

MINUTES OF PUBLIC HEARING ON SKAGIT RIVER
WASHINGTON, RELATING TO NAVIGATION

Pursuant to a resolution adopted 13 May 1947, by the Committee on Public Works of the House of Representatives, a public hearing was held in the city hall at Mount Vernon, Washington, at 10:00 a.m. on 12 April 1949. (Note: Place of hearing changed from county court house as given in notice of public hearing).

Colonel L. H. Hewitt, District Engineer, Corps of Engineers, U. S. Army, called the meeting to order and proceeded with the introductory remarks as follows:

Ladies and gentlemen. This hearing has been called in accordance with Notice of Public Hearing published by the office of the District Engineer dated 9 March 1949. I assume that you have all seen and read the notice. However, for those of you who have not, I will read it to you (Reads Notice of Public Hearing, Exhibit 1).

What we are up here for today is to hear the views of the local people as to the necessity or desirability for modifying the present project at this time. I would like to invite your attention to the fact that this particular hearing is to consider the modification of a navigation project and has nothing to do with a report which we are in the process of preparing which considers only flood control. If you are interested in flood control, I would suggest that you refrain from talking about it during the process of the regular hearing, and after the hearing we should be glad to answer questions on the flood control problem but will not introduce into the main portion of the hearing.

We are circulating among you an attendance record (Exhibit 2) which we would like you all to sign so that we may know what interests are represented and the name of each individual present. I want to assure you that the signing of this attendance record does not bind

you to anything at all but indicates who is present so that in the future we can get in touch with those present if we have further information or if we wish to obtain additional information. There undoubtedly will be many who will speak this morning and so the secretaries who are taking the verbal account of the hearing will know who is speaking at all times, I would like very much to have each as you rise to speak give your names.

Now in the preparation of a report of this kind, we can only judge the necessity of making any modifications to the present project by the means of such economics as you people give to us or make available to us showing whether the cost of the improvement would be justified or whether it would not be justified. It is always done on a dollars and cents basis. The benefits which will accrue from modification of the project, which you will undoubtedly suggest, have to be balanced against the cost of amortization of the project over a period of years and also the maintenance of the project which you may suggest this morning. We are extremely anxious to get as many of the commercial statistics as we can, and I trust that if they are not already available, those data may be accumulated and submitted to my office at a later date.

Mr. Nordmark, I understand, is to represent the local community this morning to present to us the improvement which is desired and also to introduce those individuals who are here this morning who desire to speak in favor of the improvement. I do not know exactly what this improvement is, but I would like to assure any of you present who do not agree with what Mr. Nordmark has to say that you will have plenty of opportunity after the proponents of the project get through speaking to present your ideas if they do differ from those presented by Mr. Nordmark. But in order to follow an orderly course of evidence, let's hear what he has to say first and if other people have other ideas, we will hear them later. Mr. Nordmark--

MR. NORIMARK, Chamber of Commerce, Anacortes. Colonel Hewitt, ladies and gentlemen, I am speaking today representing the towboat men, the loggers, and the organized mills of Skagit County. Also in the group concerned are the mills from Everett and one mill from Bellingham. I am not in a position to say what all of Skagit County wants, but this is the program that the towboat men and others have asked me to present at this hearing. In preface to my statement I wish to say that the record in the past of the work on the river has been one of fighting for every new program that was offered. I think a new philosophy is developing. I know the towboat men and I believe the others hold that we are going to work on any kind of a project no matter how small even, as one said, if it appears wrong. We are going to work for it because it is so badly needed. At the outset, it should be understood that there is a new feeling throughout the county of cooperation rather than planned opposition to anything that comes along. That is the philosophy of the groups I am speaking for. Incidentally, this responsibility was given to me on Friday afternoon to assemble this material so I haven't had a chance to put it in written form.

But going down through the seven points that are listed in the Army Engineer Notice of Hearing, I will take them one at a time, if I may. The first point is connected with the character and amount of resources, industry and business of the area tributary to the Skagit River; nature and extent of past and present water-borne commerce. Now we could go on and make quite a story of that particular point, but I am going to confine my remarks here to forest data, employment, payrolls, dependency of the resources back of the mills, and so on, as related to navigation, rather than a complete picture of the economy. I will just talk directly to the point of building up to the 5th question in which we want to show that the annual benefits and monetary value are

here to justify the type of improvement proposed. The forests of Skagit County are part of an economic unit of three counties. It is hard to separate by political lines this well-knit and well-rounded economic group that we have. The resources, particularly the forest resources, that are tributary to the Skagit, are utilized in the main by mills in Bellingham and Everett, so in preparing our report we have to show that Skagit County is just a small part of the total economic picture as in the terms of dependency. Now the forest resources of these three counties employ approximately 13,000 workers, 10,000 roughly in the mills--pulp mills, veneer plants, and others, and around 3,000 in logging and tending operations bringing the timber out. The payrolls involve in the three counties, approximately 28 million dollars. The exact figures you can take off my notes later. Skagit County represents a 5 million dollar payroll, Whatcom, nearly 9 million, and Snohomish 15 million. When that is broken down into logging, the predominant money in payrolls is in Skagit County, which substantiates our statement that the bulk of resources which the mills of these three counties may have actually should be coming down the Skagit River. They actually come down by rail and other means. These three counties, from the standpoint of dependency on forestry resources--Skagit is 57% dependent on forest manufacturing and tending operations; Whatcom, 54%; and Snohomish, 46%. Later those figures will be of importance to us in building a case here. The forest resources available in these three counties include approximately 31 billion feet of all types of timber. Fifty-five percent of that, more than 1/2, is U.S. Forest Service, with the State and other public - county - having another 13%. It is predominately publicly owned, at least 2/3 percent. Tributary to the Skagit River is approximately 1/3 of the timber, a little better than 10 million feet, and tributary to the lower river from Mount Vernon south, principally the

timber which comes from Milltown to the existing project, 1 billion 800 million feet. Two-thirds of Skagit County, that is of the land, is devoted to commercial forest use and has no other use. It is just wild land that any farmer with any sense knows that you just can't make a living on. That is two-thirds of the county's area. That brings us to one conclusion--that the navigation on the Skagit River, at least one-third of the improvement can be directly attributed to benefits that might accrue through improvement on the Skagit River. In other words, of the 12,000 to 13,000 employees, on a conservative basis, at least 4,000 of them are dependent completely on the Skagit River. As post-war competition comes back in, everyone is aware the price of pulp has dropped immediately. The importation of Swedish pulp has brought in competition so that one dollar saved in transportation by river is an important item and is a dollar saved in competition with other pulping areas. There is a direct item of around \$9,000,000 in payrolls that can be attributed to the Skagit. It is our point that adequate navigation on the Skagit can make or break the economy of this area. We nearly went broke in this area. All the mills changed hands in 1939. Most of the mills are new. Most of them are not in a competitive position as far as timber resources are concerned and they are dependent on timber back of Concrete, in other words, back of The Dalles. We have to think of moving down the Skagit River, up to Baker, up to Cascade, up to Sauk and Seattle, operations that require railroad logging. The cost of railroad logging now makes it prohibitive under the present logging situation. The forest resources depletion picture has been painted by many as being one of possible elimination in the not too dim distant future. I think if you project the present rate of cut on Douglas fir, which has been a basis of arguments, that the day is definitely here--that the day is past. The old-fashioned

Douglas fir saw mill is out. In Anacortes the people are saying, "The Douglas fir is dead--long live the hemlock region." We have come to feel that the whole economy is going to be based on pulping materials and on second-growth small mills of the Douglas-fir type. The 5-year average cut is around 286,000,000 feet per year, that is to and including 1947. The cut, which we are projecting for the proposal here is based on an annual cut of around 200,000,000, which is plenty conservative. The 200,000,000 a year would give us a sustained yield economy. The water-borne traffic involved in the past six years, the same period, amounted to 92,000,000 board feet, or if you want to put it another way, about 32% of the timber cut that Skagit County moved out on the river.

I have some figures here of the cost of rafting and the cost of moving logs by railroad, and later on I'll use them. I won't introduce them at this time. The water-borne traffic can be converted to tons if board feet are confusing. Around this area a board foot means so much, or a thousand board feet means so much, but to navigation people it might not mean the same. The entire river during the past 6 years the average was 461,000 tons. That is what moved down the Skagit River. From Milltown south, 130,000 tons, that is on the South Fork of the Skagit itself. For the traffic based on a 200,000,000 board feet annual cut, we figure at least 2/3 of that if the river was right between a point--below The Dalles. We are actually proposing or we would like to see a 4-foot channel, possibly a 6-foot channel as far up the river as Hamilton. If that was done, it would be possible to move logs and barges of smaller material, that is 6-inch cord wood and pulp wood down the Skagit from The Dalles. In tons it would be approximately 461,000 tons. It would be approximately 650,000 tons of logs that would be moved.

I am going to move through the general introductory material of the economy of the area to get to what we consider the meat of our testimony.

