YAQUINA RIVER AND TRIBUTARIES
OREGON

REVIEW REPORT

TRANSCRIPT
OF
PUBLIC HEARING

Held at Toledo, Oregon
27 April 1965

PREPARED BY
U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
JULY 1965

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PARTICIPANTS IN HEARING

HELD AT

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NAME	ADDRESS
Anderson, Alan D.	Newport, Oregon
Bates, Opal V.	Toledo, Oregon
Bell, Lowell G.	Newport, Oregon
Black, George O.	Portland, Oregon
Breese, Wilbur P.	Newport, Oregon
Busher, Sylvester C.	Toledo, Oregon
Campbell, Don R.	Corvallis, Oregon
Christiansen, Claus	Toledo, Oregon
Coxen, Betty J.	Toledo, Oregon
Dahl, Edward G.	Toledo, Oregon
Dahl, Lorene J.	Toledo, Oregon
Eggen, Harold A.	Newport, Oregon
Fieber, Dorothy E.	Toledo, Oregon
Gilstrak, Faye	Harlan, Oregon
Gilstrak, Ralph J.	Harlan, Oregon
Gruber, Matthew	Toledo, Oregon
Holt, Lavera	Newport, Oregon
Hooven, Edward F.	Corvallis, Oregon
Imler, Ralph H.	Portland, Oregon
Jaspers, Walter D.	Salem, Oregon
Johnson, Mrs. Hans M.	Toledo, Oregon
Johnson, Morris W.	Toledo, Oregon
Jones, Alfred J.	Toledo, Oregon
Knox, Sid	Seal Rock, Oregon
Larson, Philip J.	Newport, Oregon
Lashbaugh, Thomas M.	Newport, Oregon
Lawrence, Shirley A.	Toledo, Oregon
Lechner, Eula J.	Seal Rock, Oregon
Lemmon, Walter I.	Toledo, Oregon
Linden, Thor	Toledo, Oregon
Macomber, Ralph E.	Toledo, Oregon
Macpherson, Gordon L.	Waldport, Oregon
Miller, Harry R.	Logsden, Oregon
Miller, Mike	Siletz, Oregon
Mitchell, Millie E.	Toledo, Oregon
Moffitt, David S.	Waldport, Oregon
Montgomery, Ruby E.	Toledo, Oregon
Morrison, George W.	Toledo, Oregon
Olcott, Gordon W.	Salem, Oregon
Olin, Bert J.	Toledo, Oregon
Overholser, James L.	Corvallis, Oregon
Ralphs, H. H.	Salem, Oregon

NAME	ADDRESS
Roberts, Alvin L.	Toledo, Oregon
Rousseau, Rollie F.	Newport, Oregon
Rymery, Harold W.	Newport, Oregon
Sallee, Ernest W.	Newport, Oregon
Sams, Roy E.	Milwaukie, Oregon
Sanderson, Roy B.	Beaverton, Oregon
Scoville, Buell H.	Toledo, Oregon
Snow, Charles D.	Newport, Oregon
Spellman, Matt L.	Newport, Oregon
Stoevener, Herbert H.	Corvallis, Oregon
Stone, William C.	Toledo, Oregon
Trevillian, Wilma R.	Toledo, Oregon
VanSanten, George E.	Salem, Oregon
Wimer, Gerald W.	Salem, Oregon

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AT
TOLEDO, OREGON

27 April 1965

RECORD OF ORAL TESTIMONY
PUBLIC HEARING
YAQUINA RIVER AND TRIBUTARIES, OREGON
Toledo, Oregon

27 April 1965

COL. TALBOTT: If everyone is all set, we will open and follow now with this public hearing on the Yaquina River and tributaries in Oregon for discussion of the needs and desires for water resource development and general plan of improvement.

I am Colonel Talbott, Portland District Engineer of the Army's Corps of Engineers. I have with me several people here who will help me keep a good record of the proceedings today so that we will have a complete transcript of the hearing. Mr. Fred Ingram, Chief of Planning in the Portland District; Henry Stewart, Chief of Basin Planning; Jerry Belian, who is in the back; Mr. Rice and Mr. Closson are keeping a record of the hearing.

This hearing is being held to obtain and record an expression of views of all interested parties regarding potentials, needs and desires for water and related resource development in the area drained by the Yaquina River.

The Corps of Engineers has been authorized by the Congress to make a review of past studies on Yaquina River. Funds for initiation of this review study have been made available by the Congress. This hearing is the first step in that review study. It is your hearing. I'll say that several times in my introductory remarks -- I want to emphasize that it is your hearing. The work of the people in the Yaquina River with the Congressional delegation resulted in both the study authorization, which was made in 1947, and the present appropriation of funds. Your statements, as presented and recorded here, and you have two choices -- you can either come up and sit in a chair and use this mike, or you can stand right at the speakers stand and make your statement -- but I would appreciate it if those who have statements to make would put it into the microphone to make sure we have a full record of the hearing. Your statements, as recorded then, will be a guide to the Corps and other cooperating agencies in prosecuting the studies and this complete transcript of the hearing will accompany our report to the Congress when the study is completed.

Before going further, I would like to say a few words about the cards. Most of you have already received one of these cards and filled it out. I'd like to have the cards filled out by every person present to be sure we do have a complete record of who is here. We also get your names and addresses, or whether or not you have any particular statement

in case we later want to follow up by contacting someone who was present today. There is room on the card to write a brief statement if you do not wish to make an oral presentation, but you do have an opinion you'd like to explain. If you have not filled in the card and handed it in, please do so now. Is there anyone here who has not received one of the cards?

The flood control studies of the Corps of Engineers in the Yaquina River area began in 1936 under the authority of the Flood Control Act approved 22 June 1936 and an Act approved 1 July 1935. A preliminary examination was made as prescribed by law and was reviewed by the Board of Engineers for Rivers and Harbors. On the basis of that preliminary examination, a survey report was authorized 29 July 1937.

On 26 December 1940 the Corps submitted the survey report. The Corps had investigated the possibilities of providing suitable protection to tidal areas in the vicinity of Toledo and on Pooles Slough but found that the cost of the necessary work would exceed the benefits. The Corps did find that protection of land in the Mill Four District were justified. The plan provided for the closure of Boones and Nutes Slough by earth dams equipped with tide gates to take care of interior drainage. As a result of these recommendations, the closures of Boones and Nutes Slough were constructed in 1948.

The only work the Corps of Engineers has done in the area since that time is the 1955 emergency flood repair work to rehabilitate a levee and tide gate on Depoe Slough.

As requested by you and the Congress, when the review study was authorized, the review will reevaluate previous studies and reports on flood control. It will take into account both changed needs and conditions in the basin, and changes in Federal policy since the last studies were made. Of these changes, the latter are probably more important so far as the possibility of developing a justifiable project plan is concerned. Because of Federal legislation enacted since the last studies were made, we can now take into account up to seven potential project functions, depending on what we find appropriate, in consideration of your expressions today, when we formulate plans for water resource control and development. Originally we considered principally flood control. The possibility of serving additional purposes increases the possibility that a project or projects can be shown to be economically feasible.

The project functions which can now be considered include flood control, irrigation, power generation, water supply, water quality control, fish and wildlife enhancement and recreation. In considering all those functions, and in planning to satisfy needs in those fields, the Corps of Engineers will rely on the cooperation, advice and assistance of other Federal and State agencies, many of which, of course, are represented here today. We expect that the result will be to develop a framework plan for future water resource control and development. We

also expect to recommend for construction any projects which can be shown to be locally acceptable and economically justifiable.

Now let me re-emphasize. This is your hearing, your opportunity to help, by making a record of what you want and need from water and related resource control and development. The record of the hearing will be a guide to the Corps of Engineers and to other interested agencies in making the necessary review studies.

We will now go on with the hearing since I have completed that little bit of background. We will call on those who have indicated on their cards that they have some statement they would like to make. When you are called on, please speak into the microphone so we can get a good record, including your name and whatever group or organization you represent. If you have a prepared statement, you may read it or you may brief it, or you may submit it to us without any comment. At the end of the hearing I will have it read into the record. In any case, both your written statements and what you have to say will be made a part of the recording of this hearing. If you have any oral statement and don't have a written statement, don't hesitate to step right up and make your statement.

I will now call on the people who have indicated they would like to speak this morning. First, Mr. Alfred J. Jones, the Port of Toledo, here in Toledo.

MR. JONES: Thank you, Colonel. I do have a prepared statement and I would like to read it because many who are here will be interested in it also.

We appreciate this opportunity to appear before the U. S. Army Engineers Board to present some of our problems which arise from our work in administering activities on the Yaquina River and its tributaries. We also appreciate your interest in affording us the means of expressing some of our ideas on plans and needs which will improve the commercial, fishery and recreational potentials of this stream.

