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IDAHO RECLAMATION NEWS

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For Your Information

In the development of the water resources of the Northwest the Bureau of Reclamation and the Corps of Engineers frequently find themselves associated in studies and planning of various projects. The Bureau is particularly interested in the reclamation of arid and semi-arid land and the development of the hydroelectric power projects in conjunction therewith. The Corps of Engineers finds its particular concern to be navigation, flood control, and also the related development of hydroelectric power. Many individual projects involve interests of both organizations. Over a period of years arrangements have been worked out so that when this occurs each Department performs the studies of the matters with which it is primarily interested. The work of one department is made available to that of the other and there are continuous informal discussions during investigations.

Team-Work

The following projects in the Portland District have been and still are subjects of common discussion between these two agencies:

- Grande Ronde River, Oregon
- Milton-Freewater Project, Walla Walla River, Oregon
- Payette River, Idaho
- Rogue River, Oregon
- Umatilla River, Oregon
- Weiser River, Idaho
- Willow Creek, Oregon
- Boise River, Idaho
- Crooked River, Oregon
- Snake River above American Falls, Idaho
- Tualatin River, Oregon
- Umatilla Dam (McNary Dam)
- John Day River, Oregon
- Umpqua River, Oregon
- Yamhill River, Oregon
- Columbia River and Tributaries Review Report
- Willamette River Flood Control Project

* * *

Copies of C.V.A. Bill

Copies of Senate Bill 460 (C.V.A.) and Senate committee report on M.V.A. may be obtained from the Secretary of this association, Boise, Idaho.

Army Engineers Win Support For Boise Valley Flood Control

The Army Engineers, in cooperation with local land owners and officials, have initiated a flood control program on the Boise River. Their attitude of cooperation has won for them the confidence of local Boise Valley residents. The following are excerpts from statement prepared by Wm. E. Welsh, Boise River watermaster, to be submitted at congressional committee hearings on authority legislation.

Army Engineers Protect Boise Valley

"After the serious and far reaching 1943 flood, the Army Engineers, through emergency appropriations made available by the Congress, repaired a number of the really bad places along the river. To date, they have spent a total of approximately \$450,000.00. This work has proven most constructive and beneficial. They are participating with the U. S. Bureau of Reclamation in Anderson Ranch Reservoir now under construction on the South Fork of the Boise River, part of the cost being charged to flood control.

"The Army Engineers are at the present time making a re-survey of the Boise River, and have under consideration the advisability of constructing another flood control dam on the Boise River some ten miles above the city of Boise. They also have under consideration the question as to the advisability of permanent flood control work such as channel improvement, levees, dikes, etc., along the channel of the river throughout Boise Valley.

"In these studies and investigations and in all of the dealings with the people along the Boise River, the Corps of Army Engineers have been most co-operative. This includes the personnel of the local office in the city of Boise, the District office at Portland, and the Division office at San Francisco.

"Only recently, in fact on December 14, 1944, Colonel Tudor, District Engineer at Portland, held a hearing in the Legislative Chamber in the State Capitol at Boise, at which every land owner and property owner along the river, and every individual and organization, interested in or affected by the floods of the Boise River, were given an opportunity to appear and to present testimony describing their problems and making any suggestions or recommendations they wished. This has been the attitude of the entire personnel of the Corps of Army Engineers during all of their activities on the Boise River.

Idahoans Appreciate Spirit of Cooperation

"It is impossible to express in words the splendid feeling which this has brought about among the people in the Boise Valley. They have confidence in the ability of the Corps of Army Engineers and appreciate their willingness to cooperate and to work in harmony. They know that the Army Engineers are thoroughly capable of solving this problem, which to the people of the Boise Valley is most serious and important.

"In fact, we all know and recognize from the wonderful accomplishments of the Corps of Army Engineers, especially in flood control work on rivers all over the nation, that they are the one and only agency of our Federal Government which is adequately and properly prepared to carry out such a flood control program.