We have a list of tugboats, 14 of them, on the river. We have no information on the Skagit Navigation Company's two boats but I assume you have all that. We will submit the list of tugboats with tonnage, draft, length, etc. You may already have, but we do have it.

On the third point, "Adequacy of existing terminal facilities to accommodate present and prospective commerce. If inadequate, what provision is to be made for expansion?" There is no particular point in talking in terms of logging in discussing that, but looking ahead a few years, not too many years, Puget Sound Pulp and Timber and the Coos Bay Pulp Company both are of the opinion that to salvage the 50,000 cords of waste annually that is rotting today out of the lower river (that is material tributary to the river between Concrete and the mouth) that there will have to be some type of barge system. They have tried to bundle logs and move by truck to rail, but it is too expensive. It may be that some time in the not too dim and distant future some kind of barge-docking facilities should be provided, possibly by private interests, but should be thought of in the plan developed for navigation of the river because for logging you can move logs on 4 feet of depth. For barges you probably have to figure on 6 feet. Facilities in the river prevailing in Milltown, Sedro Woolley, and the Hamilton area was a billion dollars. Places where alder logs, pulp logs, or smaller logs of hemlock and spruce can be loaded out on a barge, and one other item here of around 200,000 tons of alba oak which is scheduled to be shipped from Hamilton by rail today on non-competitive rates. Water transportation would introduce some competition here which would bring rail rates down or make operation feasible. In all we can see barge traffic that runs in the neighborhood of 450,000 tons annually that would be developed on the Skagit if barges were present today. The facilities undoubtedly for barge docking would

have to be provided by private interests or County Port District. I am assuming that type of facility would not be provided by the Corps of Engineers.

Now, No. 4, "Nature, purpose and physical description of the desired improvements and evidence as to their necessity, as for example: Inadequacy of present facilities, difficulties attending navigation." The loggers, towboatmen, and the mills of this area are definitely proposing that the present project of improvement of the South Fork be expanded in this study to include a 4-foot channel to Hamilton. A point above that could be designated if you wanted to lower the cost of the construction per mile, but the channel if adequate will be confined above that point.

COL. HEWITT: What width of channel would you suggest, Mr. Nordmark?

MR. NORDMARK: I think you have to take a look at a map or an aerial photo of the channel as it is. It simply strolls over the countryside with wide variation and different channels. The width of the channel is of no importance. The main idea is to get all channels into one. I would say an average of 150 to 200 feet, somewhere around there.

COL. HEWITT: The reason for my question is this. Ordinarily you would expect that you would provide a channel of a certain dimension if you speak for the people in the area—four feet deep and we will say 100 feet wide or 150 feet wide.

MR. NORDMARK: I am going to ask Mr. Parker.

MR. H. W. PARKER, Skagit Towing Company, Mt. Vernon. One hundred feet is plenty wide.

COL. HEWITT: How about you, Mr. Dunlap?

MR. DUNLAP, Dunlap Towing Company. That is sufficient.

COL. HEWITT: That answers my question, thank you.

MR. NORDMARK: The present channel, as everybody knows—I could go up from the mouth of it clear to Hamilton and try to describe conditions

on the river. One of our group in a previous meeting stated that anybody who goes into the tugboat business is just plain crazy. It's just a business you can't come out on. There are so many hazards introduced by the river constantly changing all the way from the source which even the young man in the towboat business can see. Mr. Dunlap, for example, described to me the silting condition beyond the mouth of the river in Skagit Bay where he predicts 10 to 15 years will see a tremendous restriction in navigation in the Skagit Bay itself. The conditions over the bar are almost hopeless. If you do not have the right tide you are just about out of luck. On the South Fork we are all acquainted with the fact that you can walk across with hip boots any time. The condition has been improved considerably at Riverside at the bridge both by the Puget Sound Pulp and Timber's private interest in removal of inter-urban tracks and the Army Engineers' recent work with the Swinomish dredging. That private work has been going on and will continue to go on. Most of the companies maintain some kind of crane, shovel, or dredge to improve their immediate locality.

COL. HEWITT: There was no thought in the mind of your group that any improvements should be undertaken except in the South Fork. The North Fork you think should not be improved at this time?

MR. NORDMARK: I do not believe that is entirely the case. The South Fork has been thought of, I know, in the original project as the main river. The mattress sill put in on the North Fork was put in to force the silt down the South Fork. Bridges and other facilities, however, have been designed—couldn't say designed because are all old, but at least the best bridge facilities are on the North Fork. I do not know how the county would feel in having that type of change made. I would want to pass that to Mr. Hughes to comment on just how the people feel on which of the two channels should be emphasized or if both should be maintained.

MR. LOWELL HUGHES, Farmer & County Commissioner: I don't know whether I could answer that particularly. We realize that the South Fork is not carrying its share of the water, but what it is taking away from the branch is diverted into a fresh water slough. That is going to be a menace before too long. It is getting deeper and wider. So just which branch to emphasize, I am not in a position to say. I think both need attention and everyone in that part of the county will agree with me.

COL. HEWITT: I would like to have you define the project you people would like to have. I would like to get an expression of opinion from you as to whether you want the North Fork improved, the South Fork, or both.

MR. HUGHES: I think we have some of that later for you.

COL. HEWITT: And also if one can be undertaken and both cannot, which you think deserves the priority.

MR. NORDMARK: I think our original statement was that the towboat men and others would work on whatever is decided upon. I know Skagit Navigation will have something to say which will influence you on the choice. I don't think the towboat men are concerned one way or the other, but the South Fork should have something done to it to have it useful to the tugboat companies for towing from Milltown on out. That point we do want to emphasize.

The next point (5) Annual value (in monetary terms) of benefits that would be realized from the desired improvements, including any or all of the following items pertinent thereto, etc., we have to show the amount of the actual dollar value of benefits. We have some costs here that were submitted by the Puget Sound Pulp and Timber Company on the installation they made at Sekiu. The logging company spent around \$54,000 to move their dump downstream and build new roads and had an

additional cost which, over a 5-year period, averaged \$45,000 per year; that is, an additional 10-mile haul by truck, and other costs, which totaled up to \$45,000.

COL HEWITT: These costs you consider would be savings of the project and would continue indefinitely?

MR. NORDMARK: The detailed figures on that we will submit. For example, the losses. This includes all their losses, that is the logs which slipped out of booms, the losses of rafts, the cost of going downstream with a new dump. All those things are included in the annual cost of \$45,000 that would be saved if the river were such they could put in logs at other times upstream. At Lyman the Coos Bay Pulp Company (this was based on 25 million feet of timber) averaged out their losses over five years around \$20,000 on 12 million feet annually dumped in the river. This was above the worse area from the standpoint of navigation. The two concerns put in 32 million feet annually. Their losses total \$65,000. All logging concerns put in 90 million feet in the river. Those losses would amount to 180 or 190 thousand per year so navigation losses due to poor navigation on the Skagit total that figure.

One other item that the tugboat companies wanted to introduce. It is hard to put monetary value on this. Of 14 tugs, they each average about 30 days of lost time by being stalled either down or upstream without water—one or the other, and they feel it is a very conservative figure. The season is 8 months. However, a good season there for operation on the river is only 6 months so about one-sixth operating efficiency of the tugboat companies is completely lost. I can't put a figure on that, but I think the Army Engineers can probably arrive at a benefit for that figure. We have taken all the costs, the depreciation and losses of tugs. Instead of having a normal 10-year depreciation, they have to figure a 5-year depreciation, totaling \$34,000 which is

plenty conservative. The towboat companies agree that it is far more than that. Just the tugs that are sunk by deadheads, wheels lost, time lost, etc., because of repairs due to the hazards of the river easily total \$34,000. The log losses of \$135,000 plus the lost time on the river, on which we have not been able to put any cost item down, are all added to one other item which is the difference between transporting the tributary logs by rail and by water. We have assumed that if the water were right as far as Hamilton, if there were a 4-foot channel, that at least two-thirds of the logs would move by river. I am not sure that there is anyone here from the Sound View Pulp Company, but I believe if there were, they would agree it would be to their advantage to make up log rafts at Hamilton instead of hauling them up by rail or making up in salt water. We have assumed that at least two-thirds, or in other words 180 million feet of timber would come down the river. The difference between towing and railroad movement of logs is \$2.80 per thousand, and the direct benefits involved multiplies out to 1/4 million dollars annually. The total of all those items is just short of 1/2 million - \$481,000. Those are direct benefits. The indirect benefits from the standpoint of the towboat men and loggers, just the peace of mind, the hazard that would be eliminated due to having your logs stranded, having your towboat left upstream or on the bar someplace, is one of those intangible benefits. The benefits go beyond that. I tried to show in the original statement on your first point that the economy of the three counties is dependent in part, not entirely—that the Skagit River Basin is a part of this three-county economic unit, and the world competition in the pulp business and in the whole forest economy would indicate that the benefits would accrue to all the people in at least the three counties. You can carry the benefits further. Several of our people wanted us to introduce military and defense values, etc. They are all intangible and hard to describe.

