DEPARTMENT OF THE ARMY
Walla Walla District, Corps of Engineers
Bldg. 602, City-County Airport
Walla Walla, Washington 99362

8 April 1968

JOHN DAY POOL RAISING

NOTE TO NEWS EDITORS:

As you know, the pool forming Lake Umatilla will be raised behind John Day Dam, beginning the morning of 16 April. It is expected the water will rise about one foot an hour.

For significant press coverage, BGEN Elmer P. Yates, North Pacific Division Engineer, and COL Robert J. Giesen, Walla Walla District Engineer, will open the first spillway gate, signifying resumption of the Columbia flow through the dam, at 0900 PST, WEDNESDAY, APRIL 17.

Press point is on the North (Washington) shore, on the downstream end of the navigation lock, reached from Washington Highway 12, upstream from Maryhill, Washington. (Turnoff clearly marked.)

Press packets will be available from Tex Witherspoon at the press point at that time. Excellent over-all camera angles from this point and others within walking distance.

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DEPARTMENT OF THE ARMY
Walla Walla District, Corps of Engineers
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Walla Walla, Washington 99362

8 April 1968

OPERATION "MOTHER GOOSE"

NOTE TO NEWS EDITORS:

The first helicopter delivery of salvaged Canada Goose eggs will be made to the Kennewick Wildlife Hatchery, beginning about 10:00 a.m., Thursday, April 11.

Press photographers are invited at that time and place, and may take any pictures at the game farm.

(This refers to story of salvaging unhatched Canada Goose eggs on shores and islands of the Columbia to be inundated by the John Day Dam pool raising on April 16.)

Map showing how to get to the hatchery is inclosed. Tex Witherspoon, Walla Walla Corps of Engineers, will be press-officer at the hatchery.

Tex Witherspoon
Walla Walla District
Corps of Engineers
(509) 525-5500

- - -

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8 April 1968

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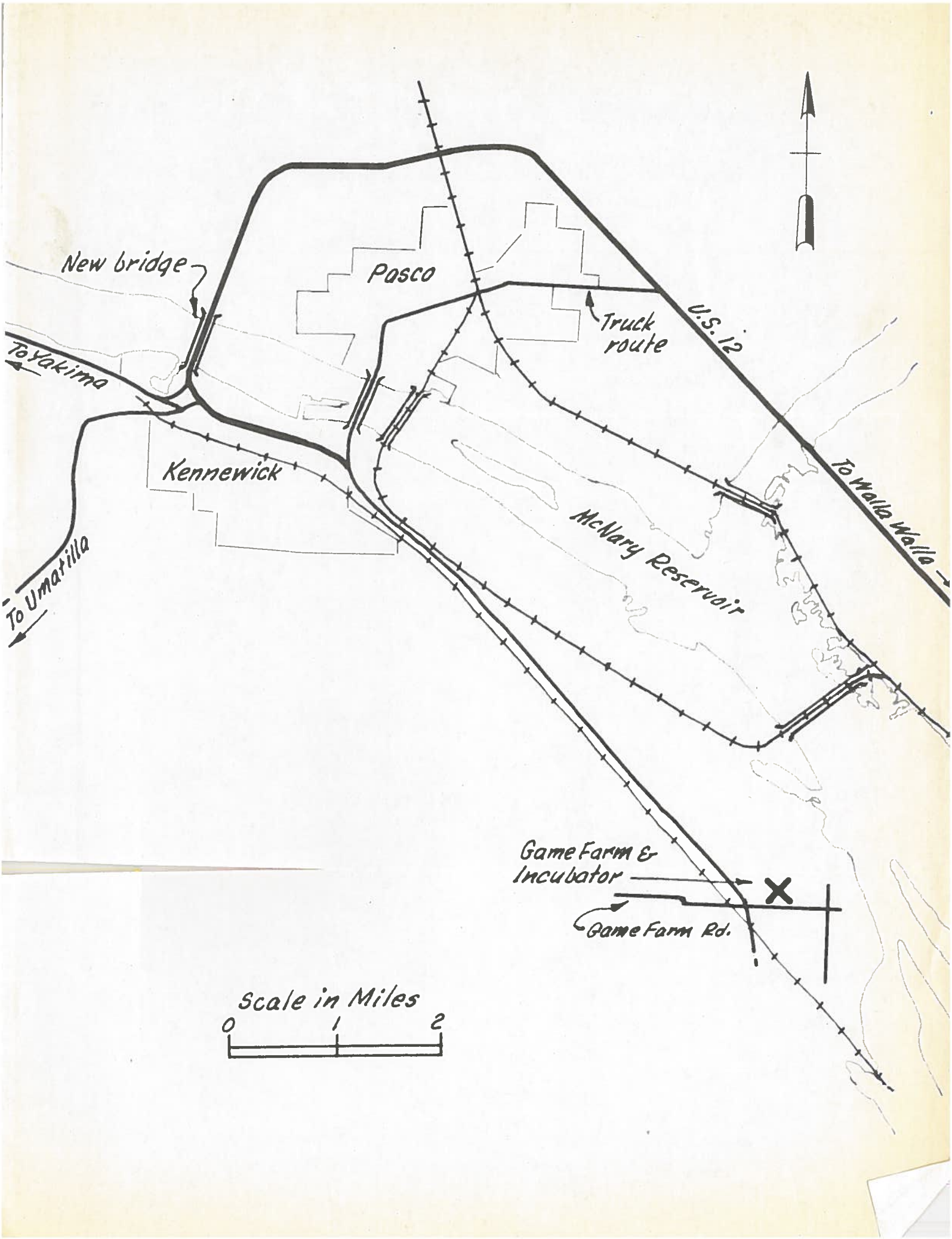
New bridge
Pasco
Truck route
U.S. 12
To Yakima
Kennewick
To Walla Walla
To Umatilla
McNary Reservoir
Game Farm & Incubator
Game Farm Rd.
Scale in Miles
0
1
2

