

MINUTES OF A MEETING OF THE  
STATE WATER CONSERVATION COMMISSION

Held in the Hearing Room of the City Hall, Valley City, North Dakota,  
at 10:00 o'clock a.m., May 4, 1949

A regular meeting of the State Water Conservation Commission was held in the City Hall at Valley City, on May 4, 1949, preceding a special meeting held in the Hearing Room of the City Hall, Valley City, in the afternoon of the same day, for the purpose of discussing problems in connection with the relocation of roads in townships bordering the Baldhill Reservoir area, in Barnes County.

MEMBERS OF THE STATE WATER CONSERVATION COMMISSION PRESENT:

Hon. Fred G. Aandahl, Chairman, Bismarck, North Dakota  
S. W. Thompson, Vice Chairman, Devils Lake, " "  
Einar H. Dahl, Commissioner from Watford City, "  
Curtis Olson, Commissioner from Valley City, "  
Earle F. Tucker, Commissioner from Bismarck, "  
J. J. Walsh, Secretary and Chief Engineer, State Engineer, Bismarck, N. D.

The meeting was called to order by the Chairman, Governor Fred G. Aandahl, at 10:00 o'clock a.m., with all members of the State Water Commission present.

After reading of the Minutes, it was moved by Commissioner Olson, and seconded by Commissioner Thompson, that the minutes of the March 23, 1949 meeting of the State Water Conservation Commission, be approved and filed. Upon call of the roll, all Commissioners voted aye. Motion carried.

The financial statements of the State Water Commission for March and April, 1949, were examined and recommended for approval by Commissioner Tucker, with a motion to that effect. The motion was seconded by Commissioner Dahl. Upon call of the roll by the Chairman, Commissioners Thompson, Dahl, Tucker, Olson and Governor Aandahl all voted aye. Motion carried.

Letters from Mr. Fred J. Fredrickson, Washington, D. C. representative for the Commission, were read and discussed, in regard to the Interior Department appropriations bill hearing to be held before the Senate Sub-committee during May. It was the desire of the Commission members that Governor Aandahl should represent the Commission and appear before the Committee.

An Agreement for Underground Water Survey and Investigation between the City of Bowbells and the State Water Conservation Commission was brought up for consideration before the Commissioners. Commissioner Dahl moved that the State Water Conservation Commission allocate \$1,000.00 to match an equal amount by the City of Bowbells, and that the Agreement for conducting underground water surveys and investigations entered into between the City of Bowbells and the State Water Conservation Commission be approved, and the Secretary and Chairman be authorized to sign the same. The motion was seconded by Commissioner Thompson. Upon call of the roll by the Chairman, Commissioners Dahl, Thompson, Tucker, Olson and Governor Aandahl all voted aye. Motion carried.

An Agreement for Underground Water Survey and Investigation between the City of St. John and the State Water Conservation Commission was also brought to the attention of the Commission. Commissioner Tucker made a motion that the State Water Conservation Commission allocate \$750.00 to match an equal amount by the City of St. John, and that the Agreement for conducting underground water surveys and investigations to be entered into between the City of St. John and the State Water Conservation Commission be approved and the Chairman and Secretary be authorized to sign the Agreement. The motion was seconded by Commissioner Olson. Upon call of the roll by the Chairman, Commissioners Thompson, Olson, Tucker, Dahl, and Governor Aandahl all voted aye. Motion carried.

Secretary Walsh reported to the Commissioners the present status of the unexpended funds that have been allocated for drainage work. Final reallocation of these unexpended funds will be acted upon at the next regular meeting of the Commission, after reports have been received in response to letters and questionnaires sent to the various county auditors and commissioners, requesting information on drainage work and requirements in their respective counties.

A Public Notice of report on flood control at Marmarth, North Dakota prepared by the Corps of U.S. Engineers, was presented to the Commission. This matter was to inform the Commission of the activity of the Corps of Engineers on the Little Missouri River, where protective levees and works are to be constructed in the vicinity of Marmarth.