COL. HEWITT: You are going to submit all this information in the form of a pamphlet at a later date?

MR. NORDMARK: Yes. On the sixth and seventh points, we are in no position to say what the county commissioners will do in the way of cooperating with the U. S. Government. The loggers, towboat men, and others are here today and gone tomorrow and a hard group to pin down to a 40-year plan in contribution of funds.

COL. HEWITT: How about furnishing of rights-of-way, disposal areas, and holding the United States free from damages in construction operations, things of that sort.

MR. NORDMARK: I am going to have to pass that one up until later. The mills that are involved, that have land along the river, outside of pulp and paper, I can't think of any who have any holdings on the river. I can't say whether they would contribute to give that type of cooperation.

COL. HEWITT: Could you investigate that?

MR. NORDMARK: We certainly will investigate and make some statement when we submit the written report. What we wanted to do was to simply imply that there is a new cooperative spirit in this area and we would like to submit data at a later date. We would like to point out that on thinking there has been a running verbal argument between people using the river for navigation and the farmers along the banks. That type of thing has been eliminated, and we all recognize that the river has to be controlled for navigation. At least a 6-foot channel at all times that will provide the drainage the farmers want and the right type of well-defined channel will eliminate erosion and similar operations of the river to such a point that we will have a benefit. What we have now is a two-edge sword. The Skagit River is a real benefit to us, and on the other hand it is a constant hazard. We won't introduce erosion or flood

control as per your suggestion but we all realize they have to be thought of. We have one river in this county and are approaching our whole program with one plan and finding one agency to carry out our improvements.

COL. HEWITT: You are confusing me a little bit, Mr. Nordmark. I believe you first mentioned you were asking for a channel of 4-foot depth; later you said 6-foot.

MR. NORDMARK: Yes. The loggers ask for a 4-foot channel to Hamilton. The width of 100 feet is adequate. We suggested, however, the possibilities of studying a 6-foot channel to that point.

COL. HEWITT: In other words, you would like to have 6 but would be satisfied with 4.

MR. NORDMARK: The point is this--the 4-foot channel would cost \$1,600,000. The cost may be higher now. We have tried to show you that we have benefits that would justify that project from a navigation standpoint. I believe the 6-foot channel would be out of question at this time, but we would like to introduce it as a possibility. That is our only point in bringing it up.

MR. PARKER: We had in mind a 6-foot channel from the mouth of the river to Mount Vernon and 4-foot from Mount Vernon to Hamilton.

MR. NORDMARK: I was only asked to present the arguments for the towboat men, loggers, and mills.

COL. HEWITT: If you are not prepared to undertake the latter part of the job, I wonder if there is someone here who knows the various individuals who are present this morning who would like to speak, so we can attempt to push this on in an orderly manner and not waste time.

MR. LOWELL HUGHES, Farmer, and County Commissioner: I realize that this is a navigation hearing, but in your official call for a hearing there was something mentioned about closing certain existing channels

and we would like to have you be more explicit as to just what you meant. It is hard to talk of the improving of navigation in the Lower River without going into flood control to a certain extent. I believe the group that is liable to be affected on this down in the Lower River is represented by Mr. Smith, who might have something to say along that line.

MR. J. G. SMITH: Col. Hewitt, the point that hasn't been touched on particularly since I have been here is the effect that a lowering of the channel would have, particularly I am referring to the South Fork. I represent the districts south of Mount Vernon and the Conway area on down. I am referring to the situation relative to the drainage in particular and to the flood control of the river if the burden is taken off the dike and the erosion is taken from the banks. I have no definite figures at the present time relative to the loss of crops due to improper drainage. At certain periods of time we have so much water coming into this area on the farmlands, it is impossible to get good crops or to drain them for the purpose of good products and in places it is a total loss. The Commissioners and others who have investigated this part of the program have assured me that if the channel were to be put down the South Fork of the Skagit River, as has been suggested, either a 4 or 6-foot channel, it would sufficiently lower the water in the river to enable the old-time boxes to reopen and would facilitate the present system of drainage. They figure it would lower about 2 feet, probably more. The outside water level should be more than ample to take care of any additional water or drainage necessary and probably reduce the drainage costs in this area considerably. I do not have the figures, but I think figures could be compiled on this. The cutting of the river is a very serious item, particularly somewhere above Mount Vernon. I am more familiar with Mount Vernon and to the south,

and the dike commissioners and those handling river work feel that a channel would prevent at least in a great part the Skagit River from going to side to side and doing the tremendous cutting it is doing and the danger of floods to their diking system. I do not have any figures as to the cost of this and what it would eliminate, but it is very considerable and the commissioners feel that it should be submitted along with the other program. The South Fork from their point of view, of course, is the original main channel of the river. Formerly it was the sole method of transportation by water of navigation. When the South Fork was opened and the bed of the river was lowered to a point where navigation could proceed on it, the boxes and the drainage was by natural flow, and if they were returned to where the water was in the direct channel and the route as it used to be in the South Fork, all of the natural drainage of the whole area could be placed into the river without artificial aids, such as pumping, etc. That would eliminate not only the drainage problem, but cause a greater production of farmlands and also confine the water of the Skagit River and eliminate the cutting.

COL. HEWITT: You are speaking of the area from Mount Vernon on south?

MR. SMITH: Yes.

COL. HEWITT: I know the Department of Interior has some interest in forming a wildfowl preserve down in the area between the North Fork and the South Fork of the Skagit. Are you familiar with what is proposed?

MR. SMITH: Only partially. I have been dealing personally in one respect with the Department regarding that as I have some tidelands there, but whether or not they will complete that and what effect it would have on this, I do not know at this time. I do not know their whole program, but I don't see why a channel could not go down in the South Fork and be reopened for navigation without in any way endangering wildlife program.

COL. HEWITT: What I was thinking of was if the area would be drained.

MR. SMITH: I see what you are driving at. That territory which they have for their wildlife is outside the existing dikes. They have second-class tidelands that have never been diked. They are not thinking of farmlands. My information to date, as I have stated, if they have any other plans for that, I am not familiar with them.

COL. HEWITT: Thank you, Mr. Smith.

MR. R. C. MEIGS, Washington State Game Dept.: I was going to say that if you have any questions on this waterfowl area, Mr. Eide, who is District Superintendent of Game, is here and could answer your questions in detail.

COL. HEWITT: Would Mr. Eide care to give us that information?

MR. EIDE, Washington State Game Department: It is contemplated an exchange will be made between the Fish and Wildlife and the State Game Department and that land will be administered as a public shooting area. Roughly speaking, it starts at the South Fork and goes outside the dikes on to the west over to the North Fork of the Skagit, and none of it would be affected as it is outside of the dike.

COL. HEWITT: In other words, the meandering channels which cross the area between the north and south forks would be the only things you would take in.

MR. EIDE: That is right.

COL. HEWITT: Thank you, Mr. Eide. Do you know anyone else who would like to speak.

MR. HUGHES: It is hard to talk navigation without going into flood control. There has been a movement on foot to bring up at this meeting a proposed cut-off on the North Fork Channel toward the mouth to eliminate a mile or two of travel. I don't know who is going to speak on that. We were approached several times.

COL. HEWITT: Is that in the interest of navigation?

MR. HUGHES: It would be in the interest of both. Navigation would be affected and also flood control and drainage would be affected.

COL. HEWITT: In other words, the water from the North Fork would get out in the Skagit Bay more quickly than if it followed the present channel.

MR. HUGHES: There must be someone here who has that lined up. Here's Mr. Magnus Johnson.

MR. MAGNUS JOHNSON, Farmer, Mt. Vernon: The farmers on the lower end of the North Fork toward LaConner figure that this cut-off from about 2 miles up the river--the river, as it is now, winds around in here and it is filled with silt--they propose a cut-off right straight across here, just south of Ika Island, which would rush the water out faster. The way it is filling out now, all this in here, the boats can't get up now except on high tides. It is a shorter way out. It isn't a half mile across here, and it is 2-1/2 miles around the other way. It would be deeper water and it is better for boatmen to get their logs out. We have been circulating petitions around the county and have some 200 signers on it. The way it is now the farmland is not getting drainage. They have lost crops out there. Last year it was mostly, especially in Dodge Valley. Silt is filling up at the Sullivan Slough, so there is no drainage out this side, and the land from LaConner out to the flats have drainage difficulties.

COL. HEWITT: You would like to see the cut-off put in here for the purpose of decreasing the traffic up the North Fork of the Skagit and also to make the trip coming down the North Fork connection into Skagit Bay shorter, and assist in the drainage of the farm lands.

MR. JOHNSON: It would be good for the drainage, and also for the boatmen. I don't know how the fishermen feel. There are quite a few fishermen involved.

COL. HEWITT: I will call on someone from the fishing interests. Do you know, Mr. Hughes, if there is anyone present from the fisherman interests?

MR. HUGHES: No, I don't know if there is anyone here on behalf of commercial fishing?

COL. HEWITT: Does the representative of the Fish and Wildlife Service have any knowledge?

