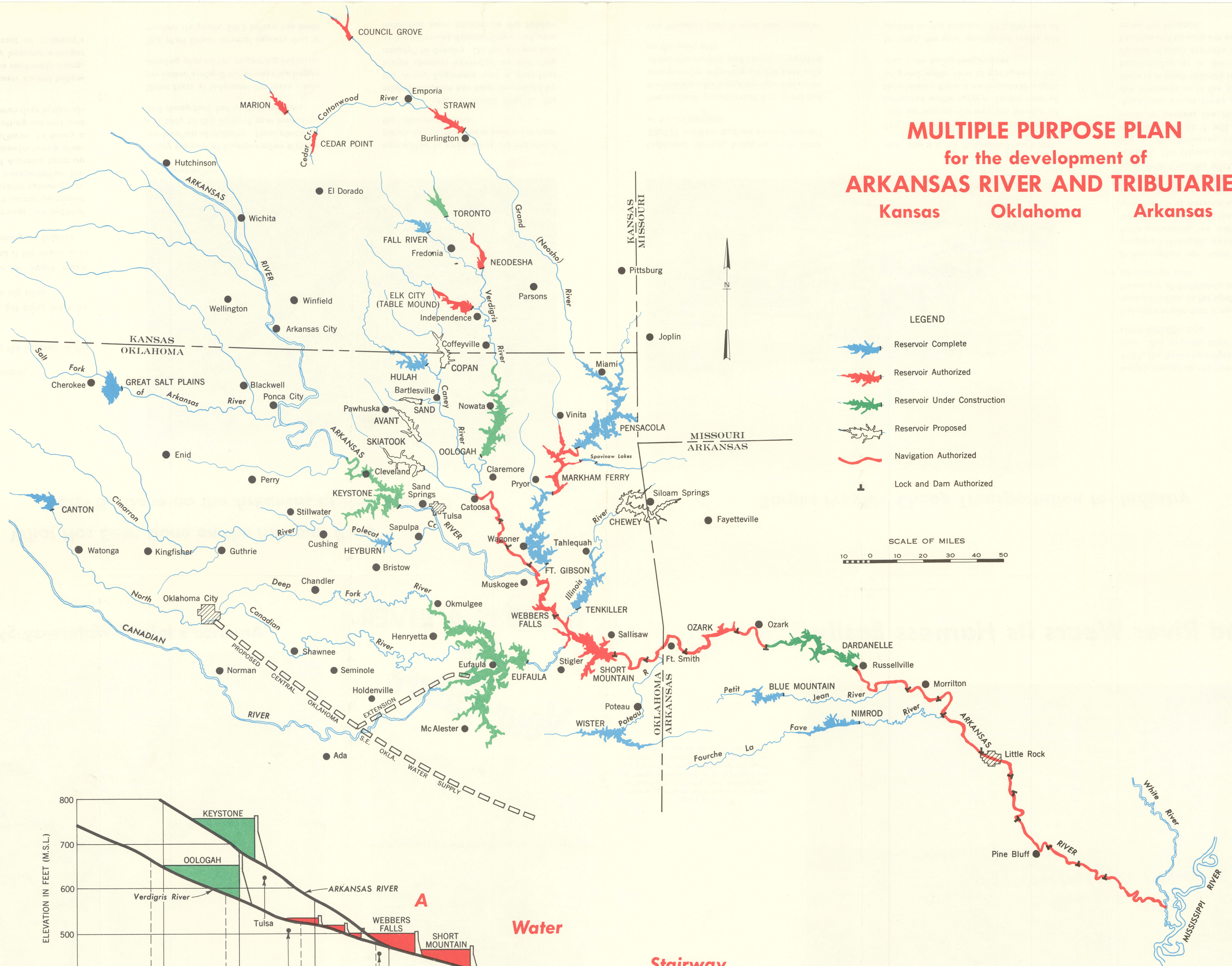
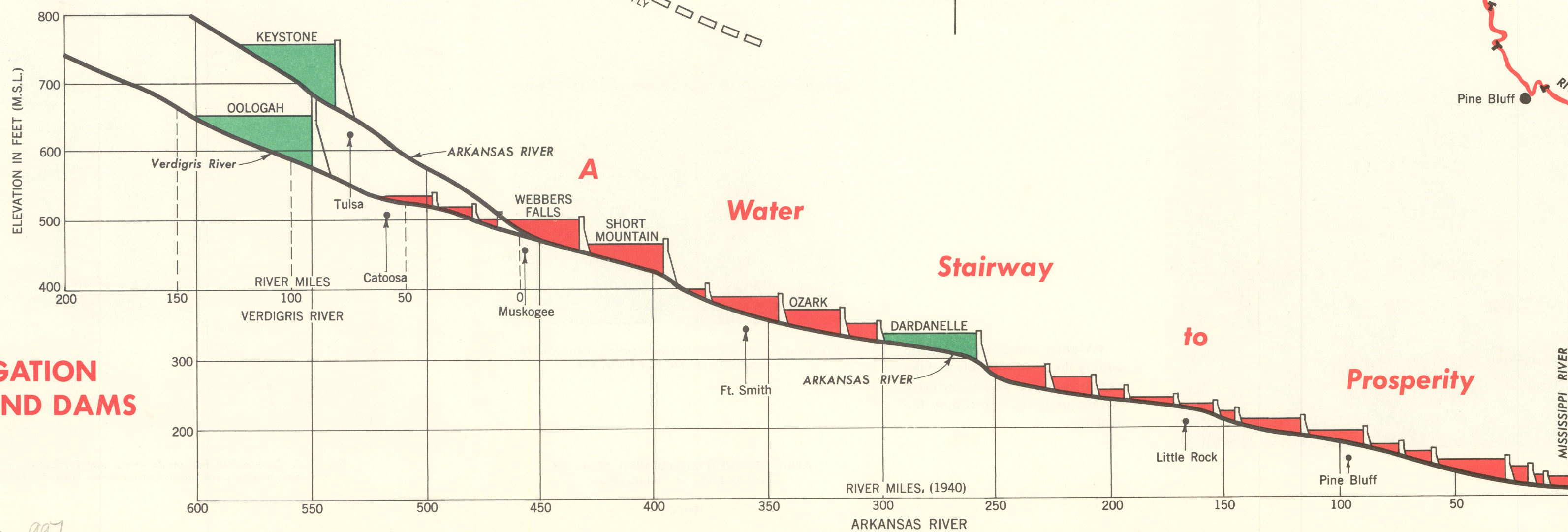