DEPARTMENT OF THE ARMY
Walla Walla District, Corps of Engineers
Bldg. 602, City-County Airport
Walla Walla, Washington 99362

8 April 1968

PUBLIC SERVICE ANNOUNCEMENT

Campers, boaters, and sight-seers are cautioned against parking on the river banks or islands of the Columbia River between McNary Dam and John Day Dam, beginning April 16.

The John Day pool forming Lake Umatilla will fill very rapidly, and water will rise about one foot per hour.

This rise can trap vehicles, equipment, and people.

The public is advised to stay away from river banks and islands during the period of April 16 to 19, except on obvious high ground.

This warning is issued by the Walla Walla District Engineer, and the Coast Guard.

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DEPARTMENT OF THE ARMY
Walla Walla District, Corps of Engineers
Bldg. 602, City-County Airport
Walla Walla, Washington 99362

11 April 1968

JOHN DAY SNAKE WARNING

Corps of Engineers' personnel, State police, and county officers will be on hand to direct sight-seers to vantage points during the John Day pool raising, April 16-18.

The Walla Walla District, Corps of Engineers, has designated viewpoints and parking areas along the narrow Columbia River embankment from which the historic event can be observed.

North Shore:

Site #1 - Area immediately downstream of the navigation lock on the Washington side. This site offers the best view of the first passage of water over the dam at 0900 hours on 17 April 1968.

Site #2 - Roosevelt, turn off Washington Highway 12 at Roosevelt and proceed to the designated parking area near the ferry. After parking, sight-seers may walk down to the water.

South Shore:

Site #3 - John Day River interchange, proceed up the west bank of the John Day River to the designated parking lot situated in a cut on the bluff.

Site #4 - Blalock Canyon, parking and viewing area immediately off the interchange, between the UP railroad and Interstate 80N.

Site #5 - 1½ miles west of Arlington an area for off highway parking and viewing will be designated. This site can only be reached by west-bound traffic on Interstate 80N.

Site #6 - Arlington Island will be open to the public and can be reached by taking the Arlington turnoff on Interstate 80N.

Corps officials note that the rising water will cause whole families of rattlesnakes to migrate to higher ground, and warn the sight-seers to be particularly careful of this hazard at any time spent outside their automobiles.