MR. F. A. GROSS, Superintendent, U. S. Indian Service: There are no representatives of the commercial fisheries here. I am listening in to find out just what the program is. There are a great many of the Indians on the Swinomish Reservation who are fishing and they also have an oyster project over there. We are interested to know how this program would affect the interests over there.

COL. HEWITT: The oyster project? Where's the location?

MR. GROSS: It is around on the west side of Fidalgo Island. The Swinomish Slough shows up on the map, but you go around the lower part of the reservation and the oyster project is around there about two miles.

COL. HEWITT: I doubt if that would have any effect on them.

MR. GROSS: That is one of the reasons I am listening in. Of course the fishing operations are up and down the Swinomish Slough and on the other side where the Indians have fish traps and fisheries.

COL. HEWITT: I can't see that they would be affected, Mr. Gross, except possibly some time in the far distant future the silt from the Skagit would extend into that area. I think that would be quite a few years.

MR. GROSS: The idea is not to close the North Fork.

COL. HEWITT: That has not been suggested this morning.

MR. HAROLD JOHNSON, Skagit County Farm Bureau: I am going to speak for the Skagit County Farm Bureau. We are the ones who are circulating

the petition for changing the outlet of the North Fork of the Skagit River. I have approached the commercial fishermen who are located just beyond the bend in that river. They are faced with a problem there. They are not getting the fish they have been getting in the past. Only in a fair amount of water can they set their nets. I asked how that would affect them, and they thought it would materially benefit them if the course of the river were changed so that the water would have a better chance to get out quicker, and it would attract more fish. I am speaking now for the farmers in the LaConner area and Dodge Valley, and as far as Mount Vernon. It will aid navigation and be a direct benefit to flood control.

COL. HEWITT: How would the farmers in that particular area feel toward contribution to the project as far as disposal areas for the cut-off is concerned?

MR. JOHNSON: The disposal area for the cut-off is not farmland. It is pasture land. I am sure there is no problem there at all.

COL. HEWITT: How about from there on up?

MR. JOHNSON: From my knowledge, the channel is navigable from there on up.

COL. HEWITT: At all stages of tide?

MR. JOHNSON: I will have to check.

COL. HEWITT: Is the channel navigable from the bend of the river up?

MR. JOHNSON: Yes, for small boats.

COL. HEWITT: Not for large vessels?

MR. JOHNSON: No.

MR. H. E. GRIMISON, Skagit River Navigation Company. The channel of the river is navigable at all times except when traveling at the North Fork. When the river is low and at low tide, we can't go through at either place. The same situation exists at the mouth of the river. It has been filling up until we have to have dikes 1-1/2 feet higher than

we had 10 years ago. We have no objection to the proposal of cutting off the North Fork at Fisherman's Bend. It looks to me that the existing jetty should be extended up to Bow Island and keep the water away from the slough. That would be right in line--the water would be diverted in one spot. Along those lines we have no opposition to any improvement at one place or the other. One fork would help as much as the other. There are disadvantages in both spots where it is hard to get around in big boats. I think the South Fork has more than the North Fork. We have used the South Fork since 1920. We hung a boat up there almost two days and we almost lost her.

COL. HEWITT: Have you anything to add, Mr. Grimison, as to the benefit which might accrue from the improvement of the channel as far as your company is concerned.

MR. GRIMISON: From our own personal benefit? At the present time, due to the fact that the river is not navigable at all times we have had to restrict our operations materially. Prior to 1936 we operated into Mount Vernon three times weekly--sometimes oftener. Nowadays we make Mount Vernon when the tides will permit. If the channel were deepened to a point where we could navigate at all times, it would help us and cut operating costs, keeping the rates low enough to afford competition.

COL. HEWITT: What depths would you have to have?

MR. GRIMISON: Our boats draw 6-1/2 feet loaded--

COL. HEWITT: Would a channel of 6 feet from Skagit Bay at mean low water to Mount Vernon be satisfactory?

MR. GRIMISON: Yes, it would be. With the exception of the two points we mentioned at North Fork, we have never had any trouble. There hasn't been 6 feet maintained.

COL. HEWITT: Which fork of the river would you prefer this improvement be considered?

MR. GRIMISON: As I stated before, the difference between the two isn't great enough. Sometimes we have to go into LaConner from Mount Vernon, and we use the South Fork channel from Seattle to Mount Vernon.

COL. HEWITT: Could you give Mr. Nordmark or me directly the estimate of the benefits?

MR. GRIMISON: That is a hard thing to estimate.

COL. HEWITT: The fact as to whether we would undertake action on the improvement or not depends a great deal on the benefits that could be substantiated.

MR. GRIMISON: I might be able to put it this way. This company, which I represent, has reached the point now that if better navigation conditions aren't effected, we will no longer operate. For that reason it is hard to put a value on the amount of benefit there would be. In other words, it depends on how much business we would do in the next 10 years, and that depends on if we operate oftener. It all ties together and is hard to estimate. I would say that our business would increase approximately 75% if we got the business we did in the last few years-- if we could give the service we could get more trips in.

COL. HEWITT: I am not asking for your trade secrets. We will keep it confidential. We merely need to determine the benefits, and if you could supply us this information, we would appreciate it.

MR. GRIMISON: I am not prepared to go into a detailed statement, but could submit a statement later. That sums up what I have to say.

JOSEPH O. EARP, Secretary, Northwest Towboat Assn., Seattle. I am appearing here merely to endorse the project and the remarks that Mr. Nordmark has made regarding the necessity of maintaining navigation for towboat companies on the Skagit River. As he pointed out, there are 14 vessels now operating on the Skagit River. I might say it is a feeder line--the logs that come down the Skagit are towed by these companies

and others to their destination. It would be of benefit to the towboat companies as well as others here. The Northwest Towboat Assn. has gone on record as fully endorsing the project.

COL. HEWITT: Which project?

MR. EARP: The one which Mr. Nordmark spoke about regarding the 6-foot channel from the mouth to Mount Vernon and 4-foot above to Hamilton. I am making no remark about the North Fork or the South Fork.

MR. TANDY WILBUR, Swinomish Tribal Community Manager, LaConner, Wash. Mr. Gross mentioned the oyster beds over there. I would like to know for the LaConner fishermen. I don't represent them, but have mingled with them. It would seem to me they should have some representative here. It is a public meeting in the interest of everyone concerned over this proposed project. I think that these men and women who have industries down there in the line of fishing certainly should have something to say about whether their course of work is to be changed, etc. They have an organization down there, and I do know during their meetings they have discussed the proposal of conservation of fish, closing of certain areas and streams. They have argued about that, and I think they certainly should have something to say.

COL. HEWITT: I agree with you, Mr. Wilbur. There is certainly no intention on my part to prevent anybody who has anything to say from speaking. If there is a representative from that group here, I would like to hear what he has to say now.

MR. WILBUR: If they have happened to have been overlooked in the notification, it would be a courtesy to have them notified for any statistics they may wish to be submitted.

COL. HEWITT: We should be very glad to notify them. I am sure they were notified. The notices are published in the newspapers and notices were posted in post offices in this area.

MR. R. C. MEIGS: I would like to make a brief statement. There would undoubtedly be some fishing problems arising if this program should be carried out. I do think it could be carried out if the Army Engineers work in cooperation with the State Fish and Game Departments to the extent that those dangers could be minimized. It is regrettable that there is no one here representing the State Fishery Department. The man who usually does that is recovering from an illness at the present time.

COL. HEWITT: I might say for those present that we work very closely with the Department of Fisheries and the Fish and Wildlife Service of the Federal Government, and no action on any project that would have any bad effect on the fishing industry would be undertaken without consulting these departments.

MR. GEORGE MOLENHOUSE, Farmer, Mount Vernon: If Matt Bessner is here, I would like to have him talk about the river down there. He was born and raised down at that end of the river, and I think it would do us good if he would talk about the river.

COL. HEWITT: I do not know whether Mr. Bessner is here or not.

MR. MATT BESSNER, Farmer, Mount Vernon. I could tell you a whole lot about the river. I have been boating up and down with a rowboat for many years. I believe that if that cut were made on the south side, we could get away with the water a whole lot quicker. When the river makes that sharp turn, water piles up on the banks there; if it went right out straight by Ika Island it would get rid of the water so much quicker and I believe the channel would stay open better. Otherwise I think the channel would close because at low stages of the river there isn't enough water that goes down there. On the low stage, that's when we do not get enough water to keep the channel open.

MR. FRANK MAROLICH, Engineer, Corps of Engineers, Seattle District:

Mr Bessner, you are speaking of the North Fork?

MR. BESSNER: Yes, I live on the North Fork pretty close to the mouth of it. The North Fork had a jam, and the South Fork was our best way to go out with boats. Now the South Fork is filled up, and the North Fork is the deeper river. On the South Fork you can't get across with a rowboat in low water.

COL. HEWITT: Thank you, Mr. Bessner. Mr. Hughes, do you know of anybody else who wishes to speak?

