

## PROponents SAY APPROVAL VOICED FOR 3 DAMS BY ARMY ENGINEERS— FISH AND GAME WILL SUFFER, HEAR

OROFINO, Idaho (AP)—A proposal by the Army Engineers for three dams on the Clearwater and Snake Rivers won almost unanimous approval here Friday, although some wildlife representatives said fish and game would suffer from the projects.

More than 400 persons attended a meeting at which Col. F. S. Tandy of the Walla Walla District Engineers spelled out a projected revision of the group's "308 Report."

It calls for a dam at the Mountain Sheep site on the Snake and two smaller dams on the Clearwater—at Bruce's Eddy and Penny Cliff.

The Idaho - Oregon - Washington Hells Canyon Assn. qualified its approval. George Taylor of Boise, secretary-treasurer, said it would depend on whether construction of the dams would delay previously outlined dam projects.

The Mountain Sheep site, above the mouth of the Salmon, is 50 miles below the controversial Hells Canyon site, where the association favors putting a high federal dam.

Mountain Sheep would be built by the Bureau of Reclamation, while the two Clearwater dams would be projects of the Engineers.

Gov. Len Jordan told the group he had long been interested in up-river storage, particularly at the Mountain Sheep site. Jordan opposes the Hells Canyon project.

Some North Idaho sportsmen said benefits of the dams would outweigh damages to wildlife. They said the reservoir pools would flood less than 1 per cent of the deer and elk range and added that the Clearwater is not an important spawning stream for salmon.

The Idaho Fish and Game Department and representatives of Nezperce Indians said the dams would cut into the big game population and the salmon runs.

Tandy said storage at the two Clearwater dams would make it feasible to build four additional dams on the Snake between Lewiston and the Columbia river. He said present water conditions justify erection only of Ice Harbor dam.

The State Highway Board, in a prepared statement, said the possible elimination of flood damage to highways along the Clearwater "presents the brightest aspect as far as highway problems are concerned."

It said the most severe flood damage came in 1948, and cost the state about \$225,000. Maintenance projects have been carried out each year to repair and protect the river bank near the roads.

Actual construction of any dams, it said, will present many immediate highway problems because of increased travel.