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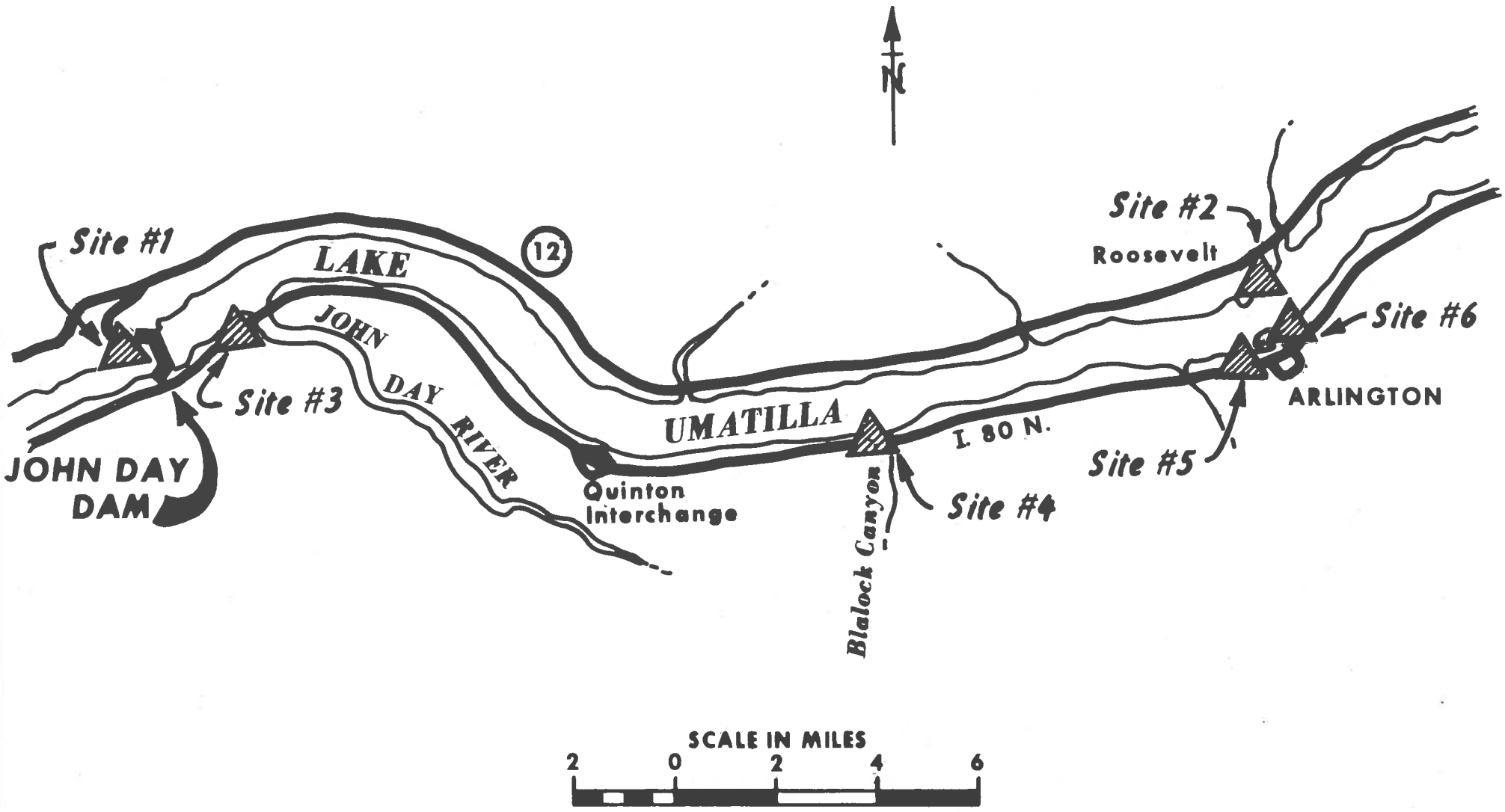
N
Site #1
LAKE
12
JOHN DAY RIVER
Site #3
JOHN DAY DAM
Site #2
Roosevelt
Site #6
ARLINGTON
UMATILLA
I 80 N.
Site #5
Quinton Interchange
Blalock Canyon
Site #4
SCALE IN MILES
2 0 2 4 6

DEPARTMENT OF THE ARMY
Walla Walla District, Corps of Engineers
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Walla Walla, Washington 99362

18 April 1968

NOTE TO NEWS EDITORS:

FIRST SHIP THROUGH JOHN DAY LOCK TO NEW LAKE UMATILLA

First transit of a ship upstream into the newly created Lake Umatilla behind John Day Dam will be the Coast Guard Cutter "BLUEBELLE." Lockage and passthrough is now scheduled for 10:00 a.m. PST, Sunday, April 21.