MR. HUGHES: There are several groups here who are interested in problems along the river, but a great many of them have to do with erosion. The thing is to take this up after the meeting is over. There is another group here that has a problem which is one-half navigation and one-half flood control and drainage. That is, the closing of a certain channel down there that is taking some water out of the North Fork and bringing it down to the delta. They have a project and a petition signed by some people asking to close that themselves. They would do the work themselves. Whether that should be presented at this time would be up to you. I know there was a suggestion about the closing of a certain channel. Charley Olson has the petition. It is something they want to do very much.

COL. HEWITT: I would be very glad to accept it at this time. I know there were some other petitions mentioned earlier, and if those people would like to bring them forward, we will add to the evidence of the hearing.

MR. CHARLES E. T. OLSON, Farmer, Mount Vernon, hands Col. Hewitt the petition. (Exhibit 3).

COL. HEWITT: Thank you. (Reads petition)

MR. HUGHES: Colonel, regarding this project, we feel that would be a benefit to navigation in helping keep the water confined to a definite channel and give it more force to keep it cleaned out and therefore

help us in our drainage problem when the tide is out, as that helps to keep the depth of the channel.

MR. FRED ALBERT, Farmer, Mount Vernon. I am from the South Fork. I have lived on the delta all my life and I am familiar with both sides of the South Fork. If they can keep those sloughs plugged that run through the jetty—because it's the low water that keeps the channel open.

MR. P. A. CORNELIUS, Skagit Dairy Assn. I did not intend to speak, but if we lose river transportation on evaporated and powdered milk going down by the Skagit River to Seattle, it would raise our rail rates approximately 2 to 3 cents per hundred pounds. In 1948 we shipped approximately 3 million dollars of evaporated milk down the Skagit River by the Skagit River Navigation Company. We have no mainline of the Great Northern going into our plant between Bozeman and San Juan canery. We are almost solely dependent upon river navigation. If anything should happen to our little bit of a jitney railroad, we would be pretty well tied up. For that reason we are favorable. That is, all the industries in the past have always favored keeping navigation of the Skagit River.

COL. HEWITT: It looks to me that you and Mr. Grimison have figures of what your benefits are. Let us have them.

MR. CORNELIUS. I have talked to them and they have promised to do something.

MR. JOHNSON, Skagit County Farm Bureau: I have another petition here which I would like to present. (Exhibit 4).

COL. HEWITT: Are there others who would like to be heard at this time regarding the project we have under consideration.

MR. ED GOOD, Farmer, Mount Vernon: I have been opposed to damming the slough unless they leave an opening through the upper end. It is just a narrow stream—just a big irrigation stream. Down where it is wide it is running full during a flood time. If that slough is dammed off,

then it can be used as a reservoir for drainage. Some of the silt comes in with the tide, and in just a little while it will be a stink hole there, as is the case. If we could, by partially damming off the slough, let some water come through, the water that would come through would be cleaned up and there would be no expense to the district in later years in keeping it clean for drainage. Furthermore that is a good source of fresh water supply for those who want to use it. A few years ago we had it dry, and irrigated. If we dammed it off, there would be no irrigation or fresh water left in the slough. If there was a pipe or tile or dam of some degree so there would be some water coming through at low water, the idea would be to keep the seepage water out of the fields. If a dam could be put in there, it would be of benefit to the people concerned.

COL. HEWITT: Thank you, Mr. Good. The only one you are speaking of is Dry Slough (Deer on the chart).

MR. F. J. NIST, 406 Spokane Street, Seattle, Washington: We're on the South Fork of the Skagit, and on account of the silt filling the river, we were compelled to raise our dike, which cost us \$7,000. I think the people on the other side of the river are going to have the same trouble. We would like to see something done about opening the South Fork. Everyone is going to be flooded out because of the river filling.

COL. HEWITT: Thank you, Mr. Nist. I would like to ask one question. Would the closing of any of those sloughs on the north side of the South Fork be opposed by people on the south side because it might raise the level of the flood waters above?

MR. NIST: We have one slough that somebody has closed off on the other side of us. Since they closed it off, we have high water. The water backs up and raises the South Fork about a foot which makes us raise our dikes.

COL. HEWITT: Those closures are part of the project adopted by Congress many years ago.

MR. NIST: Then something must be done to raise part of the river to take care of this. The river raises a foot in high tide. Some places it raises 18 inches. We are on the bend of the river.

COL. HEWITT: In other words, the improvement of the channel of the South Fork would be of some benefit to you.

MR. NIST: There is no doubt about that.

COL. HEWITT: Thank you, Mr. Nist.

MR. GOOD: Has the Government any objection to putting in a partial dam to close off part of the water at low water? The low water keeps the pollution out.

COL. HEWITT: I do not know what your purpose is in asking that question. If you desire to do the work yourself, you can apply for a permit in the regular course of events, and we will give you an answer after study when you apply for the permit as it requires study on our part and gives those who don't want you to do it a chance to speak. On the other hand, if you think we could make a decision today, I do not think we can give you an answer at this time. Is there anyone else who would like to speak on this matter?

W. E. WATKINS, Farmer, Mount Vernon: Our drainage tax has risen from a few cents an acre to \$5 an acre, which would be affected by the proposed cut-off on the North Fork. The river has filled up that much.

COL. HEWITT: There is a gentleman over there, who wishes to speak.

MR. PETER A. LEE, Farmer, Mount Vernon: I am acquainted with the condition of Mr. Nist's property at Milltown, and I believe that we should coordinate some plan to take care of the South Fork.

COL. HEWITT: Thank you, ladies and gentlemen, for coming in and giving your opinions. The meeting stands adjourned. We would like to talk to anyone who would like to talk about flood control.

(Meeting adjourned at 11:30 a.m.)

Corps of Engineers, U. S. Army
Office of the District Engineer
Seattle District
4735 E. Marginal Way
Seattle 4, Washington

9 March 1949

NOTICE OF PUBLIC HEARING ON SKAGIT RIVER,
WASHINGTON, RELATING TO NAVIGATION IMPROVEMENTS

Pursuant to a resolution, adopted 13 May 1947 by the Committee on Public Works of the House of Representatives, the District Engineer has been directed to review previous reports on Skagit River, Washington.

In order that the required report may fully cover the matter, a public hearing will be held in the County Court House, Mount Vernon, Washington, on 12 April 1949 at 10:00 a.m.

For your information the existing project provides for channel stabilization through the delta by means of a dike at the mouth of South Fork; regulating dikes and a mattress sill near the head of North Fork; and closing subsidiary channels at the delta; and for increasing the available depth at Skagit City Bar by dredging and by training walls. The length of the section included in the project is 9-1/2 miles. The mattress sill, closing dikes, and 10,450 feet of training dike at the mouth of South Fork are completed. The training dike was completed to a length 5,550 feet less than project length. The work at Skagit City Bar awaits the local cooperation required by the Act of 2 March 1919.

All interested parties are invited to be present or represented at the above time and place, including representatives of Federal, State, County, and municipal agencies, and those of commercial, industrial, civic, highway, railroad, and waterway transportation interests, and property owners concerned. They will be afforded full opportunity to express their views concerning the character and extent of the improvements desired and the needs and advisability of its execution. Sponsors of the improvement are urged to present pertinent factual material bearing upon the general plan of improvement desired and the economic justification of the undertaking. Opposing interests, if any, are also urged to state the reasons for their position.

Data covering the following points in particular are requested:

- (1) Character and amount of resources, industry and business of the area tributary to Skagit River; nature and extent of past and present water-borne commerce.
- (2) List of vessels now using the river, with draft and tonnage of each.
- (3) Adequacy of existing terminal facilities to accommodate present and prospective commerce. If inadequate, what provision is to be made for expansion?
- (4) Nature, purpose and physical description of the desired improvements and evidence as to their necessity, as for example: Inadequacy of present facilities, difficulties attending navigation.

Exhibit 1

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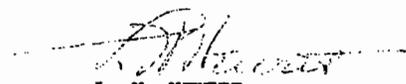
(5) Annual value (in monetary terms) of benefits that would be realized from the desired improvements, including any or all of the following items pertinent thereto: (a) savings from prevention of damages to vessels or other property; (b) reductions in operating or maintenance costs of vessels; (c) savings in freight rates resulting from shortening of routes, elimination of delays, or any other reason directly attributable to the improvement. Intangible benefits not susceptible of evaluation in monetary terms should be stated. Give a statement as to what proportion of these benefits would accrue to the general public as distinguished from those evidently accruing to local interests.

(6) Nature and extent of cooperation that may be expected from local interests whereby the cost to the United States of the improvements may be lessened; for example; rights-of-way and easements necessary for the construction; assumption of maintenance by local interests; cash contributions toward first cost and annual maintenance.

(7) Possibility of coordinating the navigation improvements with other improvements involving control and conservation of water resources so as to lessen their cost and compensate the Federal Government for expenditures made in the interest of navigation.