Before recommending any action on the Lake Metigoshe problem, the Commission felt that the matter should be further investigated and reported on.

The meeting adjourned at 12:00 o'clock noon.

Respectfully submitted,

  
Secretary

Attest:

  
Chairman

LIST OF PERSONS ATTENDING MEETING RE THE RELOCATION OF ROADS AND BRIDGES IN  
BALDHILL RESERVOIR AREA, HELD IN THE CITY HALL AT VALLEY CITY, MAY 4, 1949  
at 1:30 P.M.

<u>Name</u>	<u>Address</u>	<u>Business or Representative</u>
<b>Members of State Water Conservation Commission:</b>		
Hon. Fred G. Aandahl	Bismarck, North Dakota	Chairman
S. W. Thompson	Devils Lake	Vice Chairman
Einar H. Dahl	Watford City	
Curtis Olson	Valley City	
Earle F. Tucker	Bismarck	
J. J. Walsh	Bismarck	State Engineer
<b>Corps of U.S. Engineers:</b>		
Col. W. K. Wilson, Jr.	St. Paul District	
George Lyon, Engineer	St. Paul District	
Attorney D. P. Guinness	St. Paul District	
<b>Others:</b>		
William C. Lincoln	Baldhill Dam	Construction Engineer
G. A. Craven	Valley City	S. & L. Company
A. R. Holm	" "	Montgomery Ward
Vaughn Cowell	" "	County Commissioner
John T. Heimer	" "	
John Carlisle	" "	Merchant
Gordon Myer	" "	Farmer
Gene M. Bong	" "	Merchant
Woodrow Gagnon	" "	Woody's
Jo Bjerke	" "	Times Record
C. T. Bechtle	" "	Barnes County Auditor
L. T. Sproul	" "	Atty. for Asthabula Twp.
R. E. Eggert	" "	Chairman, Asthabula Twp. Bl.
J. B. Yepsen	" "	
Lawrence Mildahl	" "	
Hollis E. Button	" "	
Geo. W. Fogarty	" "	
C. J. Cegg	" "	
O. N. Bergman	" "	Light and Power
E. L. Fouks	" "	Banking
E. W. Johnson	" "	Ford Garage
Melvin Anderson	" "	
Al Geisler	" "	Geisler Implement
P. M. Barnes	" "	Consulting Engineer
John Klockmann	" "	
Frank W. Luessen	" "	City Alderman
Chas. Winter	" "	
Bernard Grotberg	" "	
V. E. Grant	" "	
L. T. Halvorson	" "	
H. P. Milhouse	" "	
J. D. Parkman	" "	
Larry Iverson	" "	
A. M. Paulson	" "	Chamber of Commerce
Oliver E. Peterson	" "	Chamber of Commerce

<u>Name</u>	<u>Address</u>	<u>Business or Representative</u>
Ralph F. Croal	Fargo, North Dakota	Lawyer
W. P. Tarbell	" " "	Civil Engineer
Oscar Lunseth	Grand Forks	Alderman
O. A. Holkesvig	East Grand Forks	
M. L. Ladbury	Dazey	Farmer
Joe Berger	"	Farmer
Joseph Kunze	"	Farmer
E. A. Duff	"	
C. W. Jaeger	"	County Commissioner
Herman Amann	"	Sibley-Trail Township
Karl Burkhart	"	" " "
Ernest Johnson	"	" " "
Joseph H. Wieland	"	" " "
Edwin J. Heinze	"	" " "
Bernard Kunze	"	" " "
Alfons Eberle	"	" " "
Bernard A. Wieland	"	" " "
Joseph Heinze	"	" " "
Wm. J. Wieland	"	" " "
George Berger	"	" " "
Ernest Ladbury	"	" " "
Henry Kunze	"	
J. B. Kunze	"	
Selmer Gilbertson	Nome, North Dakota	Co. Comm., Barnes Co.
Einar Holden	Eckelson	Barnes Co. Comm., Farmer
Garold Schroeder	Oriska	
A. W. Koch	Luverne	Member, Asthabula Twp. Bd.
Emil Dahl	Luverne	
W. L. Curtin	Luverne	
C. L. Cruff	Rogers	
Clarence Colville	"	
Della A. Kuder	"	
Ray Kuder	"	