Our two most immediate needs, we feel, are a program of maintenance of the navigability of the river through the control and removal of debris, and the proper deepening and maintenance of the channels for its entire length.

The Toledo Port Commission has always encountered problems in keeping debris out of the Yaquina. In the past, extensive activities of loggers, many of whom used little care in their cleaning operations, were partially responsible for the condition. But this has not been a major factor in recent years as loggers became more aware of the problem and have cooperated with the Port Commission in river maintenance.

It is natural that a stream like the Yaquina would have considerable drift which must constantly be worked on to maintain navigation as well

as enhance it for recreational purposes. The river is affected by tides which sweep debris into pools and move it downstream on outgoing tides, and upstream on the incoming tides. Always these collections of debris move upstream further than they move downstream with the rising and falling tides.

This results in heavy concentrations of debris in the upper river especially, and in many cases the entire stream is blocked by logs, brush and trees which have fallen into the river from rain-soaked banks.

The Port Commission made a start in river cleaning and last summer employed, under contract, a firm which worked over a period of several months removing debris from the stream. Good progress was noted but there was hardly a dent made in the over-all project.

The storms and floods of December and January, of course, played havoc with all of our work. These left the Yaquina packed with debris of all sorts, ranging from clumps of brush to huge trees which fell into the channel and were swept downstream until they snagged bridges or shallows and created dams which in many places bridged the entire river.

Any clearance project on the river can never be completely solved unless some work is done also along the river banks. Part of the debris which is now causing us so much trouble, of course, is a thing that will continue to plague us. This is the problem of trees close to the river's edge which each winter, as rains soften the earth, often topple into the channel and eventually are swept into the stream.

A clearance project, to be effective, should include removing trees close to the river's edge which are likely to be dislodged and become a part of the debris problem.

We believe a program of maintenance in this area of river clearance is one which requires the help of agencies such as yours and one which should be carried on constantly.

Another phase of river clearance which should be corrected is that of removing the many "deadheads" or sunken logs. Many are not aware of the seriousness of this problem since the logs are covered by water and are not seen. But they are numerous and a hazard to commercial navigation as well as to the recreationist. Over a period of many years these sunken logs have been accumulating. They have come from lax logging operations in days past and broken log rafts through the years until today it would be nearly impossible to count them. Certainly they limit the full utilization of the Yaquina, both commercially and recreationally and they are a problem which demand attention.

In many places, too, on the upper river especially, there are many piling standing near the bank and frequently along the deeper channel which should be removed. These, too, were driven in years past at sawmill

locations to create holding ponds, or they became dolphins for log rafts. None has been used in years. And these should be removed not only to improve the scenic value of the stream but to enhance the safety of those using it.

Another area of improvement which is a continuing one and one which is tremendously important to the economy of the region is the maintenance and deepening of the river channel between Toledo and Newport.

The Corps of Engineers has been tremendously cooperative in the past with this project and from time to time send dredging crews here to remove silt from the channel.

Traffic on the river, if anything, is heavier today than in the past as our industries use the Yaquina to bring in and ship out cargos. For instance, Georgia-Pacific Corporation receives its fuel oil from ocean-going barges which come to Toledo from the Bay Region of California and the same firm, for the past several months, has been bringing the chips for its pulp and paper plants from other ports along the Oregon coast.

Large ocean barges loaded with up to 1,200 units of chips each trip have been arriving at Toledo on a schedule of two per week. In addition, local mills such as Cascadia Lumber Co. and Guy Roberts Lumber Co. ship a great deal of lumber via ocean barges which for economic reasons must be loaded at the Toledo docks.

For this reason we would like to ask the Engineers to consider regular maintenance of the channel to required depths and indeed deepen it in some areas in order that the ocean barge traffic can use the river without fear of encountering the difficulties of grounding their craft in shallow spots.

Recently members of the Port of Toledo authorized a proposal that a request be made to your agency to deepen the channel to 12 feet at low water for the entire stretch between Toledo and Newport so that barge traffic might develop and increase. Such a project would materially help the economy of the area through increased shipping and the resultant employment.

Again let me say that we appreciate this opportunity to talk to you people and to discuss our problems with you. Thank you. I have some copies of this I will hand in.

COL. TALBOTT: Next I would like to call on Mr. Bert J. Olin who is also with the Port of Toledo.

MR. OLIN: Thank you, Colonel Talbott. My interests are, of course, in the Port of Toledo. My interests also lie in the use of the existing Toledo Airport and its extension program which we have coming in the next few years.

During the last period when they were dredging the river, in 1955, north of the Georgia-Pacific site there was a large amount of dredging in the area now which is adjacent to the airport. At that time the program for the airport construction was not known so we didn't utilize the spoilage from the dredging in the area in which we do now have the airport.

The existing airport is much too small for the aircraft that will be used by the Georgia-Pacific Corporation, and we have desires of extending this airport. The airport is owned by the Board of Aeronautics and is 1,810 feet long. We wish to extend this airport to 3,300 feet so that it could be used by large aircraft.

In the area south of the airport approach and on the north side we would be extending both ends and we could use in the vicinity of 200,000 cubic yards of sand or dredging material from the river. I wish it could be in the record that this area is in great need for the people who use the airport and that when you are doing some dredging, you could consider this area for your spoilage which would be of great importance to the development of the airport. Thank you very much.

COL. TALBOTT: Thank you, Mr. Olin. Incidentally, there is no particular reason for the sequence in which I am calling on these individuals. If anyone wants to speak early because of some other appointment, we would be glad to consider requests. Mr. Alan D. Anderson, Georgia-Pacific Corporation.

MR. ANDERSON: I represent the Georgia-Pacific Corporation, Paper Division here in Toledo. I would like to make a brief statement.

We of the corporation are interested in the Yaquina River and its tributaries for industrial use, primarily. We are interested in being able to use the river below for shipping, transportation facilities, but we are primarily interested in it as a water resource. Our present permit allows us the use of 13 million gallons per day from the tributary of Olalla Creek. At the present time we are in short supply with this quantity of water. Of course, for record purposes, we wish to state that our future requirements may be as much as double this 13 million gallons, or a total of 26 million gallons per day.

We are willing to work with the Corps of Engineers or any other State or local agencies to obtain the best utilization of the water resources in this area.

That is about all we have to say now, and we wish to thank the Engineers for the opportunity to speak.

COL. TALBOTT: Thank you, Mr. Anderson. Mr. Walter Lemmon. -- Dr. Matthew Gruber.

DR. GRUBER: Thank you, Colonel Talbott. I have a prepared statement which I will leave with you, but I would like to read it at this time.

As an introduction, I am Dr. Matthew Gruber of Toledo, presently a member of the Lincoln County School Board and Chairman of the Toledo Citizen's Committee. I am a former member of the Toledo City Council and of the Toledo Port Commission and have been interested and active in the development of the Toledo area for the past 12 years. I present this summary as a preface for the following statement concerning the use and development of the Yaquina watershed.

The Yaquina River has long been a navigable waterway reaching at one time to Elk City and bringing ocean going vessels to Toledo. In the past 15 to 20 years ocean-going shipping by barge has brought a resurgence of shipping both to and from Toledo and vicinity. The increased importance of barge shipping to Hawaii and beyond and the larger size barges recently built for this trade will necessitate a reexamination of the present channel design to Toledo and even beyond. With the railhead at Toledo and the service of a full capacity Southern Pacific rail line running parallel to the river for several miles of potential commercially navigable waterway upstream, I feel that the future planning should recognize future industrial and shipping expansion along the Yaquina River. This planning should include a channel of 14 feet to Toledo and at least a 10 foot channel above Toledo. I feel it is of utmost importance that future channel construction and maintenance be coordinated with planned development of industrial, recreational and ship loading sites to make the most economical use of dredgings from the river. By this program the money spent for improved navigation on the river would best benefit the area and return the most benefits for the money invested by local and Federal government and the future investment of private capital.

I would like to speak briefly on a second aspect of waterway development -- namely, water storage or impoundment.

The navigation on a tidal river is affected mainly by the rise and fall of the tides but also by sustained runoff which assists in maintaining minimal navigable depth of the channel and assists in sustaining current to keep the channel scoured. The Yaquina River, running some 40 tortuous miles inland, should be examined for the possible damming of it or its tributaries to provide recreational, domestic, industrial and runoff control storage areas for the water which blesses us in ample quantity in the winter months but too often withholds its blessing from us for 2 or 3 months in the summer. With such impoundment of water, the Yaquina River basin could well be developed to provide water for industry which provides jobs, water for the shipment of products produced by these industries, water for the use of the people who live here and water for recreational use of all the people of Oregon and the tourists who may visit us in increasing numbers in the years ahead.