Oral statements will be heard, but for accuracy of record all important facts and arguments should be submitted in writing, in duplicate with maps, photographs and other illustrations in six copies, as the records of the hearing will be forwarded for consideration by the Corps of Engineers, U. S. Army. Written statements may be handed to the undersigned at the hearing or mailed to him beforehand.

Please bring the foregoing to the attention of persons known to you to be interested in the matter.


L. H. HEWITT
Colonel, Corps of Engineers
District Engineer

Mailing List

For notice of public hearing 12 April 1949 at Mount Vernon, Washington
relating to navigation improvements at Skagit River, Washington

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Exhibit 1

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 George V. Powell, State Representative, 822 39th Avenue North,
 Seattle, Washington
 Clyde V. Tisdale, State Senator, Rt. 1, Box 234, Raymond, Washington
 Lester T. Parker, State Senator, 1007 Alden Road, Aberdeen, Wash.
 Chester King, State Representative, P. O. Box 283, Raymond, Wash.
 Ralph A. Smith, State Representative, Long Beach, Washington
 Andrew Winberg, State Representative, 110 West 3rd St., Aberdeen, Wash.
 Grace Kelly, State Representative, 106 So. G. St., Aberdeen, Wash.
 Arthur L. Callow, State Representative, 1009 W. Main Street, Elma, Wash.
 Jack H. Rogers, State Senator, 1907 5th Street, Bremerton, Wash.
 Henry A. Brown, State Representative, Rt. 2, Box 260, Poulsbo, Wash.
 Robert M. Ford, State Representative, Enetai Beach, Bremerton, Wash.
 Ross W. Earlywine, State Senator, 3415 Snohomish Ave., Everett, Wash.
 Ray J. Hutchinsor, State Senator, Lake Stevens, Washington
 Howard S. Bargreen, State Representative, 2821 Rucker Ave., Everett, Wash.
 Tony P. Mardesich, State Representative, 1821 Grand Ave., Everett, Wash.
 Wallace T. Carmichael, State Representative, Box 736, Everett, Wash.
 Robert Bernethy, State Representative, Route 2, Monroe, Wash.
 Oscar Wenberg, State Representative, Box No. 1, East Stanwood, Wash.
 Jess V. Sapp, State Senator, Route 1, Sedro Woolley, Wash.
 Emma A. Ridgway, State Representative, 413 Talcott St., Sedro Woolley,
 Washington
 Violet P. Boede, State Representative, Olga, Washington
 Grant C. Sisson, State Representative, Rt. 2, Mt. Vernon, Wash.
 A. E. Edwards, State Senator, Star Route, Deming, Washington
 Harry A. Binzer, State Senator, 901-16th St., Bellingham, Wash.
 Daryl S. Wyatt, State Representative, Ferndale, Washington
 Charles A. Pedersen, State Representative, 1123 Meridian Road,
 Bellingham, Washington
 Homer O. Nunamaker, State Representative, 701 11th St., Bellingham, Wash.
 Vaughan Brown, State Representative, 1004 16th St., Bellingham, Wash.
 Virgil R. Lee, State Senator, 890 Market St., Chehalis, Washington
 Ray W. Sprague, State Representative, 701 N. Washington Street,
 Centralia, Washington

Arthur S. Cory, State Representative, P. O. Box 329, Chehalis, Wash.
 George R. Thompson, State Representative, 1411 Adams Ave., Chehalis, Wash.
 Department of Fisheries, Smith Tower, Seattle 4, Wash.
 Department of Game, Smith Tower, Seattle 4, Wash.
 Department of Highways, Transportation Bldg., Olympia, Wash.
 Director, Department of Conservation and Development, Olympia, Wash. (w/ml)
 Commissioner, Department of Public Lands, Olympia, Wash.
 Department of Health, Smith Tower, Seattle 4, Wash.
 Department of Agriculture, Smith Tower, Seattle 4, Wash.
 Director, Division of Progress and Industry Development, Olympia, Wash.
 Supervisor of Hydraulics, State of Washington, Olympia, Wash.
 Forest Supervisor, Mt. Baker National Forest, Bellingham, Wash.

Skagit County

County Commissioners, Mt. Vernon, Washington
 County Engineer, Mt. Vernon, Washington
 Skagit County Planning Commission, Mt. Vernon, Wash

Port Districts

Manager, Port of Anacortes, Anacortes, Washington
 Port Commission, Port of Anacortes, Anacortes, Washington

Cities

Mayor, Mt. Vernon, Washington	Mayor, Bellingham, Washington
Mayor, Anacortes, Washington	Mayor, Hamilton, Washington
Mayor, Burlington, Washington	Mayor, La Conner, Washington
Mayor, Everett, Washington	Mayor, Lyman, Washington
Mayor, Sedro Woolley, Washington	City Engineer, Mount Vernon, Wash.
Mayor, Concrete, Washington	City Engineer, Sedro Woolley, Wash.
City Council, Anacortes, Wash.	City Council, Hamilton, Washington
" " , Mount Vernon, Wash.	" " , La Conner, Wash.
" " , Burlington, Wash.	" " , Lyman, Washington
" " , Concrete, Wash	" " , Sedro Woolley, Wash.

Navigation interests

Northwest Towboat Association, Arctic Club, Third & Cherry, Seattle 4, Wash.
 Foss Launch & Tug Co., 660 West Ewing Street, Seattle 99, Wash.
 Foss Launch & Tug Co., Port Angeles, Wash.
 Pioneer Towing Co., Foot of Dawson, Seattle 6, Wash.
 Puget Sound Tug and Barge Co., 3414 Iowa Ave., Seattle, 6, Wash.
 Washington Tug and Barge Co., Smith Tower, Seattle 4, Wash.
 Waterman Towing Co., 1502 Harbor Ave. S.W., Seattle 6, Wash.
 Fremont Boat Co., 1059 Northlake, Seattle 3, Wash.
 Elliott Bay Tug Boat Co., 600 W. Spokane, Seattle 4, Wash.
 Drummond Lighterage Co., 3414 Iowa Ave., Seattle 6, Wash.
 Cornell Towing Co., 9807-31st S. W., Seattle 6, Wash.
 Pacific Towboat Company, Everett, Wash.
 American Tug Boat Company, Everett, Wash.
 Puget Sound Tug & Barge Co., Everett, Wash.
 American Pile Driving Co., Pier 2, Everett, Wash.
 Dan Lewis Towing Co., Everett, Wash.
 Wick Towing Co., Everett, Washington
 Peck Bros. Towing Company, Everett, Washington
 Cary-Davis Tug & Barge Co., Pier 59, Seattle 1, Washington
 Christofferson Marine Works, 8548 Dallas, Seattle 8, Wash.
 McCarty Marine Service, 2925 Fairview N., Seattle 2, Wash.
 Pete James Marine Service, 909 E. Northlake, Seattle 3, Washington

Puget Sound Towboat Co., 26th S.W. & W. Florida, Seattle 6, Wash.
 Bellingham Tug & Barge Co., Bellingham, Wash.
 Dunlap Towing Co., LaConner, Washington
 Gilkey Bros. Towing Co., Anacortes, Washington
 Coastwise Line, Spokane Street Wharf, Seattle 6, Wash.
 Puget Sound Freight Lines, Pier 53, Seattle 1, Wash.
 Masters, Mates and Pilots Assn., Local 90, Terminal Sales Bldg.,
 Seattle 1, Washington
 Masters, Mates and Pilots Assn., Local 6, Canadian National Dock, Seattle 4,
 Washington
 Puget Sound Pilots, Smith Tower, Seattle 4, Wash.
 Inland Boatmen's Union of the Pacific, Canadian National Dock, Seattle 4,
 Washington
 Fishermen's Cooperative Assn., Pier 66, Seattle 1, Washington
 Capt. Geo. S. Murch, U. S. Snag Boat W. T. PRESTON, Mt. Vernon, Wash.
 Halibut Producers Cooperative Association, 15th Ave. N.W. at Shilshole,
 Seattle 7, Washington
 International Fishermen & Allied Workers of America, 4124 Arcade Bldg.,
 Seattle 1, Washington
 Fishing Vessel Owners Assn., Pier 59, Seattle 1, Washington
 Pacific Coast Purse Seiners Assn., Pier 59, Seattle 1, Wash.
 Purse Seine Vessel Owners Assn., 547 East 94th St., Seattle 5, Wash.
 Deep Sea Fishermen's Union of the Pacific, 86 Seneca St., P. O. Box 45,
 Seattle 4, Wash.
 Association of Pacific Fisheries, 826 Skinner Bldg., Seattle 1, Wash.
 Northwest Marine Terminal Assn., J. D. Nelson Pres., c/o Alaska Steam-
 ship Co., Pier 51, Seattle 1, Wash.
 General Petroleum Corps., Everett, Washington
 Richfield Oil Co. of California, 2811 Broadway, Everett, Washington
 American Power Boat Assn., American Security Building, Washington, D.C.
 American Power Boat Assn. (Mr. Ira Hand, Chairman, Waterfronts Improve-
 ments Committee), 420 Lexington Ave., New York, N. Y.
 Isaac Walton League of America, National Headquarters, 31 N. State St.,
 Chicago 2, Illinois
 United Fishermen's Union of the Pacific, Puget Sound District, 406
 Bay Building, Seattle 1, Wash.
 Puget Sound Navigation Co., Coleman Bldg., Seattle 4, Wash.
 Black Ball Ferry Lines, Coleman Ferry Terminal, Seattle 4, Wash.
 Olympic Peninsula Ferries, Coleman Ferry Terminal, Seattle 4, Wash.
 Pacific Towboat Co., Anacortes, Wash.
 Foss Towboat Co., State & Darwin, Bellingham, Wash.
 Skagit Towing Co., Mt. Vernon, Wash.
 Inland Navigation Co., 1331 Third Avenue Bldg., Seattle 1, Wash.
 Otis L. Shively, 8733 Loyal Ave., Seattle 7, Wash.
 Purse Seine Vessel Owners Assn., P. O. Box 189, Anacortes, Wash.
 LaConner Fishermen's Cooperative Assn., LaConner, Wash.
 Otter Trawlers Union, Local 53, International Fishermen and Allied
 Workers of America, Pier 62, Seattle 1, Wash.
 The Marina, 118 West First St., Port Angeles, Wash.
 Wagner Tug Boat Company, 1723 Northlake Place, Seattle, Washington