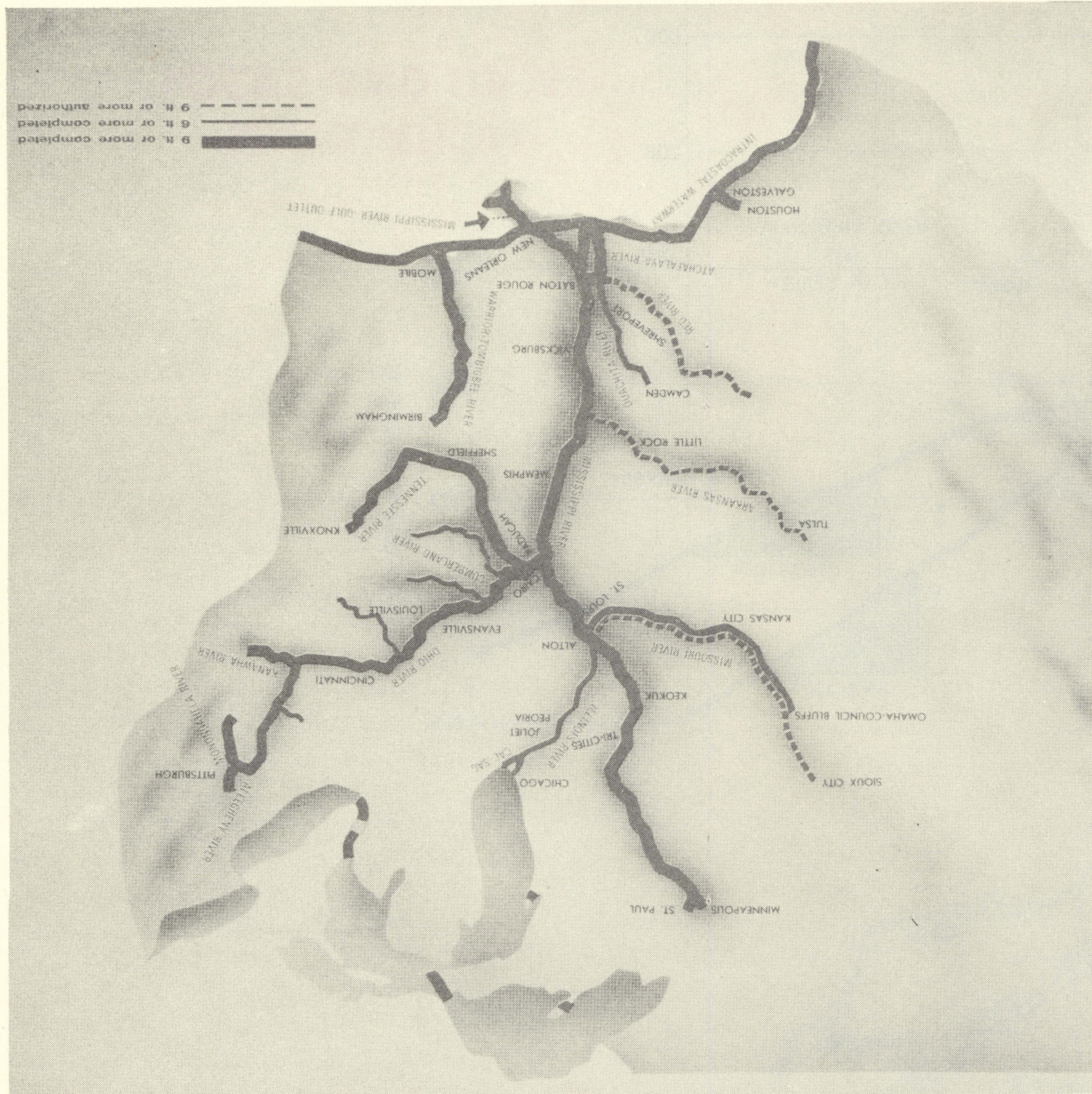