"I wish especially to emphasize at this time the splendid cooperation which exists between the Corps of Engineers and the Bureau of Reclamation. This is of the utmost importance in this particular section of the country because we have problems dealing with both flood control and reclamation. Both of these agencies of the Federal Government are now making a basin-wide study of the Columbia River basin, and it is expected that these studies will be completed and the reports to the Congress prepared and ready for submission sometime this summer. The local representatives of both of these agencies have already conferred on numerous occasions regarding the Columbia River basin, which incidentally includes our own Boise River. It is expected that

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Objectives of the Idaho State Reclamation Association

The objectives of the Idaho State Reclamation Association as outlined by its Directors are:

I.

An adequate water supply for lands already under cultivation. (Supplemental water is Idaho's most serious need.)

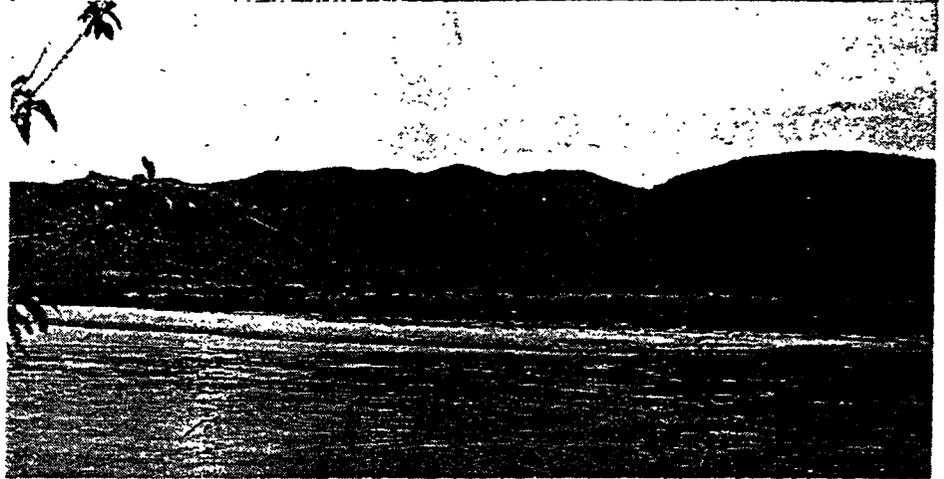
II.

To continue surveys and investigations of Idaho's land and water resources, looking towards their ultimate full utilization.

III.

The orderly development of Idaho reclamation projects as a state-wide post-war program.

Lucky Peak Dam Site May Offer Solution To Flood Ravages On Valley Farmlands



Lucky Peak Dam Site on the Boise River was "discovered" by the United States Corps of Army Engineers in their quest for a site of sufficient capacity to control the floods now periodically causing considerable damage to valley lands below the city of Boise. At the Boise River Flood Control hearing in Boise on December 14, 1944, Colonel Ralph A. Tudor, District Engineer from Portland, in charge of Columbia River Basin operations for the Corps of Engineers, stated that the earth-filled dam, if constructed, would store about 300,000 acre feet of water. "The Lucky Peak Site," he added, "is between the U. S. Diversion Dam and the mouth of More's Creek."

Stanley Sporseen, Senior Engineer on Colonel Tudor's staff, said, "The reservoir would back water up as far as Arrowrock Dam and, in addition to the primary purpose of flood control, it would also make considerable additional water available for irrigation."

Editor's Note: The Army Engineers are still giving serious consideration to Lucky Peak Dam. The landowners along the valley who have suffered serious damages from floods over a long period of years are taking a great deal of encouragement from the manner in which the Army Engineers are approaching this problem. They feel that real progress is being made. This agency is also studying the flood control problems on several other streams of the state including the Payette, Weiser and Upper Snake Rivers.

It would be a serious mistake at this time to take this problem out of the hands of the Army Engineers and turn it over to a new and untried agency (such as the proposed Columbia Valley Authority) which would know nothing whatsoever about the problems involved. The progress that has been made with the Corps of Engineers represents many years of hard work on the part of the landowners of the valley and their representatives. **LET'S KEEP THE ARMY ENGINEERS ON THE JOB!**

Army Engineers Win Support for Boise Valley Flood Control

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these reports will be coordinated in the very near future, and without any difficulty, just as the reports of these agencies have been coordinated on the Missouri River basin.