Yacht Clubs

Everett Yacht Club, Everett, Washington
 Seattle Yacht Club, 1807 Hamlin, Seattle 2, Washington
 Queen City Yacht Club, 2608 Boyer Ave., Seattle, Washington
 Corinthian Yacht Club, 120 Lakeside Avenue, Seattle 2, Washington
 Tacoma Yacht Club, Tacoma, Washington
 Bellingham Yacht Club, Bellingham, Washington
 Bellingham Boat Owners Assn., So. Bellingham, Washington
 Bremerton Yacht Club, Bremerton, Washington
 Olympia Yacht Club, Olympia, Washington

Railroads

Northern Pacific Railroad, Smith Tower, Seattle, Washington
Chicago, Milwaukee, St. Paul & Pacific Railroad, White-Henry-Stuart
Bldg., Seattle 1, Washington
W. S. Lacher, Secretary, Association of American Railroads, 59 East
Van Buren Street, Chicago, Illinois (4 copies)
Great Northern Railway, King Street Station, Seattle, Wash.

Miscellaneous organizations and interests

Rivers and Harbors Committee, Chamber of Commerce, Seattle 4, Wash.
Chamber of Commerce, Anacortes, Washington
Chamber of Commerce, Mount Vernon, Washington
Chamber of Commerce, Sedro Woolley, Wash.
Burlington Chamber of Commerce, Burlington, Washington
Construction Aggregates Corporation, 28 N. La Salle St., Chicago,
Illinois
Washington Pulp & Paper Company, Port Angeles, Wash.
Standard Oil Company, Exchange Building, Seattle, Washington
Crown Zellerbach Corp., White Building, Seattle, Washington
Crown Zellerbach Corp., Port Angeles, Washington
Peninsula Plywood Corporation, Port Angeles, Washington
Union Oil Co. of California, 2901 Western Ave., Seattle 1, Wash.
North Coast Transportation Co., 8th and Stewart, Seattle 1, Wash.
Technical Information Branch, Office of the District Engineer, Seattle
District 4735 E. Marginal Way, Seattle 4, Washington
Knappen Engineering Company, 280 Madison Avenue, New York 16, N. Y.
Island Airways, Inc., 1514 E. 65th St., Seattle 5, Washington
Welts and Welts, Lawyers, Mt. Vernon, Washington

Newspapers and publications (news item only)

Spokesman Review, Spokane, Wash. Attention: Leon Starmount, Progress
and Travel Editor
Port Angeles Evening News, Port Angeles, Wash.
Post-Intelligencer, Wall Street and Sixth Avenue, Seattle 1, Wash.
Seattle Times, Fairview Avenue North and John Street, Seattle 2, Wash.
Seattle Daily Journal of Commerce, 83 Columbia St., Seattle 4, Wash.
Pacific Motor Boat, 71 Columbia St., Seattle 4, Washington
Pacific Fisherman, 71 Columbia St., Seattle 4, Wash.
The Marine Digest, 101 Canadian National Dock, Seattle 4, Wash.
Merchants Exchange, 814 Second Avenue Bldg., Seattle, Wash.
Pacific Marine Review, Hogs Building, Seattle, Washington
Shipping News, Inc., Smith Tower, Seattle, Washington
Pacific Builder & Engineer, Arcade Bldg., Seattle, Washington
World Ports, Paul Amundson, Editor, 418 S. Market St., Chicago 7, Ill.
Washington News Service, 1700 Eye St. N.W., Washington, D. C.
International News Service, P. I. Building, Wall & Sixth, Seattle, Wash.
Associated Press, Times Bldg., Fairview Ave. N. and John St., Seattle 2,
Washington
National Association of Engine and Boat Manufacturers, 420 Lexington
Ave., New York, N. Y.
United Press, Star Bldg., 1309 Seventh Ave., Seattle 1, Washington
West Coast Lumberman, 71 Columbia St., Seattle 4, Washington
Everett Daily Herald, Everett, Washington
Anacortes American, Anacortes, Washington
Anacortes Mercury, Anacortes, Washington
Burlington Journal, Burlington, Washington
Concrete Herald, Concrete, Washington
Puget Sound Mail, La Conner, Washington
Mt. Vernon Argus, Mt. Vernon, Washington
Mt. Vernon Herald, Mt. Vernon, Washington
Courier Times, Sedro Woolley, Washington

Postmasters (to post)

Anacortes, Washington
Burlington, Washington
Concrete, Washington
Hamilton, Washington
La Conner, Washington
Mount Vernon, Washington
Lyman, Washington
Sedro Woolley, Washington

Bay View, Washington
Clear Lake, Washington
Conway, Washington
Rockport, Washington
Marblemount, Washington
Everett, Washington
Bellingham, Washington

Attendance Record for Public Hearing

held at Mount Vernon, Washington

12 April 1949

<u>Name</u>	<u>Address</u>	<u>Occupation or Organization Represented</u>
M. H. Lee	R. 2, Mount Vernon, Wash.	Farmer
O. D. Gurrier	R.F.D. 3, Mount Vernon, Wash.	Farmer
Matt Bessner	R. 3, Mount Vernon, Wash.	Farmer
Robert Reedy	R. 3, Mount Vernon, Wash.	Farmer
Martin Talin	R. 3, Mount Vernon, Wash.	Farmer
M. Masters	Concrete, Wash.	Superior Portland Cement
Mrs. M. Masters	Concrete, Wash.	Housewife
Anna G. Grimison	Pier 66, Seattle, Wash.	Skagit River Nav. Co.
H. E. Grimison	" " " "	" " " "
John L. Nordmark	Anacortes, Wash.	Chamber of Commerce
James Dunlap	La Conner, Wash.	Dunlap Towing Co.
H. W. Parker	Mount Vernon, Wash.	Skagit Towing Co.
Guy Lowman	Bellingham, Wash.	Puget Sound Pulp
B. R. Sheriff	Mount Vernon, Wash.	Farmer
E. E. Bulson	Mount Vernon, Wash.	Farmer
Martin Tjerne	Stanwood, Wash.	Puget Sound Pulp & Timber Co.
Gust Lindstrom	Mount Vernon, Wash.	Farmer
Anton Shorno	R. 3, Mount Vernon, Wash.	Farmer
George Molenhouse	Mount Vernon, Wash.	Farmer
W. Hollis Merchant	Sedro Woolley, Wash.	Farmer
Ed N. Good	Mount Vernon, Wash.	Farmer
W. D. Good	Mount Vernon, Wash.	Farmer
Nestor Mason	Mount Vernon, Wash.	Farmer
Fred Albert	Mount Vernon, Wash.	Farmer
Donald Summers	R. 3, Mount Vernon, Wash.	Farmer
L. A. Campbell	820 S. 9th, Mount Vernon, Wash.	The Pictsweet Foods Inc.
F. A. Gross	Tulalip, Wash.	Indian Service
John Wylie	R. 3, Mount Vernon, Wash.	Farmer