I speak mainly for the upper river development because I am sure that the Port Commission of Newport and others will speak well for the harbor itself. However, the short transit time across the Yaquina bar and the short turnaround time in the Yaquina harbor and the new harbor improvements will, I am sure, encourage greater use of this convenient harbor and its facilities.

I would like to thank you for the opportunity to express these ideas at this hearing and it is my hope that the full potential of the Yaquina River and the harbor will be kept in mind in any future planning or work for this area. Thank you.

COL. TALBOTT: Thank you, Dr. Gruber. Mr. Walter D. Jaspers, U. S. Public Health Service.

MR. JASPERS: Colonel Talbott, ladies and gentlemen. My name is Walter Jaspers and I represent the U. S. Public Health Service, Division of Water Supply and Pollution Control.

We appreciate this opportunity to express our interest in potential water resource development in this area, and particularly our willingness to assist the Corps of Engineers in the water supply and water quality aspects of the Yaquina and Beaver Creek studies.

The interest of the Public Health Service in water resource development stems from the responsibility delegated by the U. S. Congress for the formation of a comprehensive water supply and water quality management plan for the Columbia River Basin and adjacent coastal areas. This plan will be part of the over-all water resource development plan of the Pacific Northwest and the Nation.

The water supply portion of the management plan involves determination of present and future water requirements for municipalities and industries, and the development of engineering recommendations to meet such requirements.

The water quality portion of the management plan is being developed to protect and control the quality of the region's water resources. It includes first the determination of the requirements for treatment or control of pollutants produced by the municipalities and industries; second, the identification of agricultural, forest range and other land-use practices which adversely affect water quality and determination of what measures can be taken to control these detrimental effects; and third, determination of needs for the regulation of streamflows, particularly the augmentation of low flows to safeguard and enhance water quality.

Our effort to develop a comprehensive plan by necessity is carried out in cooperation with other Federal agencies, with State and interstate agencies, municipalities and industries, and with other organizations or persons concerned with water resource development.

As a part of our over-all program, the Public Health Service, when so requested, acts in an advisory capacity to Federal construction agencies in determining the water supply and water quality control requirements that could be met from proposed reservoirs in their various study areas. We have acted in such an advisory capacity on a number of Corps of Engineers projects throughout Oregon, Washington and Idaho, and we are prepared to assist the Corps in their Yaquina and Beaver Creek studies. Thank you.

COL. TALBOTT: Thank you, Mr. Jaspers. Next, Mr. Rollie F. Rousseau, Oregon Game Commission.

MR. ROUSSEAU: Colonel Talbott, ladies and gentlemen. My name is Rollie Rousseau. I am the District Fisheries Biologist with the Oregon State Game Commission stationed at Newport. I have a statement here I would like to read.

The Oregon State Game Commission is vitally concerned with the Yaquina River and the fish and wildlife resources which they produce.

The Yaquina River system contains excellent populations of coho salmon or silver salmon, steelhead and above-average runs of fall chinook salmon and cutthroat trout. A sizable run of shad also enters the Yaquina River system. The bay contains an abundance of bay and ocean fishes, and angling is very popular for these species. Sport salmon fishing in and around the mouth of Yaquina Bay during the summer months has developed into one of the most important fisheries on the Oregon Coast.

The wildlife resources of this basin are also important to the State of Oregon. Big game animals, which include black-tailed deer and Roosevelt elk, are common. Waterfowl utilize the area, especially wintering concentrations at Yaquina Bay where they provide some hunting.

The Oregon State Game Commission will cooperate with the Corps of Engineers and all other agencies in any studies undertaken in the stream basin. We have recently completed an intensive study of fish and wildlife water requirements of the Middle Coast Basin in cooperation with the State Water Resources Board. Our report is in the process of publication and will be made available to the Corps of Engineers as soon as it has been printed.

COL. TALBOTT: Thank you, Mr. Rousseau. Next, Mr. Roy E. Sams, Fish Commission, State of Oregon.

MR. SAMS: Colonel Talbott, ladies and gentlemen. I am Roy Sams, biologist for the Oregon Fish Commission, Portland.

The Fish Commission of Oregon has a statutory responsibility for the protection, preservation, propagation and development of anadromous, food

and shell fish within the state and within waters over which the state has joint or other jurisdiction. It is in the interest of fulfilling this responsibility that we are represented at this public hearing. Although we are not aware of any water resource development proposed for the Yaquina River and its tributaries, we are vitally interested in any such proposals which may be presented at this meeting. Our only interest in any proposal would be in its possible effects on the fishery resources since we know of no water development project which has not in some way affected the resource under our jurisdiction.

Anadromous, food and shell fish present in the Yaquina River system are coho and chinook salmon, steelhead trout, shad, oysters and clams. The exact size of the runs of the various species of anadromous fish is unknown, but fish produced in the Yaquina River system are considered to be of significant importance to both the sport and commercial fisheries. On the basis of spawning ground counts, our field biologists state that coho salmon production in this river system is believed to be as good, relatively speaking, as the Alsea system. The Alsea River system, about 2.5 times larger than the Yaquina from the standpoint of linear stream miles, produced a calculated adult coho salmon escapement of 80,000 fish to the river in 1951. This calculation was based on a tagging study conducted to estimate the size of the population of coho salmon available to the commercial fishery in the Alsea system. We are pointing this out just to give you some idea of the importance from our standpoint of the Yaquina system.

Good numbers of perch, flounder and rockfish are present in Yaquina Bay and make a significant contribution to the sport fishery. The bay also supports the third largest commercial production of bay clams in Oregon, and the personal-use harvest is estimated to be at least five times as large as the commercial harvest. Yaquina Bay is the only bay in Oregon producing significant numbers of native oysters. In addition to the native oysters, two varieties of Japanese oysters are grown by commercial interests. All of the above species could be affected by water resources development programs.

We appreciate the opportunity to participate in this hearing and to state our interests in potential water development plans of the Yaquina River system. Should it be needed at some time in the future, we will be glad to supply more detailed information regarding the fishery resources of this river system.

COL. TALBOTT: Thank you, Mr. Sams. I believe that a Mr. Edward G. Dahl has indicated that he wants to ask a question.

MR. DAHL: Not right now.

COL. TALBOTT: All right, but we will be glad to answer any questions. If the hearing raises any questions to anyone's mind, we are available whether the hearing is going on or not to answer them, so don't hesitate

to contact us. I would next like to call on Mr. Ralph H. Imler, U. S. Bureau of Sport Fisheries and Wildlife.

MR. IMLER: I am the Field Supervisor for River Basin Studies in the Portland Area for the Bureau of Sport Fisheries and Wildlife. The statement which I am presenting here is to cover both the Yaquina River and Beaver Creek hearings.

The conservation and administration of the nation's fish and wildlife resources is the accepted responsibility of the state conservation agencies and the U. S. Fish and Wildlife Service. The Fish and Wildlife Service is made up of two agencies - the Bureau of Sport Fisheries and Wildlife and the Bureau of Commercial Fisheries. Through the Fish and Wildlife Coordination Act, our service and the state agencies have this legal obligation to review proposed water development projects and to ascertain effects that such projects would have on fish and wildlife. In meeting this obligation, investigations are made to determine project effects on fish and wildlife and to recommend measures for protection, development and improvement of the resources in connection with these project developments.

I have several paragraphs following here which deal with the naming and importance of the fish and wildlife in these areas, but this is repetitious of what the state representatives have already given so I see no need to read that part. It will be part of the presented paper.

I would like to mention that until such time as a definite water resource development project is proposed that our Bureau can only help in pointing out the value of the fish and wildlife resources of the Yaquina River and Beaver Creek, and the need for conserving and developing these resources. We would expect to work in cooperation with the Corps and the state agencies in preserving these resources. If it is found desirable to undertake water resource development plans for Yaquina River or Beaver Creek, our Bureau will cooperate with the Corps of Engineers in developing plans comparable with the above described fish and wildlife resources. Our investigation of proposed projects will be undertaken in cooperation with the state agencies.

COL. TALBOTT: Thank you, Mr. Imler. We have one statement submitted to us which I will now ask Mr. Stewart to read into the record.

MR. STEWART: In addition to the one statement which was submitted, we have a few comments on cards which I believe also should be read into the record, Colonel. I will go through those first.

The first one is not a comment, it's a question -- Wish to have an idea of what will occur at the meeting at Beaver Creek tonight.

Our answer to that is that we expect it will be a hearing very similar to this one, in which we will state the purpose of the hearing

and obtain a record of what the people at that hearing wish to have us study as a part of the Beaver Creek study.