Control of Waters Remains In Idaho

"I would like especially to emphasize that the program to be carried out by these agencies will not interfere with our own state's rights, and especially our right to control and determine the present and future use of the waters of this state. In carrying out these programs—that is, the program of flood control by the Army Engineers and reclamation development by the Bureau of Reclamation—both of these agencies would be required to observe the provisions of the so-called O'Mahoney-Millikin Amendment which were embodied in the Flood Control Bill approved by the Congress in December 1944, and the Rivers and Harbors Bill approved by this session of the Congress. If a Columbia Valley Authority is created, such as is proposed in Senate Bill 460, we would immediately lose our state jurisdiction and control over the waters of the state, as well as the provisions of the O'Mahoney-Millikin Amendments.

"The people of the Boise Valley, who are most interested in this problem and who have been working over a long period of years endeavoring to get a program inaugurated which would solve the problem, are certainly more than well pleased with the attitude of the Army Engineers and the program proposed by them. They are especially pleased with the progress that is being made, and I can assure you that it is their desire that the flood control program of the Boise River be left entirely with the Army Engineers."

Famed Rhine Crossings Add Glory To Feats of U. S. Army Engineers

Corps Builds More Bridges In One Battling Month Than Germans Did In Centuries of War and Peace

History books of the future may well record the successful crossing of the Rhine River by rampaging American Armies in the last days of World War II in Europe as one of the many outstanding feats of that vast conflict.

The ability of Americans to make the crossing against German opposition was an accomplishment in itself, but the astounding part of it—to civilians at least—was the speed with which it was possible to get thousands of men, thousands of vehicles and tons of equipment across, and to keep them moving in an endless stream.

The whole performance was due to excellence on the part of all branches of American Armed services, but attention should be directed to the part played by the U.S. Corps of Engineers.

In thirty days, under battle conditions, they built more bridges across the Rhine River than the Germans had ever built in centuries of peace and war.

Years of "Know-How"

This serves to indicate the ability of an organization which has existed for more than 150 years. In this war it has handled all construction under an 11 billion dollar program—the building of cantonments, hospitals, airports, manufacturing plants, seaports, railroads and all the other miscellaneous installations so necessary before an army could be mobilized, equipped, trained and sent to the battlefronts.

In addition, it built the Alcan highway, the Canal project, the harbors on the coast of Normandy, the airfields in Europe and the other engineering installations throughout the battlefields of the world. It has sent its officers and civilians to every corner of the globe.

This too is the agency to which the nation looks for river and harbor development and flood control works in post-war years. The Congress has recently authorized the Corps of Engineers to proceed with the preparation of plans and specifications for approximately \$3,400,000,000 of civil works. These plans are well under way, and they will be available when the war ends for construction as Congress may dictate.

Here in Idaho we have been more familiar with the work done by the Bureau of Reclamation, although recently the Corps of Engineers has been engaged in flood control projects on our rivers. Perhaps we have not realized how extensive is the peace-time activity of the corps in all sections of the United States.

In Peace and In War

The Corps of Army Engineers is a venerable and proud organization. It had its origin with the independence of this country and it has never ceased to grow

and develop since those early days. It has carried an ever-growing burden of responsibility, both in peace and war, for more than one hundred and fifty years.

Shortly after George Washington led this country to its independence, he founded West Point to train artillerymen and engineers. In so doing he established the first technical school of learning in the nation. The engineering graduates immediately found themselves involved in explorations and surveys which finally carried many of them to the Pacific Coast. Many of them left government service to pursue their profession, but many more remained, and the Corps of Engineers became the first federal agency engaged in public works.

In 1826 the first River and Harbor bill was passed and in 1912 the first Flood Control bill. Since that time, the corps has been responsible for the expenditure of more than \$4,000,000,000 on improvement and maintenance of the nation's waterways. The total number of projects involved is very large, and it is only possible to mention a few of the more important.