<u>Name</u>	<u>Address</u>	<u>Occupation or Organization Represented</u>
R. W. Kaes	R. 1, Burlington, Wash.	Farm Bureau
Nels Nelson	R. 1, Mount Vernon, Wash.	---
N. Emmett Nelson	R. 3, Mount Vernon, Wash.	Farmer
F. J. Nist	406 Spokane St., Seattle, Wash.	---
Peter A. Lee	R. 3, Box 163, Mount Vernon, Wash.	Farmer
J. G. Smith	Mount Vernon, Wash.	Attorney for dike and drainage districts
C. O. Davis	Mount Vernon, Wash.	Farmer
P. A. Cornelius	Mount Vernon, Wash.	Skagit Dairy Assn.
Ted Lundeen	R. 3, Mount Vernon, Wash.	Farmer
Mrs. V. R. Fell	R. 4, Mount Vernon, Wash.	Farmer
Ored Oredson	R. 3, Mount Vernon, Wash.	Farmer
Alvin Thulen	R. 3, Mount Vernon, Wash.	Farmer
H. C. Hansen	R. 3, Mount Vernon, Wash.	Farmer
B. J. Clark	Corps of Engineers, Seattle, Wash.	Engineer
Albert Forbes	Mount Vernon, Wash.	Farmer
Harold C. Rowley	450 Spokane St., Seattle, Wash.	Dept. of Highways
H. O. Walberg	902 Orange St., Burlington, Wash.	County Road Engineer
John E. Woods	304 Ave. A, Snohomish, Wash.	Dept. of State Highways
Chas. E.T. Olson	R. 3, Mount Vernon, Wash.	Farmer
A. B. Wiseman	Concrete, Wash.	County Commissioner
Wallace Shaye	Anacortes, Wash.	County Commissioner
Carl Kallstrom	R. 1, Mount Vernon, Wash.	Farmer
Bert Heggen	R. 1, Mount Vernon, Wash.	Farmer
Curtis Johnson	R. 1, Mount Vernon, Wash.	
Joe Niderost	R. 3, Mount Vernon, Wash.	
Geo. S. Murch	Seattle, Wash.	Master, Corps of Engineers Snag Boat <u>Preston</u>
H. R. Abbot	R. 1, Mount Vernon, Wash.	Farmer; Dike Commissioner
A. G. Mosier	Sedro Woolley, Wash.	Civil Engineer

<u>Name</u>	<u>Address</u>	<u>Occupation or Organization Represented</u>
Arthur Nelson	R. 3, Mount Vernon, Wash.	
G. Hayward	181 King St., Seattle, Wash.	N. P. Ry. Co.
Gerhard Bengston	R. 3, Mount Vernon, Wash.	Farmer
Lowell Hughes	R. 3, Mount Vernon, Wash.	Farmer & County Commissioner
W. E. Watkins	R. 3, Mount Vernon, Wash.	Farmer
D. B. Larms	R. 3, Mount Vernon, Wash.	Farmer
J. O. Earp	575 Dexter Horton Bldg., Seattle, Wash.	Secy., N.W. Towboat Assn.
Noble Lee	R. 3, Mount Vernon, Wash.	Farmer
R. C. Meigs	509 Fairview N., Seattle, Wash.	Wash. State Game Dept.
Ole C. Eide	Stanwood, Wash.	Wash. State Game Dept.
A. B. Loft	Mount Vernon, Wash.	Chamber of Commerce
Joseph Tellesbo	R. 3, Mount Vernon, Wash.	Farmer
Tandy Wilbur	La Conner, Wash.	Swinomish Tribal Community, Mgr.
J. B. Hayton	Mount Vernon, Wash.	Farmer
P. J. Holte	R. 5, Mount Vernon, Wash.	Farmer
Harold P. Johnson	R. 3, Mount Vernon, Wash.	Farmer
Magnus Johnson	R. 3, Mount Vernon, Wash.	Farmer
Vilas Erickson	R. 1, Sedro Woolley, Wash.	Farmer
Frank Neble	R. 1, Sedro Woolley, Wash.	Farmer
Fred Hawkins	Mount Vernon, Wash.	Dike Comm., Dist. No. 1
Col. L. H. Hewitt	Seattle District Office Corps of Engineers, U. S. Army 4735 E. Marginal Way Seattle 4, Washington	District Engineer
Frank J. Marolich	do	Engineer
Ammie E. Bennett	do	Recorder
Elsie Anderson	do	Recorder

We, the undersigned, are in favor of the proposed project to dam Dry Slough and feel that it will be a great benefit to the farmland in the adjoining areas.

Charles E. T. Olson	Martin Talin	Gordon Good
Mrs. Gordon Good	Angelika Olson	Lowell R. Hughes
Evelyn Hughes	Howard Good	Eva Good
John Wylie	Ellen Wylie	Ronald F. Good
Alvina Crogstad	A. A. Moberg	Myrtle A. Moberg
Hilda Tronsdal	Emanuel Axelson	Grace G. Axelson
Russell Axelson	Magdalen Axelson	C. O. Davis
Hattie V. Davis	Nora Hastie	Lucille Axelson
H. B. Lee	Harry C. Hansen	Stephen Williams
Joseph Tellesbo	Julius Moe	Mrs. Julius Moe
A. B. Anderson	Mrs. A. B. Anderson	Henry Omholt
Inga M. Omholt	Olaf Hilde	Nester Mason
Edward Karlson	Mrs. Otto Larson	Robert Cooper
Lynn S. Thomeson	George W. Spahr	Perry M. Edler
Melvin Hanson	Harold J. Lee	Noble Lee
Mrs. Sadie J. Polstra	Robert Gidlund	Sanford Stuben
Jons E. Nelsen	Everett Carlin	Melvin Brodland
Harold P. Johnson	Carl Lorenzen	Louis Lange
Henry Rygg	Carl Spang	Clifford Lange
Peter Hanseth	William C. Smith, Jr.	James R. Hammock
Arne Olson	John Rindal	W. Brown
Ted Lundeen	Oscar Bromels	J. H. Hulbert
Emmett Nelson	Leslie Johnson	Phil M. Iverson
Grant C. Nelson	Olaf I. Iverson	James D. Solseth
Carl Danielson	C. H. Koenekany	Albert H. Gerriets

Exhibit 3

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Sivert Ranes

Elmer W. Johnson

Donald Danielson

Peter Nelson

John Tronsdal

Ivan Swanson, Jr.

Arnt Moen

Alfred Tellesbo

Nora Johnson

Gust Bonda

George Wolden

Hubert Johnson

A. C. Karlson

Exhibit 3

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To CONGRESSMAN HENRY L. JACKSON

To ARMY ENGINEER CORPS,
Seattle, Washington;

To CONGRESSIONAL COMMITTEE ON FLOOD CONTROL;

The undersigned respectfully show:

The undersigned are farmers and land owners in the westerly part of Skagit County, State of Washington. The land owned by them has been of the most highly productive land in this State. It is subject to flood and overflow. Its continued economic value depends upon control of the North Fork of the Skagit River and the maintenance of water level therein sufficient to enable this land to be drained with outlet into this river, and the maintenance of water levels in the river in such a way that adequate fall is had and gravity drainage is possible.

The North Fork of the Skagit River from the Hole-in-the-Wall near LaConner, being an entrance to Swinomish Slough, thence easterly upstream a distance of approximately two miles, has gradually so filled with silt that drainage of our lands with flood and surface water comes thereon has become impossible. It is imperative that some river changes be made under the direction of adequate engineering and that a solution be found for this very desperate situation either through change of the river course or dredging or other river work.

We respectfully ask that this matter be given your earnest and immediate attention to the end that through your help, combined with the assistance of local interests, a solution for this problem may be found and this very valuable land may not be completely lost.

Approved by Rexville Grange #815. Endorsed by following members:

Emanuel Axelson
Lloyd E. Summers
Gerhard Bengtson
O. D. Currier
Scott Armstrong
Mrs. Willard Larson
Mrs. Louis Bretvick
Mary Good
Mrs. J. N. Brown
Geo. E. Moore
Mrs. Clara Hansen
Mrs. Lula Good
Mrs. Abbie Axelson
Mrs. Evah Moberg
Mrs. Magnus Johnson
Elma Mae Good
Mrs. Amy Moore
Mrs. Joe Niderost
Mrs. Edward Summers
Chas. A. McCormick
Mrs. Wayne Ellis
Ruth R. McCormick
L. E. Jennings
W. A. Hurlbert
Rachel C. Hurlbert
Mrs. Genevieve Sibley
Mrs. Ada Kallstrom
Mrs. Joseph Fohn
Mrs. Anton Schorn
Mrs. Martha Summers
Mrs. Sadie J. Polstra

Harold Petersen
Wayne Ellis
Olga E. Summers
John N. Brown
Rolla L. Ritchey
Donald Summers
Maxwell G. Clark
Leroy Larson
R. W. Kaess, Sec.
Skagit County Farm Bureau
Magnus Johnson
R. C. Kondal
H. L. Willis
Curtis Johnson, Pres.
La C. Farm Bureau
C. W. Jennings
Howard M. Persons
Ed Alm
J. Lee Lindamood
Harold P. Johnson
Kenneth Armstrong
Lloyd L. Jennings
Peter A. Lee
Arthur Ring
George E. Peth
N. W. Bos
Nels Nelson
Bill Taylor
Louis Carlson
C. O. Davis

Leo Sallberg
Joe Niderost
E. D. Dean
Wm. N. White
H. E. Robertson
Guy McMoran
W. F. Berger
Henry Soderlund
Bert L. Haggen
A. R. Orrock
N. F. Pedersen, Rt. 1, Mount Vernon
Gerald Overway, Rt. 1, Mount Vernon
Sam Gram