Original plans for rapid raising of the pool on 16-17 April went off exactly as planned. However, subsequent low river flows, resulting from cold weather and light snowpacks in the watershed, are now holding the rise (18 April) to around .3 foot per hour, causing Corps of Engineers and Coast Guard officials to extend the originally planned lockage for twenty-five hours.

Every indication is that river commercial transportation will resume on Monday, 22 April. The locks have been closed at John Day since the first of the year; liquid cargoes have been transferred around the dam by pump facilities.

Best photographic possibilities will be on the navigation lock itself, at the time indicated. Overhead photography may be made from the lock tower, reached by elevator, and from the lower lock wall, also reached by elevator at the downstream entrance of the lock. The lock is reached by Washington State Highway No. 14, about seven miles east of Maryhill.

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DEPARTMENT OF THE ARMY
Walla Walla District, Corps of Engineers
Bldg. 602, City-County Airport
Walla Walla, Washington 99362

23 April 1968

JOHN DAY LOCK OPERATIONAL

The navigation lock at John Day Dam, Columbia River, is now open to unrestricted navigation, the Walla Walla District, Corps of Engineers, announced today.

The lock was designed, built, and now placed into operation over this weekend, by the Walla Walla District. It is turned over to the Portland District of the Corps for operation, effective today.

Portland District will also assume operation responsibility for hydroelectric production as the huge structure begins generation, and will ultimately take over the entire project operation upon completion.

The $450,000,000 endeavor has been over twelve years in the planning and construction stage, and is due to put first "power on the line" to the BPA grid in June of 1968, and be finally completed in 1970 as a multipurpose project including flood control benefits, recreation, fish and wildlife areas, navigation, and power generation.

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DEPARTMENT OF THE ARMY
Walla Walla District, Corps of Engineers
Bldg. 602, City-County Airport
Walla Walla, Washington 99362

16 September 1968

NOTE TO NEWS EDITORS -- JOHN DAY DAM DEDICATION

Radio Section: The 'John Day Dam Dedication Network' will begin broadcast at 10:00 a.m. on the 28th, and will broadcast until the benediction concludes the ceremonies from the speaker's stand - estimated about 11:30, latest. If the ceremonies run past 11:15, the network announcer will fill with background voice until 11:30. Network announcer, nominated by Washington Association of Broadcasters, will be Don Meighan, KNDU-TV, Tri-Cities. He will sign on and off, with station identification each half-hour, and possibly fill at end, as previously stated. 'John Day Dam Dedication Net' will be fed to The Dalles phone central, where it will be available by wire to any station wanting such service from The Dalles. Sound jacks for taping will be available at the point previously noted in our last sketch. Stations order network service from Pacific Northwest Bell.

Television Section: Note attached program marked ** for photogenic possibilities.

Press Section: Western Union will have press printers in Press Headquarters Building; wire photo lab available in same building, with darkroom, red-light -- no trays or developers planned.

All Media: If President Johnson does NOT attend the dedication, the only change in press-handling will be lessening of security restrictions in Press Areas. As of this date, there is no definite go/no-go on the President's appearance at the dedication. Bus shuttle service between the activity areas and Press Headquarters will be continuous. A pick-up will be provided for heavy camera equipment, same routing.

(more)

Press kits and badges will be handed out at Press Headquarters. Each is numbered, and in the name of the people you requested to be accredited.

It is expected that your press coverage will probably be completed by about 1:30 at the latest.

Enclosed is a program schedule of events.

NOTE: It is possible the three Governors may have a very special newsworthy action on the speaker's platform shortly after 10:00 a.m. (Not definite, at this time.)

Enclosed is a windshield sticker for your car. More are available, if needed. These allow parking in Press Parking areas, only.