Ocean Commerce

Were it not for the work accomplished in the development and maintenance of the harbors of Boston, New York, Philadelphia, Baltimore, Norfolk, Newport News, and Charleston on the Atlantic Coast; Mobile, New Orleans, and Houston on the Gulf; and San Diego, Los Angeles, San Francisco, Portland, and Seattle on the Pacific, ocean commerce as we have come to know it would not have been possible.

Very few of these harbors could accommodate even moderate-size ships in their natural condition. It has been necessary to build great breakwaters, jetties, and excavate channels in mud and rock to make navigation possible. A few harbors, such as those at San Francisco and Seattle, have required very little artificial improvement, but even in these instances some work by the Army Engineers has made navigation safer and more convenient.

With the development of ocean harbors, there has been a simultaneous improvement by the Corps of Engineers on inland waterways including the Mississippi and Ohio Rivers as well as the San Joaquin, Sacramento and Columbia Rivers on the west coast.

Varied Tasks

In its long history, the Corps of Engineers has had many miscellaneous and important jobs, in addition to those men-

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Col. Tudor Heads District Engineers



Colonel Ralph A. Tudor, Portland District Engineer, brings a background of rich and varied experience to his present work. Colonel Tudor was the senior designing engineer of the San Francisco-Oakland Bay Bridge and supervised construction of California State buildings and exhibits at the World's Fair, all this during his years as a civilian engineer in California.

A native of Colorado, Colonel Tudor had his early education in Oregon and graduated from the United States Military Academy at West Point in 1923. He received the degree of Civil Engineer from Cornell University in 1925 and completed the officer's course at the Engineer's School, Fort Belvoir, Va., in 1926.

After attending a Command and General Staff School at Fort Leavenworth, Kansas, in 1941, he came to the Portland District Engineer's office and, since May 1943, has been District Engineer.

Colonel Tudor is a member of the American Society of Civil Engineers and of the Society of American Military Engineers.

Many Agencies Unite On Columbia Basin Study

Numerous Federal Agencies in addition to the Bureau of Reclamation are cooperating with the Corps of Army Engineers in the study that is now being made on the Columbia River Basin. These agencies include the following:

- U.S. Fish and Wildlife Service
- National Park Service
- Public Roads Administration
- U.S. Forest Service
- U.S. Weather Bureau
- U.S. Coast and Geodetic Survey

Idaho Bases Grow Under Major Lewis



As Area Engineer at Boise from October, 1942, until January, 1944, Major Oliver A. Lewis had general supervision of the construction of Army Air Fields at Gowen, Mt. Home and Pocatello, the Boise Barracks, Japanese relocation center at Hunt and the prisoner-of-war camp at Rupert.

Major Lewis was born in Washington and graduated from the State University at Pullman in 1913. After graduation he served on the Washington State Highway commission, and during World War I he was a master engineer with the 110th Engineers in France. After the war he had several years experience as a railroad construction engineer.

After his Boise tour of duty, Major Lewis returned to the Portland office and now heads the investigations and reports branch for the District Corps.

Reclamation Men Meet In Southeastern Idaho

A meeting was held Tuesday evening, May 15, at Preston to discuss the reclamation problems of the Upper Cache Valley and Franklin County. This meeting was attended by directors and officers of all the irrigation districts and canal companies in the area involved. Among the engineers attending were Reid German, Bureau of Reclamation, Salt Lake City; T. R. Newell, District Engineer, U. S. Geological Survey, Boise, Idaho; E. K. Thomas, U. S. Bureau of Reclamation, Logan, Utah; T. A. Purdin, Utah Power and Light; and Mark R. Kulp, State Reclamation Engineer, Boise, Idaho. The meeting was sponsored by the Southeastern Idaho Irrigation Projects Association with I. H. Nash, president in charge. Mr. Kulp also addressed the Preston Rotary Club at noon on the same day.