MULTIPLE PURPOSE PLAN for the development of ARKANSAS RIVER AND TRIBUTARIES Kansas Oklahoma Arkansas



NAVIGATION LOCKS AND DAMS





The U. S. Government except the Arkansas River. Now, it's the Arkansas' turn. navigable except the Arkansas River. Now, it's the Arkansas' turn.

America's Inland Waterway System



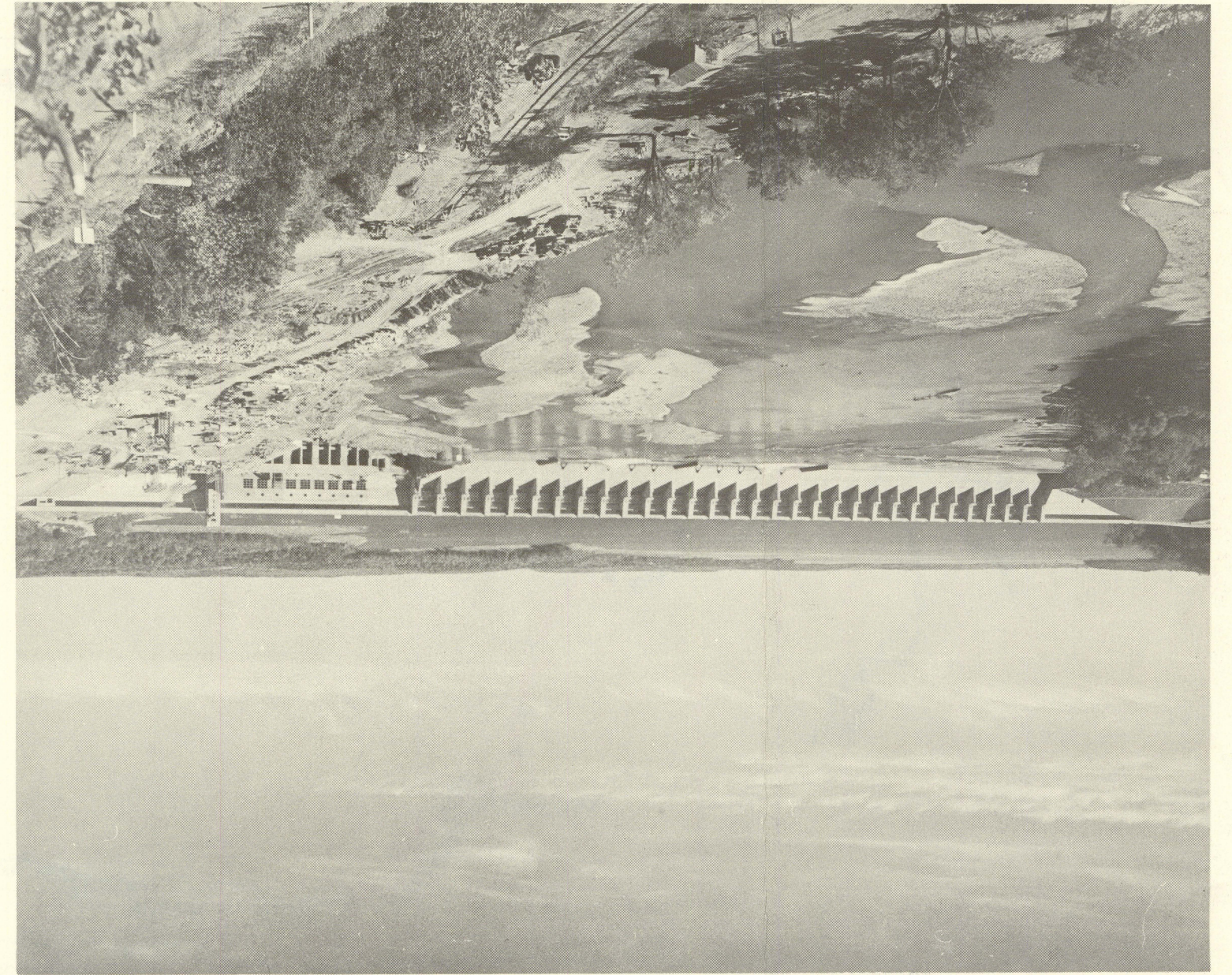
Pile dikes stabilize the future navigation channel of the Arkansas River near Fort Smith, Ark.