A section of reserved seats is being reserved, as previously noted, for overflow press and tape-radio section. These will be marked with red, corresponding to press identification ribbons in the press kits.

Press kits will contain a list of platform guests.

TEX WITHERSPOON

L. H. (Tex) Witherspoon
Chief, Technical Liaison Office
Walla Walla District, Corps of Engineers
Bldg. 602, City-County Airport
Walla Walla, Washington 99362
Phone area code 509, JA 5-5500, Ext 143

P. S. Word has just been received that the incoming telephone number at Press Headquarters, effective sometime during the week of 23 September will be through Rufus, Oregon, area code 503, 739-2304.

JOHN DAY DAM DEDICATION

PROGRAM

	8:00	Welcome to John Day Lock and Dam Lock and North Fish Ladder open to public Arlington and Boardman High School Bands Concert
	8:45	Concert, platform, area, by the Portland Sunset Chapter SPEBSQSA
**	9:30	Token water from 40 Columbia Basin Cities of Northwest and Canada, returned to the Columbia
	9:35	Concert by School Bands
	10:00	National Anthem
	10:05	Introduction of Platform Guests
**		Special Ceremony Govenor Daniel J. Evans, Washington Govenor Tom McCall, Oregon Govenor Donald W. Samuelson, Idaho
	10:30	Hail to the Chief - 21st United States Army Band
	10:35	Invocation
**		Remarks By Lt. General W. F. Cassidy, Chief of Engineers, U. S. Army United States Senator, Warren G. Magnuson, Washington THE PRESIDENT OF THE UNITED STATES, Invited
**		'Significant Events' - Speakers' Platform
		Benediction

Open House until 3:30 p. m. - Public Invited to tour Dam and Powerhouse

Seats Must Be Occupied By 10:00 a. m.

DEPARTMENT OF THE ARMY
Walla Walla District, Corps of Engineers
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Walla Walla, Washington 99362

DISTRICT NOTES BIRTHDAY

WALLA WALLA, WASH., 16 Oct 68: Planning honors for District employees who formed the original group of the Walla Walla Corps of Engineers in 1948, Corps officials said about 140 present employees or retired men and women will receive recognition certificates on November 1.

The Walla Walla District was formed to build McNary Dam, and came into existence through a general order by the Corps on the November date.

"In the twenty years since 1948, the Walla Walla District has had a payroll of over $140-million, and has placed contracts for over $1.335-billion," Colonel Robert J. Giesen, District Engineer said.

"In those twenty years, the Walla Walla District has placed one-tenth of the total expenditures of the entire Corps of Engineers, making it the largest district for public works placement in the Corps."

Almost 1,000 employees of the District will observe the November 1 birthday with an open-house at the Walla Walla headquarters, and a birthday cake in the afternoon, shared with city and county officials.

Current District construction projects include Little Goose and Lower Granite Dams on the Lower Snake River in Washington, and Dworshak Dam on the North Fork Clearwater River in Idaho.

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DEPARTMENT OF THE ARMY
Walla Walla District, Corps of Engineers
Bldg. 602, City-County Airport
Walla Walla, Washington 99362

31 October 1968

JOHN DAY NOMINATED FOR AWARD

The Pacific Northwest Council of the American Society of Civil Engineers, in their semi-annual meeting in Yakima on 28 October 1968, selected the John Day Lock and Dam as the outstanding civil engineering project of 1968 in the Pacific Northwest.

Each year the 116-year-old American Society of Civil Engineers holds a National contest to determine the outstanding civil engineering project in the country. ASCE divides the United States into fifteen regions and each region is allowed to select its outstanding civil engineering project.

Nominations for the annual National award are judged by a jury composed of editors of leading engineering magazines. Selection is based upon the engineering project that demonstrates the greatest engineering skill, and represents the greatest contribution to engineering progress and mankind.

For this project to be considered for National competition, it must be nominated by Mr. Austin Milhollin, Boise, Idaho, Director of Region No. 12 of the American Society of Civil Engineers. The Columbia Section of ASCE plans to submit its report on this project to Mr. Milhollin in about two weeks.

Recent winners of this award have been the St. Louis Gateway Arch, Glen Canyon Dam, and the Chesapeake Bay Bridge-Tunnel.