\* \* \* \* \*

The Members of the State Water Commission met in the City Hall hearing room, Valley City, at 1:30 p.m., and attended a meeting with the County Commissioners of Barnes County and township supervisors of Asthabula, Trail-Sibley townships, and others present, including Colonel Wilson, George Lyon, Engineer, and Attorney D. P. Guinness—all of the Corps of Engineers' office, St. Paul, and Mr. William C. Lincoln, construction engineer on the Baldhill Dam.

The meeting was called to order by Mayor Curtis Olson, Valley City, who explained, briefly, the problems of the farmers living in Sibley-Trail and Asthabula townships in securing adequate roads and crossings in the Baldhill reservoir area, and to provide them an outlet to Valley City.

Colonel Wilson presented the problems of the Corps of Engineers and showed the height and elevations of the water in the reservoir at the various stages, and the number of road crossings across the reservoir that will eventually be flooded. Governor Aandahl followed by showing the plan for relocation

of county and township roads in the plan of the State Highway Department in cooperating with the Federal Government in the construction of secondary roads and bridges, after which a general discussion was held with those interested in taking an active part in presenting their local problems.

A number of the people living in Asthabula township were very much in favor of maintaining the old Asthabula road crossing the reservoir. Preliminary estimates were presented showing that the cost of the construction of the Asthabula bridge and approach would amount to approximately \$140,000. It was the opinion of several local people that further investigation in the location of this crossing may show that the first preliminary estimate may be reduced considerably. During the meeting, the County Commissioners of Barnes County passed a resolution that they were ready to construct 2.7 miles of road on the west side of the reservoir, and a bridge and crossing would be constructed to replace the present crossing on old State Highway No. 26, providing the township supervisors of Sibley-Trail and Asthabula townships would cooperate in granting easements to the Corps of Army Engineers, in order that construction work on the reservoir would continue without interruption or delay.

Respectfully submitted,

  
Secretary

ATTEST:

  
Chairman

NORTH DAKOTA STATE WATER CONSERVATION COMMISSION  
 MONTHLY REPORT OF ACCOUNTS, AS OF MAY 31, 1949  
 1947-1949 APPROPRIATIONS

Fund No.	Appropriation for	Available July 1947	Expended to April 30	Expended May	Balance May 31, 1949
1	Commissioner's Per Diem and Expenses . . . . .	\$ 4,000.00	\$ 2,923.30	\$ 295.96	\$ 780.74
2	Administration . . . . .	30,000.00			
	Plus refunds and collections . . . . .	5,520.41	24,638.19	3,069.08	7,813.14
3	Maintenance of Existing Dams . . . . .	45,000.00			
	Plus refunds and donations for dam repairs . . . . .	26,349.17	51,600.65	12,055.75	7,692.77
4	Tri-State Waters and Portion of Administration and Conference Expenses . . . . .	1,000.00	160.92	Nil	839.08
5	International and Interstate Compacts . . . . .	10,000.00	6,660.05	302.19	3,037.76
6	Topographic and Conservation Branches, Cooperation with the U.S. Geological Survey . . . . .	30,000.00	23,130.16	Nil	6,869.84
7	Hydrographic Surveys, Cooperation with the U.S. Geological Survey . . . . .	20,000.00	17,214.02	594.06	2,191.92
8	State Engineer's Salary . . . . .	5,400.00	4,950.00	225.00	225.00
9	Reconstruction of Drains or Irrigation . . . . .	200,000.00	22,658.16	109.44	177,232.40
10	Engineering and Geological Surveys and Demonstrations . . . . .	30,000.00	26,723.71	2,645.70	630.59
11	Postwar Projects, Cooperation with U.S. Departments . . . . .	135,000.00	91,561.81	350.00	43,088.19
12	Other Investigations, Surveys & etc. . . . .	90,000.00	62,619.65	5,080.61	22,299.74
13	Construction Bond Guaranty Fund . . . . .	70,541.00	Nil	Nil	70,541.00
VSC		<u>\$702,810.58</u>	<u>\$334,840.62</u>	<u>\$24,727.79</u>	<u>\$343,242.17</u>