Your Future

THERE IS A RIVER

ARKANSAS BASIN DEVELOPMENT ASSN., INC.
WORLD BLDG. • TULSA, OKLA.

1956-57



Fort Gibson reservoir on the Grand River in Oklahoma just above its junction with the Arkansas River is one of 10 completed units in a system of dams designed to control the Arkansas before it reaches Fort Smith.

Oklahoma and Arkansas can supply the raw materials and the cheap fuel and power industry wants, and they can supply the water.

Grand River Wears Its Harness Easily

What Has Been Done on the Missouri River

Can Be Done on the Arkansas at Half the Cost

Industry is on the march.

- ★ Decentralization is the keynote of the hour.
- ★ Industry wants to get away from the sea coasts and the big cities.
- ★ Behind the desire for ample elbow room is a command if the nation is to be prudent in planning its defense.

But most industry cannot live without water—any more than human beings—it needs water for industrial consumption, and water for cheap transportation. The productive genius of America turns up new and cheaper manufacturing processes almost by the hour. In many a plant schemes for cutting corners and reducing expense outrun rises in operating costs.

But transportation costs do not follow this pattern. They are constantly rising, and every day they become a larger part of the total cost of industry's product.



Fairfax Industrial District

Today the cost of transportation dictates the location of industry. New plants go not only to the sites of raw materials and cheap fuel, but to their markets.

These facts of industrial life have made the nation's inland waterways the happy hunting ground for migrating industry.

The Wall Street Journal reports that in the last six years, \$9.3 billion has been

committed to expanding old industrial plants and building new ones on or near the Ohio river alone.

Since the end of World War II, the mighty Missouri has been controlled by the Army Engineers and a nine-foot barge channel extended up the "big muddy" to Omaha. On the Kansas side of the river—at Kansas City—144 new industries have located in the Fairfax

Barges Provide Cheap Transportation for Industry



Waterfront at Kansas City

industrial district, bringing with them 32,000 workers and an annual payroll of \$125,000,000.

The federal government has provided the channels for barge transportation for every major tributary on the east side of the Mississippi, and now it is working on the west side.

The Missouri plan is well near comple-

tion, and it is the Arkansas River's turn.

The Missouri and the Arkansas might well be termed the western frontier of unlimited water supply. To the west of their basins, there is no important supply of good water that is not spoken for, yea, even being fought over.

In 1953, the year navigation really got started on the Missouri, 152,000 tons of

freight moved on the river by barge. In 1955, the figure had climbed to 415,000 tons. This year the total is expected to reach 600,000 tons.

Far more water than is needed for barge transportation as far upstream as Tulsa flows out of Oklahoma at Fort Smith in an average year.

If we capture our flood waters in the proposed Oologah, Keystone, and Eu-faula reservoirs, we will have all the water we need to join the inland waterway system of America and enough for drought plagued agriculture, thirsty cities and growing industry as well. Tulsa is no further from the Mississippi than is Omaha. The Missouri basin is twice as big as the Arkansas basin, and the engineers tell us it will cost twice as much to harness the Missouri as the Arkansas, but as many people live in the Arkansas as in the Missouri basin, there is as much industry in the Arkansas basin today as in the Missouri, and careful studies indicate that potential benefits will be as great on the Arkansas as on the Missouri.