

# Two Lower Snake Dams Would Permit Lewiston Barge Travel

Seasonal river barge traffic to Lewiston will be possible with the construction of Lower Monumental dam on the lower Snake River system, two officials of navigation companies said here yesterday.

They said the same barges which now operate on the Columbia River will be able to travel the Snake River from its mouth near the Tri-Cities in Washington to Lewiston.

Speaking at a meeting of the Lewiston Chamber of Commerce Waterways Committee were Wheeler Rucker, Portland, public relations representative for Tidewater-Shaver Barge Lines, and William G. Warren, Portland, public relations representative of Inland Navigation Co.

Rucker said when Ice Harbor and Lower Monumental dams—upstream from Pasco in that order—are completed enough water will be backed up at Lewiston to allow barges to travel here during high water conditions. Both Rucker and Warren assured Lewiston persons interested in creating a port district here that the pool level behind the four dams would be sufficient to provide year-around slackwater navigation to Lewiston. They said lock and channel facilities planned at the four dams will be similar to those now in operation on the Columbia.

## Checking Cargoes Here

In interviews, Rucker and Warren painted a picture of unlimited river transportation potential for Lewiston. They said both companies are exploring shipping possibilities of this area.

Roy Huffman, Idaho vice president of the Inland Empire Waterways Assn., asked the speakers if the barges now in operation on the Columbia can be used here. Rucker answered, "the channels will be comparable to those on the Columbia. Locks at the lower Snake River dams will be 14 feet in depth and 675 feet in length." He added this was sufficient to handle the company's barges.

Warren replied, "Definitely" to the same question. Later Warren said the some 380 river miles to Portland could be traveled from Lewiston in 36 hours carrying capacity loads of between 800 and 1,200 tons. He said most of the barges used by the companies and their subsidiaries were constructed for the eight-mile Celilo channel, which has since been inundated with the completion of The Dalles Dam.

He said "greater tonnage, up to 2,000 tons per barge, will come about when the Columbia and Snake system is open wide."

Warren said the use of several 2,000-ton barges would be more feasible than a larger capacity barge because of the problem of obtaining a full load for each trip.

E. V. Lorenz, committee chairman, asked if seagoing barges would be used on the system and if shipments could be made from here to the Orient.

Rucker said the company last year put into operation its first such vessel, but that it can be used on the Columbia only during high water conditions.

"They are between 2,000 to 3,000-ton capacity," Rucker added, "and are too small for overseas shipment."

Rucker estimated the barge company, when Lower Monumental is in operation, could operate to Lew-

iston between two and four months a year. He added the Idaho Power Co. Brownlee Dam on the Snake River "is picking off the flood waters." This, he said, would have some effect on the water level at Lewiston.

Rucker said, "The effects Brownlee would have—I don't know."

## River Film Shown

A movie, "Highway To Tomorrow," was shown by Rucker. It displayed the 25th year of operation by Tidewater-Shaver on the Columbia River.

Warren said the diversification of bulk cargo carrying has been a special achievement of the barge lines. He said the packaged goods potential was untouched but if such goods began moving on rivers it would open up a new avenue of marketing in this area.

Warren said, "almost anything could be shipped from a port of Lewiston. This could include hay, grain, pulp products . . . even cattle, if the markets presented themselves."

Lorenz estimated the eventual river level at Lewiston would be that of the community's Main Street. Rucker said with the completion of Lower Granite, the dam nearest Lewiston, the water surface level would be 735 feet. This, he pointed out, includes an increase from the current low water stage of 711 feet.

Asked about the connection rail and river transportation have, Rucker said the two means complement one another. He said this was the case at Pasco.

At the meeting were Nov. 4 candidates for commissioners of the proposed port district in Nez Perce County. The port district will be voted on at the same time. They included Elbert Stellmon and Lorenz; candidates from the First District; Edward (Buck) Bozarth, Culdesac, Second District; and James Kaylor, Peck, Third District. A fifth candidate, R. B. Rivers, First District, did not attend.

Others were Walter Nelson, Colton, manager of Johnson Union Warehouse, a candidate for port commissioner for Whitman County; and William Druffel, Colton, Whitman County commissioner. Whitman County will vote Nov. 4 on a port district and commissioners. With Rucker were his wife and his brother, Willard Rucker, Spokane.

Wednesday the chamber will sponsor a town meeting in support of a port district here. Speakers will be Thomas Guerin, general manager of the Commission of Public Docks at Portland, and Fritz Timmen, Portland, public relations director for the commission.