Famed Rhine Crossings Add Glory To Feats of U.S. Army Engineers

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tioned above. The original construction of the Washington Monument was one of these. A more difficult task was to underpin this great shaft when the original foundations started to fail. The Capitol and the Library of Congress were both built by the Army Engineers, as was the Arlington Memorial Bridge in the same city. When the French failed to complete the Panama Canal and the United States undertook this prodigious task, it was turned over to the Army Engineers and Colonel Geo. W. Goethals. The difficulties, heartaches, and finally the successes of that great job are all a matter of history. With the modern equipment we have today, it might not seem so imposing, but with the smaller tools that were the best available then the problems were truly unprecedented.

As the nation developed, its industries and farms and communications inevitably gravitated to the benefits always to be found in river valleys. In the early days when periodic floods swept through these valleys it was generally possible to move most of the valuables to higher land and simply wait. But as time went on and with greater development, this was no longer possible. It became necessary to do something to protect the improvements and the peoples that might otherwise be destroyed. In 1850 the Federal Government initiated flood protection on the Mississippi River. From that time to this, the Corps of Engineers has been fighting the Father of Waters. A great system of massive levees, emergency spillways, and bypasses has been developed, until now that valley is reasonably safe. Although less publicized, this task has been greater than that of building the Panama Canal.

Flood Protection

More recently the Federal Government has undertaken to provide flood protection elsewhere in the United States. Today we find projects of all sizes scattered throughout the forty-eight states, and everywhere the effort is to preserve property and protect lives. The losses that might have been suffered and the lives that might have been lost had not this work been well done will never be known, but by any measure they are greatly worth while.

To carry out this work the Corps of Engineers has built up a huge organization. The great bulk of men and women responsible for its smooth functioning are civilians. Under the Chief of Engineers in Washington, the United States is divided into nine divisions, and these divisions are in turn divided into districts, of which there are about fifty. Coordination and general control is exercised by the senior offices, but the detailed work is carried out in the districts. A great degree of decentralization has been effected. Perhaps the choicest assignment for an officer in the Corps of Engineers during peacetime is that of District Engineer. As such he has a vast amount of authority and is in a position to accomplish much in an area where he can see the country and the people and learn what is needed and wanted.

High-Water Fighters Win Senate Acclaim

"It is not an accident that in this war many of the outstanding engineering accomplishments, as well as the miracles of supply of the United States Army, have been achieved by the Army engineers. The War Department has a sound theory that men who can lick a river in flood are capable of meeting any emergency. There is a long list of 'high-water fighters' who have won distinction in this war.

"The Army Engineers have an impressive peacetime record to match their distinguished war record, such as Bonneville, Fort Peck, Denison, and Norfolk Dams. They have a background of experience in relation to river control and river improvements unequaled in the world, and they are universally recognized as an outstanding authority on these subjects. They are Army officers, trained in the highest tradition of their country. They are not subject to political influence. They are a federal agency upon which the people can rely as being nonsectional, nonpolitical, and devoted only to the service of their country.

Engineers Supervise All

"For over 120 years the Corps of Army Engineers has been, by various acts of Congress, assigned the duty of providing for the improved navigation of our rivers and harbors. Since the Congress recognized under the Flood Control Act of 1928 that flood protection with respect to the lower Mississippi and the Sacramento Rivers constitutes a national obligation, and since Congress declared a similar policy with respect to flood control in general throughout the United States by the Flood Control Act of 1936, the construction and operation of all flood-control projects have been under the direction of the War Department and the supervision of the Chief of Army Engineers."

Quotation from the Committee on Commerce, U. S. Senate, May 17, 1945, in its Report No. 246 on the Missouri Valley Authority Act (S. 555).

Adverse Report

Editor's Note: For the reasons above we believe that control over navigation and flood control should remain under the supervision of the Army Engineers. The committee quoted here unanimously reported adversely on the Missouri Valley Authority bill on May 7, 1945. We sincerely believe that it also would be a serious mistake to take such control away from this agency in this area and place it entirely in the hands of a new and untried agency, a Columbia Valley Authority.