The second, a note on the card from Mr. Charles D. Snow -- Any project undertaken should incorporate adequate protection for the natural resources and water use protection.

A statement from Mr. Wilbur P. Breese -- I am interested in the future of the Yaquina watershed as it may affect the future of the Marine Science Center located at South Beach, Oregon.

Ruby E. Montgomery -- As a fisherman, I'd like the deadheads and trash removed.

Mr. Morris W. Johnson -- Is in favor of anything that is good for the whole community.

Mr. Don R. Campbell -- From the U. S. Forest Service, Corvallis. Will prepare a statement later if deemed desirable.

Mr. Gerald Wimer of the Oregon State Highway Department states: Our Department would want to be advised of any proposals affecting our facilities and be given an opportunity for reviewing plans to accommodate our facility.

Shirley A. Lawrence -- Requests more drainage for Depoe Slough.

Lowell Bell of the Soil Conservation Service -- I am interested in any drainage that would be of benefit to the county or community.

Mr. H. Ralphs of the Soil Conservation Service -- The SCS is interested in supporting water development and management on the Yaquina insofar as the landowners are interested. There is a need for optimum agricultural development.

Mr. Philip Larson -- States that the water resources of Lincoln County should be protected but within reasonable limits.

Mr. William Stone -- Interested in proper watershed control, water quality, water supply for domestic and industrial use; and navigation.

The State Water Resources Board has submitted a statement by Mr. Donel J. Lane which I will read --

The State Water Resources Board appreciates the opportunity of expressing its views concerning the proposed review study by the Corps of Engineers on the Yaquina River and its tributaries. As specific project proposals become finalized our board will be called upon for official comments as the reviewing agency for the State of Oregon. While it is premature to make official comments, we do offer a few general observations concerning the proposed study at this time.

The State Water Resources Board is concluding its own investigation of the Mid-Coast Basin which includes the Yaquina River and tributaries. The board's investigation was undertaken to study existing water resources of the basin, to determine means and methods of conserving and augmenting such resources and to determine existing and contemplated needs of water for domestic, municipal, irrigation, power development, industrial, mining, recreation, fish, wildlife, and pollution abatement as well as flood control and drainage.

Upon conclusion of the investigation the board's report, order, and supplemental data prepared in accordance with ORS 536.300 in the matter of formulating an integrated, coordinated program for the use and control of the water resources of the Mid-Coast Basin, will be made available to the Corps of Engineers.

Some of the data pertinent particularly to the Yaquina River and tributaries being considered by the board are as follows:

1. Although average annual yield of the Yaquina Basin is about 780,000 acre-feet, low summer flows are not adequate to satisfy all of the existing water rights.

2. The City of Toledo and its major water-using industry have found it necessary to go outside the Yaquina Basin for their main source of water.

3. Olalla and Mill Creek low summer flows are inadequate to meet all existing water right demands.

4. Big Elk Creek low summer flows, in critical water years, may be inadequate to meet all existing water right demands.

5. Insufficient precipitation and streamflow records on most streams make it necessary to determine streamflow by correlation.

6. Studies are in progress to determine the feasibility of obtaining additional municipal and industrial water from Beaver and Drift Creeks to the south.

7. The Oregon State Game Commission has recommended that minimum flows to protect anadromous fish passage be established in the amount of 10 cubic feet per second on the Yaquina River and in the amount of 6 cubic feet per second on Big Elk Creek.

8. A joint study with the U.S. Department of Agriculture shows 900 acres being irrigated and 4,500 acres of additional irrigable land in the basin.

9. Additional summer flows in the amount of 86 cubic feet per second would be required to fully develop the irrigation potential and

meet the requirements for municipal, industrial and fish life uses to 1985.

10. Flood damage to 1,500 acres occurs annually to land on Boone Island, along Beaver Creek, Olalla Creek, Pooles Slough and around the Toledo industrial area.

11. Multipurpose storage is needed in the upper reaches of the Yaquina River, Big Elk Creek and Depoe Creek.

The Lincoln County Water Resources Committee has provided valuable contributions to the board in their investigation. We assume the county committee would willingly contribute to the Corps review study of the Yaquina and its tributaries.

That is the end of the Board statement. -- I have some additional cards with comments which I will read at this time.

Mr. Mike Miller -- States he is for improvement to the rivers and bays.

Mr. Buell Scoville -- Interested in clearing stream for fish life. Removing drift and debris.

Mr. Ernest W. Sallee -- Would like to see some sort of flood control in this basin because of loss we incurred in last winter's flood.

Betty J. Coxen -- As one of the many fishermen, the problem of debris and deadhead are a constant hazard to our recreation area. Since the increase in this type of recreation, I feel some means should be made to eliminate this hazard.

Matt L. Spellman -- In favor of development of King Slough. Supply of fresh water, boating, homes, road on fill across mouth of slough.

COL. TALBOTT: Does anyone else have any statement he would like to have read into the record? Mr. Sid Knox from the Lincoln County Water Resources Committee.

MR. KNOX: Colonel Talbott, ladies and gentlemen. I have no written statement, but at the present time Lincoln County is making a water resource study of the county in coordination with the State Water Resources Board. We hope that this will be completed within the next two months. It is coordinated with the Mid-Coast Basin study on which there will probably be a hearing within the next month --there has not been a date set definitely -- and I wish to say that as soon as this study is completed we will certainly get all of the information we have gathered on water use and water resources to the Corps of Engineers.

We are greatly concerned because from this study, although I cannot say what the final will be, we do know that many streams, and the Yaquina

is one of them, are presently over-appropriated. I think that this will probably show the people of Lincoln County what we are facing in water use, and it appears that to continue development and to keep the stream level up, it will be beneficial and help fish and wildlife and recreation. But we are definitely going to have to consider storage and dams with reservoirs on some of the streams in Lincoln County.

I intend to be at the Beaver Creek hearing tonight and I will present a written statement at that time.

COL. TALBOTT: Thank you very much, Mr. Knox. Mr. Thomas M. Lash-Laugh.

MR. LASHBAUGH. I am Tom Lashbaugh of the Port Commission, Port of Newport. As I understood, this meeting was mostly for conservation and flood control on the upper river. It wouldn't affect the Newport area too much, but as it's swinging into the navigation and the use of the low river quite a bit, we are definitely interested. We are doing all we can in the bay area for development and anything that includes the upper river ultimately affects the lower area. I have worked with Al Jones before on some of these, and I think the cooperation of the two port areas helps in the development. If there's anything the Port of Newport can do in cleaning out these deadheads and these old bylands that have been deserted years ago, we will certainly help all we can on it.

The deep water traffic into the Yaquina Bay, I believe, affects all the area in Lincoln County and even Benton County and other areas, and it is tied in -- the more that it is developed the more it is tied in with the upper river and shipping. As Al explained, these seagoing barges seem to be expanding and as I understand, they are going to start sending these seagoing barges as far as the Gulf, and maybe to the East Coast in the future. It is hard to say -- that is up to the shipping companies to develop.

The debris that comes down the river and settles -- these deadheads -- are a definite hazard to the larger barges. We had the Olson tug, the Gene Nelson, going out with a barge after they had unloaded oil at the G-P paper mill. They were taking off for the Columbia River to load lumber on the barge and go back to California. They hit a log outside and did some $25,000 damage to the vessel, and things like that don't pay off too well. If they can be eliminated it would sure benefit the area.

COL. TALBOTT: Thank you very much, Mr. Lashbaugh. I might expand on Mr. Lashbaugh's comments just to point out that he's correct. The authorization we have is not primarily navigation, but rather flood control, irrigation, power generation, water supply, water quality control, fish and wildlife enhancement and recreation. Where the comments had to do primarily with navigation, that's generally covered under a separate study. I did not want to discourage anyone, so we wanted a full statement

of what the desires of the people in the community are. I wanted all of those statements into the record, but Mr. Lashbaugh understood the situation correctly.

Are there any other statements anyone desires to make? Mr. Dahl?

MR. DAHL: The only thing I was interested in was the Depoe Slough drainage district and flood control up there. I feel the present gates they have in there are inadequate to control the floodwaters, and I would like to see them put in two 12-foot culverts at tidewater marks to take care of the winter floods, and to give the people in the area better drainage up above. There is a highway bridge up there and I don't know if it affects the drainage up above. There should be something done to that to help the people.

The creek has grown up with brush so bad that I would even like to see the Government engineers take that over, and clear all the brush out and assess the cost to the farmers, because that's the only way we will ever get the creek cleared out. That's the way I feel, and that's all I have to say. Thank you.

COL. TALBOTT: Thank you very much, Mr. Dahl. Mr. Gordon L. MacPherson, Port of Toledo.

(Mr. MacPherson spoke from the floor and his statement was inaudible).

