

H.R. 3969 - The Horan Bill for a  
COLUMBIA INTERSTATE COMMISSION

The COLUMBIA RIVER is both an interstate and international river. It drains large areas of Western Montana, part of Wyoming, nearly all of Idaho and more than half of Oregon and Washington. It also draws one-third of its flow from British Columbia in Canada.

The COLUMBIA RIVER is a year-around stream. Its tremendous potentialities are interdependent upon coordinated planning to get the most of its benefits from its sources to its mouth. Developed to the fullest, it can bring 3,840,000 acres of new land under irrigation, insure an adequate water supply to 1½-million partially-thirsty acres, and develop some 45-million horsepower in electricity -- and still have water for navigation and other purposes.

The COLUMBIA INTERSTATE COMMISSION bill proposes to give the people who live in the Pacific Northwest States a full measure of control in determining the future development of this tremendous river system. At present, all policy decisions are made by Federal agencies; the people who live along the river's banks have no voice in their own future. The CIC would set up a Board, consisting of one man each nominated by the Governors of Montana, Idaho, Oregon and Washington and one named at large by the President, to supervise projects for river development. Policy would be determined by an Advisory Council of representatives from those four States and Wyoming.

The COLUMBIA INTERSTATE COMMISSION, under authorization from Congress, would utilize present Federal agencies to construct reclamation, navigation, flood control, pollution control, power generation and such projects as may be feasible and desirable in making the resources of the Columbia region available to the farmers and industries of the area.

The COLUMBIA INTERSTATE COMMISSION would encourage the growth of true private enterprise in the Pacific Northwest. It would not compete with existing private industries. It would make our resources available to new industries, to farmers and to veterans seeking a source of expanding economy.

The COLUMBIA INTERSTATE COMMISSION is NOT a "valley authority" scheme. It does not set up an autocratic Federal agency with power to regulate the economic life of the region. It does not enter the field of private enterprise. It halts the trend toward Federal domination of resource development and guarantees a full measure of States Rights to the Pacific Northwest.

The COLUMBIA INTERSTATE COMMISSION bill provides for full repayment to the U. S. Treasury of all Federal money borrowed or appropriated for development projects. It is not a scheme for milking the taxpayers. It provides for full payments in lieu of taxes to State, County and Municipal governments whenever such taxes would be applicable.

The COLUMBIA INTERSTATE COMMISSION bill would give statutory authority to the principle of the present Columbia Basin Inter-Agency Committee but would transfer the balance of control to the representatives of the States.

The COLUMBIA INTERSTATE COMMISSION would allow individuals to invest in the future of the Columbia region, by authorizing financing of feasible projects through bond issues, repayable at interest, as well as through appropriations from the Federal treasury.

The COLUMBIA INTERSTATE COMMISSION allows residents of the Pacific Northwest to determine for themselves the priority of project planning - to protect the forests, fisheries, navigation, grazing lands, mining areas and the like.

FEDERAL CONCENTRATION OF POWER has gone far enough. It is time to return to the residents of each natural region of the country a measure of decision over the development of their natural resources.

The COLUMBIA INTERSTATE COMMISSION is in the American tradition of doing things.

June 25, 1947

Congressman WALT HORAN  
5th Dist., Washington