests to furnish necessary lands, easements, and rights-of-way; and to hold and save from damages. The recommendations of the Chief of Engineers are in accordance with these precedents. The comments of the Federal agencies are generally favorable.

The benefits attributed to bank stabilization are under review by the Office, Chief of Engineers, in coordination with the Department of Agriculture.

Mr. Chairman, this completes my statement.

Mr. BLATNIK. There is no comment, no report as yet has been received from the Bureau of the Budget?

Colonel HALL. No, sir. The report has not yet reached the Bureau of the Budget, sir.

Mr. BLATNIK. Any questions?

Mr. HARSHA. Yes, I have some.