COL. TALBOTT: Mr. MacPherson simply wants to endorse the report that's already been put into the record by the Port of Toledo. Mr. Lemmon, do you have anything further? -- I don't have any indication that anyone else has anything they want to say or submit for inclusion in the record of this particular hearing. Is there anyone else who has anything further that he wants to have included in the record of this hearing?

Our Public Notice concerning this hearing stated that we would have it from 9:00 until 1:00, and we are not all just going to sit here from 9:00 until 1:00. I am about to adjourn the hearing, but I want to make sure that if anyone has anything further to add, they are not barred from having it included in the study simply because we adjourned this particular hearing. Any statement that gets to us in any reasonable period of time will receive serious consideration.

MR. CHRISTIANSEN: My name is Claus Christiansen. I have been in this country for 65 years, and I am not personally interested at the present time, but I want to call your attention to one thing.

I can't help but notice the silt that the Georgia Pacific, the Highway Commission and everybody doing something -- the silt goes down to the lower parts on the drainage channel. It is filling up and every time you get a heavy rain it just helps fill it up. This last year or

two I think it's been worse than it ever has been before -- that is around here in this community from the Highway's work on Depoe Slough, Georgia Pacific digging for -- (inaudible) -- . No time is there any effort made to take care of this, but it's getting worse all the time and I don't know what the future is going to hold for us. You'd probably have to do pumping -- pump water out of the creeks. I can see no other way for it. I thank you.

COL. TALBOTT: Thank you very much, Mr. Christiansen.

MR. MACOMBER: I am Ralph Macomber. I live about 9 miles east on Highway 20. I have some two miles of stream on the Yaquina and I operate a farm there. I am interested in irrigation. Under the ASC setup I have cleaned out a lot of channel on the place. Up until the January storm I had no drift or anything in the entire length of my place. A lot of it I did on my own, and some under the ASC setup. But I am particularly interested in irrigation. I believe that's all I have to say.

COL. TALBOTT: Thank you very much, Mr. Macomber. Is there anything further?

MR. SPELLMAN: My name is Matt Spellman. I have the Yaquina Bay Moorage and Matt's Trailer Park.

King Slough is a competitor of mine. I think that in the lower bay it's going commercial, so the sports will have to go farther up. I have talked to the Georgia-Pacific boys and the County Court and many other sportsmen, and there is about a mile and a quarter of waterway there that can be use for racing. Up at Delake they have racing, but the northwest wind runs through there all the time. At Waldport they have racing but it's too short -- it's just less than a quarter of a mile run. So if they want to deepen the thing and build up on the shorelines for the homes along the shore and put their boats in there, it would be a good project. The fill can be made with a Whirley with a 60-foot boom in about six weeks. You could put a 60-foot roadway across there. That will open up old west Yaquina on a water grade road, and it will open up to King Poole Slough at the end of the south shore road now. It will hold that mile and one quarter of water by at least a quarter - three eights of a mile wide, for fresh water use for whatever is needed. There can be a gate put in there - a swinging gate - to where the water on both sides is in equal depth. You can swing this gate and bigger boats can go in for the winter. And there can be a ramp on both sides. You can put the little boats on the inside out or the outside in. That may be quite a project.

I've been with the water for some time down here, with the Army transports, skippered their tugs, etc., so I pretty well know the water.

COL. TALBOTT: Thank you. Mr. Thor Linden.

MR. LINDEN: I am Mr. Linden from Elk City. I am speaking for the Elk City Grange No. 515. I've been chosen by this Grange to make a report at this meeting.

I talked to about 30 residents of this drainage district. Our grange constitutes about 90 members and most of them live in this drainage district. I made it a point to talk to the older people, the ones who lived here a long time. One man was past 75, and he has lived here all of his life. That's the type of people I contacted for this reason - they've been here long enough to know what this old river acts like, what it does and what it might do. In comparison to what it has done, it might do that again.

This group had many answers. What I am going to tell you now is the answers from the people I talked to, and not my own. I haven't lived here long enough -- only 17 years -- I'm a new farmer here, you might say. These people that I contacted, their answers were all the way up and down the scale. I say up and down -- that means from the bottom clear to the top.

One fellow says -- leave the stuff in the river. That'll keep the people from Portland out of here and give us a chance to fish along the bank by ourselves. To heck with the other people. That was one thought. The other one -- he says, do a good job cleaning it out, we want sports fishermen here from all over the world. The more the better - that's what we want. Okay, there's the two extremes.

Now, what to do to the river. One fellow says they can dig the channel deeper so it will hold more water. These are people - these are not idiots I was talking to. Another fellow says build dikes along the sides of it to hold the river, keep it in where it belongs. Those two people are a long way apart, you see. Another one said - As long as I have lived here this river hasn't done me any damage. I keep the trees cut down along the bank near the river. When the river raises, the river can run out of here. Nothing to stop it, which is true. I noticed that along the Yaquina, up above Elk City, between there and the highway. Where the timber is growing along the river there is lots of debris, logs, trees, bridges, old houses in some cases lodged against the trees and timber. There you have it - dams. One dam after another all the way through. He has a point there, keeping the timber cut down off the banks. But on the other hand, small trees along the banks do keep the banks from washing out, prevents erosion, which is a great help up to a certain point. But when they pass that point -- The floaters going down the river get bigger and heavier, the winds are going to blow them over. A tree goes over on the bank and pulls its roots, they stick out there 10, 15, 20, 30 feet and pull a big hunk of earth with it. And then when it rains it causes more erosion and a man loses a lot of his farm.

But getting right down to the main point of what I discovered, and that's what I was trying to do, discover things. Clean up the river.

The Port Commission has been working on that for two years that I know of, maybe more. They've been doing a good job, they've pulled a lot of junk out of there - and junk is what it is - logs, bridge timbers, trees, refuse of all kinds. Among other things, that river is used as a place to dump garbage. Stuff that will float is floating up and down there like nobody's business - lots of it. Detergent bottles - white, green, blue - all colors. It's no place for them but they're there. The people who have been cleaning out this river seem to be doing a good job. But they can hardly keep up with the myriads of people who pour the filth in there. Individuals and companies alike. There are bridge timbers in there 20 to 30 feet long. I suppose a couple of them up at the house were used for walls - 42 feet long. I don't believe you can grow them bigger. They come from somebody's bridge -- I don't know whose -- they are 8 x 16 inches and 42 feet long. Somebody's throwing them in there. There are old dolphins. You know what dolphins are, a series of piling driven together and wedged together and docked to moor ships or logs, etc. They get rotten after a while and the mighty river comes down and breaks them off. This cluster of logs and piling lash together and float around the river, up and down with the tide, up and back twice a day. If a stranger comes there he doesn't know which way that river runs. On my place he wouldn't, because it runs both ways. It runs one way 6 hours and changes its mind and goes the other way 6 hours. Just the same old stuff, going back and forth - logs, old torn-up boats, pieces of houses, hen houses that are no good -- probably had mice in it and they kicked it out in the river.

I think the thing to do is clean the river out and figure out some way to police it. No organization could keep it clean as long as -- I think that's about all I have. Do you want a copy of this? I'll have to make one. For your information, I've been milking cows, etc. and I haven't had time to write this. Hope you got everything.

COL. TALBOTT: Thank you very much, Mr. Linden. If our recording machine didn't break down, I believe we recorded that.

Miss Millie Mitchell did not want to make a statement, but I want to read into the record a comment that she put on her card -- Would like to have Yaquina cleaned out of deadheads so we could water ski.

Are there any recent arrivals who have anything that they would like to say, or is there anyone who has anything further that needs to be included in the record of this hearing?

MR. LASHBAUGH: Colonel Talbott, we might go a little farther on the silt that Mr. Christensen brought up as it affects the lower bay. If there was any way of keeping that out because on the conservation end of it it does affect the lower bay quite a bit. The fine silt -- (a portion of this statement is not audible, but a reference was made to clams) -- kill them all and even in a short while, just a couple of weeks, you'll notice how skinny they get. Where it all comes from, I

don't know. Some from highway construction probably. I know we had a mess of it from washing down the hill where there was construction right in front of our docks. It filled it up. Instead of having 5 feet of water at low tide, we had a 3 foot island there, and we just got that cleaned out. I don't know just what can be done about it, but it sure does have an affect.

As far as the flood control, we've got the ocean so close there that it all runs out into there anyway. I will say it again, if there is anything we can do to help on any work on the Yaquina River, the Port of Newport will go ahead. I just got a letter yesterday from the Coast Guard and the lighted buoy I requested will be installed on or around the 4th of May. We are getting all of that done too. Thank you.