The John Day Lock and Dam project is a giant multiple-purpose dam on the Columbia River, being constructed by the Corps of Engineers. This

$450-million project will ultimately produce over 3-million kilowatts of power, complete the extension of slack-water navigation up the Columbia River, a distance of 215 miles, and provide flood protection for downstream areas.

Work on this project has been under way since 1958 and included the relocation of 140 miles of mainline railroad, 75 miles of highways, and the relocation or partial relocation of four towns.

The John Day project was dedicated by Vice President Humphrey on 28 September 1968. It is the largest project ever constructed by the Corps of Engineers, and will be the Nation's largest power-producing dam when it is completed.

The Columbia Section of ASCE, which is sponsoring the nomination of the John Day Lock and Dam project, has high hopes for its success in the National competition for "Outstanding Civil Engineering Achievement of the Year Award."

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FOR RELEASE BETWEEN 11 JUNE AND 14 JUNE 1960

U. S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
Bldg. 602, City-County Airport
Walla Walla, Washington

U. S. ARMY CORPS OF ENGINEERS TO OBSERVE ITS 185TH BIRTHDAY

Walla Walla, Wash., June 60.-

June 16th, the U. S. Army Corps of Engineers observes its 185th anniversary. The Corps dates its existence from the appointment by General George Washington of Colonel Richard Gridley as Chief Engineer of the American Grand Army, just before the battle of Bunker Hill in 1775. Since that date the Corps' chronology of important events has kept pace with the recognized historical events of the nation. Especially is this true within this great Northwest.

A little over a century and a half ago, 1804, two U. S. Army Corps of Engineers, Captains Meriwether Lewis and William Clark, pioneered a trail across rugged mountains and down treacherous river portages into the Northwestern wilderness, to the confluence of the Snake with the Columbia Rivers. From that last rest site on to the Pacific Ocean, the waters of the Columbia River became their trailway. Some sixty years later that pioneering trail was to become the pathway of a transcontinental railroad into the Pacific Northwest territories. Another score of years and the entire tier of northwest territories had gained population sufficient to see them admitted to the Union as states. Today, still another half-century later, the progressive picture within this broad inland empire is still in motion. However, a new impetus had been added to the development incentive - multipurpose dams.

Again it is the U. S. Army Corps of Engineers that is pioneering the development picture, this time as builders rather than trail blazers. From the tidewater head on the Columbia River at Bonneville Lock and Dam to the town of Pasco, Wash., some 200 miles upstream, a quartet of huge multipurpose river projects has not only

harnessed the hydroelectric potentiality of the mighty Columbia but has created as well a slackwater pathway from the Pacific Ocean into the very center of a vast inland empire. Another decade will undoubtedly see this slackwater pathway extended another 140 miles up the Snake River to the confluence of the Snake and Clearwater Rivers at Lewiston, Idaho, and Clarkston, Washington.

BONNEVILLE - FIRST OF MULTIPURPOSE EFFORTS

It is only fitting that Bonneville Lock and Dam, the first multipurpose project of the Corps of Engineers on the Columbia, should be named in honor of Captain Benjamin L. E. Bonneville, another early-day Army engineer. In 1832 Captain Bonneville pioneered an exploratory trail from the Missouri River into Oregon territory.

Development of the Columbia River at Bonneville, Oregon, was started in September of 1933. Located 40 miles east of Portland, Oregon, the $87 million Bonneville project was completed by early 1938 and began producing hydroelectric power for the region. But Bonneville added still another stimulant to the development surge of the Columbia River area. Bonneville Lock and Dam created a slackwater pool reaching upstream to above The Dalles. The pool inundated the barricading Cascade rapids and did away with the necessity of utilizing the obsolete Cascade locks necessary to river navigation above this point. Immediately a new multipurpose river benefit began to materialize. The dream of a navigable river and of low-cost water transportation from the ocean to the far inland reaches of the Columbia basin region began to take form.

