

4-18-55
RHO
DIARY - I.E.W.A. MEETING

Dallas, Oregon

April 18, 1955

The meeting was opened with reading of minutes and a resolution offered for the passing of Wayne Talbot, Nezperce County representative to I.E.W.A.

A report of James Davis, Director of Organization, was well received. He stated that \$6,500 was credited to his effort in the last six months. He has done a lot of work in Whitman County and plans to contact the First National Bank and U. S. National Bank of Portland, Oregon soon. These two banking organizations have been very helpful. A motion was made and passed to retain his services.

Herb West, Executive Vice President of the Organization, stated that the Washington outlook was a very confused picture, particularly the appropriations picture, and that hearings have been delayed somewhat from the usual time. He plans to go back to hearings as soon as he is advised by members of Congress.

A six year program was discussed, a detail of which is in the file. It was mentioned that Ice Harbor originally planned for 195,000 k.w. will go up with good water to 320,000 or possibly as much as 400,000 k.w. It also will be possible to have navigation somewhat limited, but possibly as much as 12 months of the year.

Grant County P.U.D. have a temporary permit on Priest Rapids on partnership plan. The issues here are pretty much embroiled and at the moment little can be reported.

Channel improvement of the lower Columbia River bar was discussed by John J. Winn, Manager of the Port of Portland. He said there was little hope for channel work this year, but it was imperative that channel be kept at maximum dept. Perhaps this should be drawn to the attention of Congress so that action can be taken in another year.

Colonel James Moorhead, Portland District Engineer reported on Dallas Dam. He stated that they are going to save some money on the original \$300,000 estimate. He does not know how much will be saved, but thinks that it might be considerable. The first generator will go on the line in November, 1957. Some of the reasons money is being saved is because of the key competition by contractors. He mentioned that \$11,000,000 have been saved on generators over the original estimate. All the generators, so far, it appears will be American made which companies have been out bidding foreign business which has to this date been shut out. He says this looks very good. Another reason for the saving is the improvements of construction, experience gained in other projects and several real good bids which went to Morris and Knutson Company for relocations of highway and railway facilities on both sides of the pool which company/bid considerably below the estimate. He said he thought some of the contracting companies were hungry for business. There are 17 miles of S.P. and S. relocation work to be done on the Washington side. In one instance \$3,000,000 was saved by a Morris and Knutson contract. He reported that navigation would close on the Dallas Dam site for 3 months, perhaps September to November in 1956, at the time they will

be putting in the locks. The publicity will be given to it and transportation facilities will be aided in any way possible, but there was not much they could do other than to close the channel during this 90 day period in 1956.

Considerable discussion came up over the hazard of the interstate bridge across the Columbia between Portland and Vancouver. He said that Truman Hobbs money may be obtained later but not now. Before Truman Hobbs money can be used a real menace to transportation must be shown of a more serious nature. The new bridge is being planned higher. At the present time, the thinking is that the interstate bridge may be a hazard to navigation, although not proved to be so at this time.

A. B. Curtis discussed the Clearwater and lower Snake River Dams and stated that the Pacific Northwest Power Company was studying these four projects with excellent progress being made. He reported that the only opposition to Bruce's Eddy or Penny Cliffs was from the wildlife interests which organizations have done a good job of overselling their case and now have very little following, he believed.

Norman L. Krey, Vice President for Washington I.E.W.A. and Northwest Manager of Kieser-Aluminum spoke on the Columbia River corporation bill. He stated that the bill now was in its forth draft. It was first hoped to have it ready for this session of Congress, but due to the Hells Canyon jangle, there is no opportunity for the ^{the} next Congress. They are having quite a few objectionable features worked on and much yet remains to be done before the bill will be in it's final form. It will need the unified support of the area for favorable action. The bill is strong priority for the public agencies and the people will not go for it. The bill has good features but many wrinkles to be worked out. The principal is to take over the B.P.A, form a new Columbia Valley Corporation, taking the revenue from federal dams and issue revenue bonds to build new projects. Section 2-A of the bill plans to include Montana heretofor not considered. 3-A will state that each of the four states will have a man on the board, which includes Washington, Oregon, Idaho and Montana and the fifth member of the board to be appointed by the president making a five man board. Section 7-B calls for the corporation to sell power only to the consumer with permit by local consumer. Section 17 states that the United States and that the four states get together on a compact so as to borrow money about as easy as the federal government, The U. S. would hold second mortgage. The corporation would be non-profit, exempt by taxation and would bring much industry to the Northwest.

He stated that the 308 report was full of holes and was a complete hydro system with steam and atomic energy not considered. Some discussion come up on the life of the many large dams in the Columbia River Basin. Colonel Tandy was quoted in the use of about 150 years. It was mentioned that at Grand Coulee where 18 generators are in operation, there is one of the 18 out of commission all the time. In other words, actually, there are but 17 generators at Grand Coulee rather than 18.

After much discussion and rehash of the development some discussion on Bruce's Eddy and strong edorsements from outspoken public and private power leaders, including Mr. Charles Baker, who is a strong public power person, all support possible was given to the Clearwater development. It was felt

that the navigation needs in the Bruces Eddy was too good to pass up and that the best way to get this was through a partnership plan. Several mentioned that they knew Magnuson and Jackson very well and thought good support could come from them for the Clearwater. Several grain growers organizations in the lower Columbia were very interested and asked questions about navigation benefits. This sold them on the Bruces Eddy project and a very optimistic feeling was evident.

The meeting closed at about 5:30 with the final business being naming Spokane for the next meeting of the directors on July 18.

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channel improvement of the lower Columbia River bar was discussed by John J. King, Engineer of the Port of Portland. He said there was little done for channel work this year, but it was imperative that channel be kept at maximum dept. Perhaps this should be done in the attention of Congress so that action can be taken in another year.

Colonel James Boardman, Portland District Engineer reported on Hellas Dam. He stated that they are going to save some money on the original \$300,000 estimate. He does not know how much will be saved, but thinks that it might be considerable. The first generator will go on the line in November, 1951.

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