COL. TALBOTT: Thank you. Is there anything further? If not, I will just make the final comment that if anyone is interested in a copy of this transcript of the hearing, this will eventually be prepared, probably in about 6 weeks, and it will be available if you just contact the Portland District, at a nominal price - probably about $2.00 a copy.

If there is nothing further, the hearing is adjourned. We will have representatives in the area until our 1:00 o'clock deadline and any further statement that anyone wants to submit can always be sent to my office in Portland. Thank you very much.

* * * * *

The following statements were received after the hearing had been adjourned -

United States Department of Agriculture, Agricultural Stabilization and Conservation Service.

I am Lavera Holt, Office Manager, Lincoln ASC County Committee.

The Agricultural Stabilization and Conservation Service which is carried out under a Committee System is much interested in the development of both Agricultural Lands and Water Resources.

We have worked with farmers with a 50 percent cost-share ratio in helping to conserve the soil by establishment of permanent seedings, trees, open and closed drains and streams through channel clearance, shore protection, dikes, and construction of floodways to prevent erosion or flood damage to farmland.

The exceedingly high waters this winter did so much damage to our farm lands that we immediately asked for help to restore these lands to their former production. We received an 80 percent of the cost program to repair the damages which is available to the individual farmer.

My point is that the farmers that had cleared their stream banks and opened their channels were damaged very little by the floods.

If flood control measures were carried out, the agricultural lands would be much benefitted. Recreation could be a major development on either the Yaquina or Beaver Creek Watersheds.

This is about all I have - we definitely feel there is a need for development of water resources on both the Yaquina and Beaver Creek watersheds as well as other water sheds in Lincoln County.

U.S. Army Engineer District, Portland, Corps of Engineers, Gentlemen:

This proposal is in the interests of Lincoln County Drainage District No. 1, Toledo, Oregon.

1. That the Government Engineers take over the care and maintenance of Lincoln County Drainage Dist. #1, assessing each property owner within the District according to benefits derived.

2. That the Government Engineers go along with the Fish and Game Commission to Clear Depot Slough and its tributaries of brush, debris, old tressels; and dredging islands formed between the site of the present tide gates and the Highway 20 fill at the old Siletz Junction. Also deepen the slough in said area. Making a recreation area for boating and fishing.

3. Install culberts in present dyke at high water level to create better run off of flood waters.

4. Have the State Highway Department install more adequate water flow in their Highway 20 fill across Depot Slough to afford better drainage to the upper areas of the District.

Signed by Edward G. Dahl, Property owner and member of Lincoln County Drainage District #1.

William J. Talbott, Dear Sir:

In answer to your letter of March 26, in regard to the Yaquina River, I would say that the drift wood that clogs the stream from Toledo to the upper end of tide, is one of the biggest troubles.

Would it be possible that we could get some help to drag it out on the bank so it could be burned?

Yours truly, Virgil Folmsbee, Rt. 1, Box 353, Toledo, Oregon 97391

A Review of Projects Needed On The Yaquina River

We appreciate this opportunity to appear before this U. S. Army Engineer Corps Board to present some of our problems which arise from our work in administering activities on the Yaquina River and its tributaries. We also appreciate your interest in affording us the means of expressing some of our ideas on plans and needs which will improve the commercial, fishery and recreational potentials of this stream.

Our two most immediate needs, we feel, are a program of maintainence of the navigability of the river through the control and removal of debris, and the proper deepening and maintenance of the channels for its entire length.

The Toledo Port Commission has always encountered problems in keeping debris out of the Yaquina. In the past, extensive activity of loggers, many of whom used little care in their cleaning operations, was partially responsible for the condition.

But this has not been a major factor in recent years as loggers became more aware of the problem and have cooperated with the Port Commission in river maintenance.

It is natural that a stream like the Yaquina would have considerable drift which must constantly be worked on to maintain navigation as well as enhance it for recreational purposes. The river is effected by tides which sweep debris into "pools" and move it down stream on outgoing tides, and upstream on the incoming tides.

Always these collections of debris move upstream further than they move down stream with the rising and falling tides.

This results in heavy concentrations of debris in the upper river especially and in many cases the entire stream is blocked by logs, brush and trees which have fallen into the water from rain-soaked banks.

The Port Commission made a start in river cleaning and last summer employed, under contract, a firm which worked over a period of several months removing debris from the stream. Good progress was noted but there was hardly a dent made in the overall project.

The storms and floods of December and January, of course, played havoc with all work we had done. These left the Yaquina packed with debris of all

sorts, ranging from clumps of brush to huge trees which fell into the channel and were swept downstream until they snagged bridges or shallows and created dams which in many places bridged the entire river.

Any clearance project on the river can never be completely solved unless some work is done also along the river banks. Part of the debris which is now causing us so much trouble, of course, is a thing that will continue to plague us. This is the problem of trees close to the river's edge which each winter, as rains soften the earth, often topple into the channel and eventually are swept into the river.

A clearance project, to be effective, should include removing trees close to the river's edge which are likely to be dislodged and become a part of the debris problem.

We believe a program of maintenance in this area of river clearance is one which requires the help of agencies such as yours and one which should be carried on constantly.

Another phase of river clearance which should be corrected is that of removing the many "deadheads" or sunken logs. Many are not aware of the seriousness of this problem since the logs are covered by water and are not seen.

But they are numerous and a hazard to commercial navigation as well as to the recreationist. Over a period of many years these sunken logs have been accumulating. They have come from lax logging operations in days past and broken log rafts through the years until today it would be nearly impossible to count them.

Certainly they limit the full utilization of the Yaquina, both commercially and recreationally and they are a problem which demand attention.

In many places, too, on the upper river especially, there are many piling standing near the bank and frequently along the deeper channel which should be removed. These, too, were driven in years past at sawmill locations to create holding ponds, or they became dolphins for log rafts. None has been used in years. And these should be removed not only to improve the scenic value of the stream but to enhance the safety of those using it.

Another area of improvement which is a continuing one and one which is tremendously important to the economy of the region is the maintenance

and deepening of the river channel between Toledo and Newport.

The Corps of Engineers has been tremendously cooperative in the past with this project and from time to time send dredging crews here to remove silt from the channel.

Traffic on the river, if anything, is heavier today than in the past as our industries use the Yaquina to bring in and ship out cargos. For instance Georgia-Pacific Corp., receives its fuel oil from ocean-going barges which come to Toledo from the Bay Region of California, and the same firm, for the past several months, has been bringing the chips for its pulp and paper plants from other ports along the Oregon Coast.

Large ocean barges loaded with up to 1,200 units of chips each trip have been arriving at Toledo on a schedule of two per week.

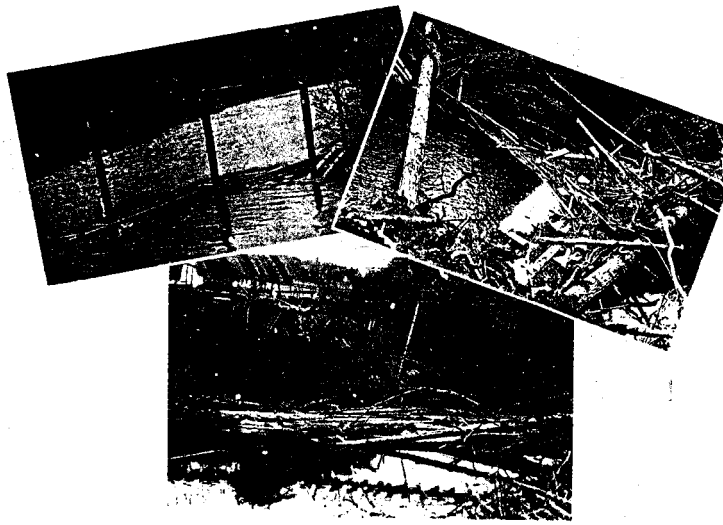
In addition, local mills such as Cascadia Lumber Co., and Guy Roberts Lumber Co., ship a great deal of lumber via ocean barges which for economic reasons must be loaded at Toledo docks.

For this reason we would ask the Engineers to consider regular maintenance of the channel to required depths and indeed, deepen it in some areas in order that the ocean barge traffic can use the river without fear of encountering the difficulties of grounding their craft in shallow spots.

Recently members of the Port of Toledo authorized a proposal that a request be made to your agency to deepen the channel to 12 feet at low water for the entire stretch between Toledo and Newport so that barge traffic might develop and increase. Such a project would materially help the economy of the area through increased shipping and the resultant employment.

Again, let me say that we appreciate this opportunity to talk to you people and to discuss our problems with you. Thank you.