By means of Celilo canal, completed in 1915, water navigation was possible upstream past The Dalles and Celilo Falls. Opening of the Bonneville Lock, however, spurred river navigation on upstream, past even the treacherous Umatilla rapids near the present McNary Dam site. In the six-year period from 1938 to 1943, over 3½ million tons of cargo passed through Bonneville locks. This was almost nine times the volume of the six preceding years. With each succeeding year the volume

continued to spiral upward. Umatilla rapids, however, remained the barricading hazard. It was therefore only logical that McNary Lock and Dam should be favored as the second multipurpose project to be undertaken by the Corps of Engineers on the Columbia River.

Located sixty miles downstream from Pasco, near the town of Umatilla, the $287 million McNary Lock and Dam was started in May 1947 and was completed ten years later in 1957. In late 1950, however, the McNary lock was opened under a temporary operations schedule, and by 1953 full navigation benefits were made possible when the McNary pool was raised and Umatilla rapids inundated.

McNary, with its sixty-mile long reservoir, activated another multipurpose benefit heretofore not fully realized - recreational benefits. With lifting of the McNary reservoir to operation level, not only was river navigation stimulated but recreational facilities and industrial port sites along the shore line began developing. Today numerous parks, boat launching ramps, and fast growing industrial sites dot the McNary Reservoir shoreline.

Meanwhile, downstream some 42 miles above Bonneville and 3 miles above The Dalles, Oregon, construction was started on The Dalles Lock and Dam, a $260 million Corps of Engineers multipurpose project, designed to produce over a million KW of hydroelectric power. Started in February 1952, The Dalles dam was completed in 1959. Slackwater navigation was again stimulated by the 25-mile long Dalles reservoir, reaching upstream to the mouth of the John Day River. As of 1959 there existed a slackwater pathway on the Columbia from tidewater head at Bonneville Lock over 70 miles upstream to the mouth of the John Day River. From here on upstream, a 70-mile stretch of fast water still existed between the John Day River and McNary.

SNAKE RIVER DEVELOPMENT STARTS

Meanwhile, in 1956, the first dam on the Snake River was gotten under way at Ice Harbor Dam site, 9 miles upstream from the Columbia confluence. Ice Harbor

Lock and Dam, a $125 million multipurpose Corps project, was the first of four authorized dams on the lower Snake that would ultimately extend slackwater from the confluence of the Snake and Columbia Rivers another 140 miles upstream to Lewiston, Idaho, and Clarkston, Washington. Thirty-two miles upstream from Ice Harbor is the site of the second approved Snake River dam - Lower Monumental. The third approved dam on the Lower Snake is Little Goose, at river mile 70.30, and the fourth, Little Granite, is at river mile 113. Each of the four dams is designed for initial hydroelectric capacity of 270,000 KW and an ultimate capacity of 540,000 KW. Each of the four dams is also designed to accommodate a navigation lock identical in size to The Dalles, McNary, and John Day Lock. To date only Ice Harbor has been assigned construction funds, but the three remaining dams have received allotments of planning funds.

Meanwhile, in 1956 construction funds were allotted for John Day Lock and Dam at river mile 215.6. John Day Lock and Dam was designed as a $400 million project designed to generate an initial 1,304,400 KW and with an ultimate hydroelectric capacity of 2,174,000 KW. John Day reservoir and lock will eliminate the remaining 70 miles of fast water between the headquarters ofThe Dalles reservoir and McNary. Its completion will see created a 335-mile continuous slackwater pathway from the Pacific Ocean jetty at the mouth of the Columbia upstream to above the Pasco-Kennewick area.

In addition to the $48 million expenditure for civil projects, the Walla Walla District Office during the fiscal year ending June 30, 1960, has expended over $32 million on military projects. These military projects include construction of airfields, runways and troop personnel accommodations at Mt. Home Air Force Base in central Idaho, Larson Air Force Base near Moses Lake, Washington, Malmstrom Air Force Base at Great Falls, Montana, and Glasgow Air Force Base, Glasgow, Montana. Because of the workload the latter two have recently been transferred to the

Seattle District of the Corps. In addition, the Walla Walla District has active contracts for more than $60 million ICBM Base Facilities in the vicinity of Mt. Home and Larson Air Force Bases.

It is indeed a bright picture that the Corps of Engineers' advance planning is developing within the Walla Walla District area, - a picture of further future development, further progress and further extension of the Corps of Engineers' comprehensive plan for the full development of the Columbia River and Snake River and its water resources.