NORTH DAKOTA STATE WATER CONSERVATION COMMISSION  
MONTHLY REPORT OF ACCOUNTS AS OF MAY 31, 1949  
1945-1947 APPROPRIATIONS

Fund No.	Appropriation for	Available July 1945	Expended to May 31, 1949	Balance May 31, 1949
1	Commissioner's Per Diem and Expenses . . . . .	\$ 4,000.00	\$ 3,632.02	\$ 367.98
2	Administration . . . . .	25,000.00		
	Plus refunds and collections. . . . .	4,847.79	29,847.79	Nil
3	Maintenance of Existing Dams . . . . .	45,000.00		
	Plus refunds and donations for dam repairs. . . . .	7,537.71	34,948.21	17,589.50
4	Tri-State Waters and Portion of Administration and Conference Expenses. . . . .	5,500.00	5,216.77	283.23
5	International and Interstate Compacts. . . . .	5,000.00	4,674.68	325.32
6	Topographic and Conservation Branches. . . . .	30,000.00	30,000.00	Nil
7	Hydrographic Surveys . . . . .	15,000.00	15,000.00	Nil
8	State Engineer's Salary. . . . .	5,000.00	5,000.00	Nil
9	Reconstruction of Drains or Irrigation . . . . .	240,000.00		
	Plus refund . . . . .	59.56	200,545.91	39,513.65
10	Engineering and Geological Surveys and Demonstrations. . .	25,000.00		
	Plus refund . . . . .	65.43	25,065.43	Nil
11	Postwar Projects, Cooperation with U. S. Departments . . .	100,000.00		
	Plus refund . . . . .	4.60	84,892.66	15,111.94
12	Other Investigations, Surveys, & etc. . . . .	75,000.00	74,996.47	3.53
		<u>\$ 587,015.09</u>	<u>\$513,819.94</u>	<u>\$73,195.15</u>

VSC

NORTH DAKOTA STATE WATER CONSERVATION COMMISSION  
BALANCES OF PRIOR FUNDS RECOVERED BY OPINION OF  
ATTORNEY GENERAL . AS OF MAY 31, 1949

Fund No.	Year	Appropriation for	Balance 7-1-45	Expended to May 31, 1949	Balance 5-31-49	Biennium Balance
1	1939	Commissioner's Per Diem . . . . .	\$1,757.00	Nil	\$1,757.00	
5	1939	Sponsor's Share of Dam Repairs. . . . .	2,088.08	\$ 439.32	<u>1,648.76</u>	\$3,405.76
1	1941	Commissioner's Per Diem . . . . .	395.00	Nil	395.00	
4	1941	Maintenance of Existing Dams, plus \$51.00 refund	53.86	Nil	53.86	
12	1941	Tri-State Waters, Administration & Conference .	8.61	Nil	8.61	
15	1941	Topographic Surveys . . . . .	<u>.13</u>	<u>Nil</u>	<u>.13</u>	<u>457.60</u>
			<u>\$4,302.68</u>	<u>\$ 439.32</u>		<u>\$3,863.36</u>