Examples of Debris in the Yaquina River



STATEMENT PRESENTED AT CORPS OF ENGINEERS HEARING
HELD AT TOLEDO, OREGON ON APRIL 27,1965

I am Dr. Matthew Gruber of Toledo, Oregon presently a Member of the Lincoln County School Board and Chairman of the Toledo Citizen's Committee. I am a former member of the Toledo City Council and of the Toledo Port Commission and have been interested and active in the development of the Toledo area for the past 12 years. I present this summary as a preface for the following statement concerning the use and development of the Yaquina watershed.

The Yaquina River has long been a navigable waterway reaching at one time to Elk City and bringing ocean going vessels to Toledo. In the past 15-20 years ocean going shipping by barge has brought a resurgence of shipping both to and from Toledo and vicinity. The increased importance of barge shipping to Hawaii and beyond and the larger size barges recently built for this trade will necessitate a re-examination of the present channel design to Toledo and even beyond. With the railhead at Toledo and the service of a full capacity Southern Pacific rail line running parallel to the river for several miles of potential commercially navigable waterway upstream, I feel that future planning should recognize future industrial and shipping expansion along the Yaquina River. This planning should include a channel of 14 feet to Toledo and at least a 10 foot channel above Toledo. I feel it is utmost importance that future channel construction and maintenance be co-ordinated with planned development of industrial, recreational , and ship loading sites to make the most economical use of dredgings from the river. By this program the money spent for improved navigation on the river would best benefit th e area and return the most benefits for the money invested by local and Federal government and future investment of private capital.

I would like to speak briefly on a second aspect of waterway development, namely, water storage or impoundment.

The navigation on a tidal river is affected mainly by rise and fall of the tides but also by sustained runoff which assists in maintaining minimal navigable depth of the channel and assists in sustaining current to keep the channel scoured. The Yaquina river, running some 40 tortuous miles inland, should be examined for the possible damming of it or its tributaries to provide recreational, domestic, industrial, and runoff control storage areas for the water which blesses us in ample quantity in the winter months but too often withholds its blessing from us for 2 or 3 months in the summer. With such impoundment of water,.the Yaquina River basin could well be developed to provide water for industry which provides jobs, water for the shipment of the products produced by these industries, water for the use of the people who live here and water for recreational use of all the people of Oregon and the tourists who may visit us in increasing numbers in the years ahead.

I would like to thank you for the opportunity to express these ideas at this hearing and it is my hope that the full potential of the Yaquina River and the Harbor ~~km~~ will be kept in mind in any future planning or work for this area.

STATEMENT OF THE U. S. PUBLIC HEALTH SERVICE

For Presentation to the
Corps of Engineers
at the Public Hearing
April 27, 1965
Regarding

YAQUINA RIVER AND TRIBUTARIES AND BEAVER CREEK

My name is Walter D. Jaspers. I represent the U. S. Public Health Service, Division of Water Supply and Pollution Control, Portland, Oregon.

We appreciate this opportunity to express our interest in potential water resource development in this area, and particularly our willingness to assist the Corps of Engineers in the water supply and water quality aspects of their Yaquina and Beaver Creek Basin studies.

The interest of the Public Health Service in water resource development stems from the responsibility delegated by the U. S. Congress for formation of a comprehensive water supply and water quality management plan for the Columbia River Basin and adjacent coastal areas as a portion of the overall water resource development program of the Pacific Northwest and the Nation.

The water supply portion of the management plan involves determination of present and future water requirements for municipalities and industries, and development of engineering recommendations to meet such requirements.

The water quality portion of the management plan, which is developed to protect and control the quality of the region's water resources, includes: (1) Determination of the requirements for treatment or control of pollutants produced by municipalities and industries; (2) Identification of agricultural, forest range, and other land-use practices which adversely effect water quality and what measures can be taken to reduce or control such effects; and (3) Determination of needs for the regulation of stream flows, particularly for the augmentation of low flows to safeguard and enhance water quality.

Our effort to develop a comprehensive water supply and quality control plan is of necessity carried out in cooperation with other Federal agencies, with State and interstate agencies, with municipalities and industries, and with other organizations or persons concerned with water and related land resource development.

PUBLIC HEALTH SERVICE STATEMENT
RE: Yaquina River & Tributaries and Beaver Creek

Page Two
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As a part of our overall program, the Public Health Service, when so requested, acts in an advisory capacity to Federal construction agencies in determining the present and potential water supply and water quality control needs which could be met from proposed reservoir projects in the various study areas. We have acted in such an advisory capacity on a number of Corps of Engineers' studies throughout Oregon, Washington, and Idaho, and we are prepared to assist the Corps in their Yaquina and Beaver Creek studies.

Walter D. Jaspers, Engineer
U. S. Public Health Service
Div. of Water Supply & Pollution Control
570 Pittock Block
Portland, Oregon 97205

EXHIBIT 4

Statement of the
OREGON STATE GAME COMMISSION
to the
U. S. ARMY CORPS OF ENGINEERS
concerning the
Public Hearing on Yaquina River and
Tributaries and Beaver Creek, Oregon

Toledo, Oregon
April 27, 1965

The Oregon State Game Commission is vitally concerned with the Yaquina River and Beaver Creek, and the fish and wildlife resources which they produce.

The Yaquina River system contains excellent populations of coho salmon, steelhead and above-average runs of fall chinook salmon and cutthroat trout. A sizable run of shad also enters Yaquina River. The bay contains an abundance of bay and ocean fishes, and angling is very popular for these species. Sport salmon fishing in and around the mouth of Yaquina Bay during the summer months has developed into one of the most important fisheries on the Oregon Coast.

Beaver Creek is a comparatively small stream but contains important populations of coho salmon, steelhead and cutthroat trout. Fall chinook are also present in limited numbers. Although angling pressure in the stream is light, the contribution to the ocean fishery is significant.

The wildlife resources of the two basins are important to the State of Oregon. Big game animals, which include black-tailed deer and Roosevelt elk, are common. Waterfowl utilize the area, especially wintering concentrations at Yaquina Bay where they provide some hunting.

The Oregon State Game Commission will cooperate with the Corps of Engineers and all other agencies in any studies undertaken in these stream basins. We have recently completed an intensive study of fish and wildlife water requirements of the Middle Coast Basin in cooperation with the State Water Resources Board. Our report is in the process of publication and will be made available to the Corps of Engineers as soon as it has been printed.

EXHIBIT 5

STATEMENT OF THE FISH COMMISSION OF OREGON REGARDING
THE FISHERY RESOURCES OF THE YAQUINA RIVER SYSTEM

U. S. ARMY CORPS OF ENGINEERS PUBLIC HEARING

TOLEDO, OREGON
April 27, 1965

The Fish Commission of Oregon has a statutory responsibility for the protection, preservation, propagation, and development of anadromous, food, and shell fish within the state and within waters over which the state has joint or other jurisdiction with any other state or government. It is in the interest of fulfilling this responsibility that we are represented at this public hearing. Although we are not aware of any water resource development proposed for the Yaquina River and its tributaries, we are vitally interested in any such proposals which may be presented at this meeting. Our only interest in any proposed project would be in its possible effects on the fishery resources since we know of no water development project which has not in some way affected the resource under our jurisdiction.

Anadromous, food, and shell fish present in the Yaquina River system are coho and chinook salmon, steelhead trout, shad, oysters, and clams. The exact size of the runs of the various species of anadromous fish is unknown, but fish produced in the Yaquina River system are considered to be of significant importance to both the sport and commercial fisheries. On the basis of spawning ground counts, our field biologists state that coho salmon production in this river system is believed to be as good, relatively speaking, as the Alsea system. The Alsea River system, about 2.5 times larger than the Yaquina from the standpoint of linear stream miles, produced a calculated adult coho salmon escapement of 80,000 fish to the river in 1951. This calculation was

based on a tagging study conducted to estimate the size of the population of coho salmon available to the commercial fishery in the Alsea River.

Good numbers of perch, flounder, and rockfish are present in Yaquina Bay and make a significant contribution to the sport fishery. The bay also supports the third largest commercial production of bay clams in Oregon, and the personal-use harvest is estimated to be at least five times as large as the commercial harvest. Yaquina Bay is the only bay in Oregon producing significant numbers of native oysters. In addition to the native oysters, two varieties of Japanese oysters are grown by commercial interests. All of the above species could be affected by water resources development programs.

We appreciate the opportunity to participate in this hearing and to state our interests in potential water development plans for the Yaquina River system. Should it be needed at some time in the future, we will be glad to supply more detailed information regarding the fishery resources of this river system.

FISH COMMISSION OF OREGON

April 27, 1965

EXHIBIT 6

Statement of the Bureau of Sport Fisheries and Wildlife of the U. S. Fish and Wildlife Service for presentation at public hearings of the U. S. Army Corps of Engineers regarding needs and desires for water resource development and general plans of improvement on Yaquina River and Beaver Creek, Oregon, to be held April 27, 1965, at Toledo and Beaver Creek, Oregon.

My name is Ralph H. Baler. I am Field Supervisor for River Basin Studies in the Portland Area for the Bureau of Sport Fisheries and Wildlife.

The conservation and administration of the nation's fish and wildlife resources are the responsibility of the State conservation agencies and the U. S. Fish and Wildlife Service. Through the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), our Service and the State agencies have a legal obligation to review proposed water development projects and to ascertain effects such projects would have on fish and wildlife. In meeting this obligation, investigations are made to determine project effects on fish and wildlife and to recommend measures for protection, development, and improvement of the resources in connection with project development.

Yaquina River provides an excellent rearing area for anadromous fish, supporting runs of fall chinook and coho salmon, steelhead and cutthroat trout and shad. Fish produced in this river contribute substantially to the commercial and sport fisheries in outer Yaquina Bay and adjacent ocean. A significant sport fishery for bottom fish occurs in Yaquina Bay. Fishing pressure on Yaquina River and its tributaries is light.

Beaver Creek, a short coastal stream, supports good populations of coho salmon, steelhead and cutthroat trout, and a smaller population of fall chinook salmon. This stream contributes significantly to the fishery in the adjacent ocean. Some stream fishing occurs in the tidal area of Beaver Creek.

Principal wildlife resources inhabiting the Yaquina River and Beaver Creek area include black-tailed deer, Roosevelt elk, band-tailed pigeons, beavers, minks, muskrats, and several species of waterfowl. The lower reaches of these streams provide an important waterfowl hunting area, and considerable hunting for big game occurs in the higher mountainous areas.

Until such time as definite water resource development projects are proposed, our Bureau can only point out the value of fish and wildlife in the Yaquina River and Beaver Creek area, and the need for conserving and developing these resources.

If it is found desirable to undertake water resource development plans for Yaquina River or Beaver Creek, our Bureau will cooperate with the Corps of Engineers in developing plans compatible with the above-described fish and wildlife resources. Our investigations of proposed projects will be undertaken in cooperation with the State conservation agencies.

STATEMENT
By The
STATE WATER RESOURCES BOARD OF OREGON
Presented on the Occasion of the Hearing
On
Yaquina River and Tributaries
Corps of Engineers, Portland District
By
DONEL J. LANE

The State Water Resources Board appreciates the opportunity of expressing its views concerning the proposed review study by the Corps of Engineers on the Yaquina River and its tributaries. As specific project proposals become finalized our board will be called upon for official comments as the reviewing agency for the State of Oregon. While it is premature to make official comments, we do offer a few general observations concerning the proposed study at this time.

The State Water Resources Board is concluding its own investigation of the Mid-Coast Basin which includes the Yaquina River and tributaries. The board's investigation was undertaken to study existing water resources of the basin, to determine means and methods of conserving and augmenting such resources and to determine existing and contemplated needs of water for domestic, municipal, irrigation, power development, industrial, mining, recreation, fish, wildlife, and pollution abatement as well as flood control and drainage.

Upon conclusion of the investigation the board's report, order, and supplemental data prepared in accordance with ORS 536.300 in the matter of formulating an integrated, coordinated

program for the use and control of the water resources of the Mid-Coast Basin, will be made available to the Corps of Engineers.

Some of the data, pertinent particularly to the Yaquina River and tributaries, being considered by the board are as follows:

1. Although average annual yield of the Yaquina Basin is about 780,000 acre-feet, low summer flows are not adequate to satisfy all of the existing water rights.
2. The City of Toledo and its major water-using industry have found it necessary to go outside the Yaquina Basin for their main source of water.
3. Olalla and Mill Creek low summer flows are inadequate to meet all existing water right demands.
4. Big Elk Creek low summer flows, in critical water years may be inadequate to meet all existing water right demands.
5. Insufficient precipitation and streamflow records on most streams make it necessary to determine streamflow by correlation.
6. Studies are in progress to determine the feasibility of obtaining additional municipal and industrial water from Beaver and Drift Creeks to the south.
7. The Oregon State Game Commission has recommended that minimum flows to protect anadromous fish passage be established in the amount of 10 cubic feet per second on the Yaquina River and in the amount

of 6 cubic feet per second on Big Elk Creek.

8. A joint study with the U. S. Department of Agriculture shows 900 acres being irrigated and 4,500 acres of additional irrigable land in the basin.
9. Additional summer flows in the amount of 86 cubic feet per second would be required to fully develop the irrigation potential and meet the requirements for municipal, industrial, and fish life uses to 1985.
10. Flood damage to 1,500 acres occurs annually to land on Boone Island, along Beaver Creek, Olalla Creek, Pooles Slough, and around the Toledo industrial area.
11. Multipurpose storage is needed in the upper reaches of the Yaquina River, Big Elk Creek, and Depoe Creek.

The Lincoln County Water Resources Committee has provided valuable contributions to the board in their investigation. We assume the county committee would willingly contribute to the Corps review study of the Yaquina and its tributaries.

SWRB
4/26/65

EXHIBIT 8

April 27, 1965

U.S. Army Engineers
Portland, Oregon

Dear Sirs:

We are writing requesting information and/or your suggestions of procedure relative to debris and free floating logs in the upper tide waters of Yaquina Bay - River of Lincoln County, Oregon.

We are boat owners, sports fishermen who are interested in pursuing a means of removing pollution and the current year round hazard of drifting logs, brush, chips, planks, ect. is so far as is possible. The floating logs and planks in the upper areas form into impassable jams. We have had the unpleasant sensation of hitting semi-floating material which rides barely on or just under the surface of the water with damage to our boats and motors.

This debris is added to, almost daily, by scraps thrown from barges and mill yards.

Proper utilization of our waterways cannot be acoived as long as these prevailing conditions exist. We are loosing almost 100% of the tourist recreational income potential, due to thee conditions.

We request your recommendation for action.

Respectfully,

R. W. Harris - Toledo
George W. Mossman - "
Dee E. Henderson "
Albert T. Mosach

EXHIBIT 9

UNITED STATES DEPARTMENT OF AGRICULTURE
AGRICULTURAL STABILIZATION AND CONSERVATION SERVICE
29 S. E. 2nd Street
Newport, Lincoln County, Ore.
April 27, 1965.

I am Lavera Holt, Office Manager
Lincoln ASC County Committee

I am speaking for the County Committee

The Agricultural Stabilization and Conservation Service which is carried out under a Committee System is much interested in the development of both Agricultural Lands and Water Resources.

We have worked with farmers with a 50 percent cost-share ratio in helping to conserve the soil by establishment of permanent seedings, trees, open and closed drains and streams through channel clearance, shore protection, dikes, and construction of floodways to prevent erosion or flood damage to farmland.

The exceedingly high waters this winter did so much damage to our farm lands that we immediately asked for help to restore these lands to their former production. We received an 80 percent of the cost program to repair the damages which is available to the individual farmer.

My point is that the farmers that had cleared their stream banks and opened their channels were damaged very little by the floods.

If flood control measures were carried out, the agricultural lands would be much benefitted. Recreation could be a major development on either the Yaquina or Beaver Creek Watersheds.

This is about all I have - we definitely feel there is a need for development of water resources on both the Yaquina and Beaver Creek watersheds as well as other water sheds in Lincoln County.

EXHIBIT 10

April 27, 1965
Toledo Oregon
US Army Engineer District, Portland
Corps of Engineers
Gentlemen
This proposal is in the interests of Lincoln County Drainage District No. 1, Toledo, Oregon.
1- That the Government Engineers take over the care and maintanance of Lincoln County Drainage Dist #1, Assessing each property owner within the District according to benefits derived.
2- That the Government Engineers go along with the Fish and Game Commission to clear Depot Slough and its tributaries of brush, debris, old trees; and dredging islands formed between the

EXHIBIT 10

site of the present tide gates and the Highway 20 fill at the old Silty Junction. Also deepen the slough in said area. Making a recreation area for boating and fishing.
3- Install culverts in present dyke at high water level to create better run off of flood waters.
4- Have the State Highway Department install more adequate water flow in their Highway 20 fill across Depot Slough to afford better drainage to the upper areas of the District.

Signed by
Edward G. Wall
Property owner & Member of
Lincoln Co. Drainage Dist #1

EXHIBIT 11

William J. Talbott April 27-1965
Dear Sir:- Toledo, Oregon

In answer to your letter of march 26, in regard to the Yaquina River.
I would say that the drift wood that clogs the stream, from Toledo to the upper end of tide, is one of the biggest troubles.
Would it be possible that we could git some help to drag it out on the bank so it could be burned?

Yours truly
Virgil Folmsbee
Rt. 1 Box 353
Toledo, Oregon 97391