VSC



NORTH DAKOTA STATE WATER CONSERVATION COMMISSION  
 DEPOSITS IN THE BANK OF NORTH DAKOTA  
 AS OF MAY 31, 1949

Source of Deposits	Transit No.	Amount Deposited	Expended to April 30, 1949	Expended May	Balance May 31, 1949
Collections on Yellowstone Pumping Irrigation District \$3,500.00 warrant. Interest paid to 10-1-44; Tax collections to Jan. 31, 1949	501-118 501-118 501-118	\$366.36 499.53 330.90		\$ Nil Nil Nil	\$ 1,196.79
Contributions for Groundwater Surveys:					
Fessenden		\$1,000.00			
Mountain		100.00			
Maddock		750.00			
Lakota		1,000.00			
Rolla		750.00			
Devils Lake		7,500.00			
Aneta		1,000.00			
Litchville		1,000.00			
Wyndmere		1,000.00			
Fertland		500.00			
Kindred		1,000.00			
Myle		250.00			
Neshe		300.00			
Transfer		.10			
St. John	501-128	17,900.10	75.83	Nil	17,824.23
Streeter		1,000.00			
Sale of N. Dak. Water Development Books	501-127	2,170.30	Nil	Nil	<u>2,170.30</u>
<b>TOTAL OF ALL BANK OF NORTH DAKOTA DEPOSITS AS OF MAY 31, 1949</b>					<b>\$21,191.32</b>

VSC

PAYROLL OF  
NORTH DAKOTA STATE WATER CONSERVATION COMMISSION  
MAY, 1949

Name	Duties	Salary for May	Withholding Tax	N. D. OASIS	Hosp. Ins.	Net Pay	Remarks
Walsh, J. J.	Sec'y- State Engineer	\$400.00	\$28.10	\$4.00	\$3.78	\$364.12	Increased June, 1947
Acker, Iver	Administrative Ass't	350.00	35.40	3.50	3.78	307.32	Started Jan. 1, 1949
Anderson, Albin	Engineer	250.00	21.00	2.50	3.78	222.72	Increased February, 1948
Berge, Einar	Technical Ass't	95.00		.95	3.78	90.27	Increased February, 1948
Canard, Ruth	Stenographer	165.00	24.80	1.65		138.55	Increased February, 1949
Cooper, Vernon	Accountant	275.00	16.30	2.75	3.78	252.17	Increased December, 1948
Dodd, Harold	Engineer	275.00	16.30	2.75	3.78	252.17	Increased June, 1948
Falconer, Harry	Rodman	140.00	12.90	1.40		125.70	Started April 11, 1949
Gamble, Clarence	Instrumentman	280.00	21.90	2.00		176.10	Increased June, 1948
Harrington, F. L.	Garden Laborer	185.00		1.85		183.15	Started April 18, 1949
Nichols, Don	Engineer, Ass't Sec'y	325.00	40.10	3.25	1.52	280.13	Increased June, 1947
Nordstrom, Franz	Foreman	200.00	5.30	2.00		192.70	Increased May 1, 1949
Orr, F. G.	Bookkeeper	300.00	11.60	3.00	3.78	281.62	Increased February, 1948
Peterson, Winifred	Stenographer	185.00	19.50	1.85	1.52	162.13	Increased December, 1948
Putz, Roy	Rodman	140.00	12.90	1.40		125.70	Started April 19, 1948
Sanford, Leonard	Foreman	400.00	28.10	4.00		367.90	Started May 1, 1949
Schnitzke, Otto	Foreman	225.00		2.25		222.75	Started April 19, 1948
Sheldon, Marvin	Engineer	275.00	32.90	2.75	1.52	237.93	Increased April 1, 1949
Tibke, Gerald	Rodman	160.00	15.90	1.60		142.50	Increased February, 1949
Torvik, Duane	Engineer	250.00	21.00	2.50	3.78	222.72	Increased February, 1948

VSC

LIST OF PERSONS ATTENDING MEETING RE THE RELOCATION OF ROADS AND BRIDGES  
IN BALDHILL RESERVOIR AREA, HELD IN THE CITY HALL AT VALLEY CITY, MAY 4, 1949

<u>Name</u>	<u>Address</u>	<u>Business or Representative</u>
<b>Members of State Water Conservation Commission:</b>		
Ion. Fred G. Aandahl	Bismarck, North Dakota	Chairman
S. W. Thompson	Devils Lake	Vice-Chairman
Einar H. Dahl	Watford City	
Curtis Olson	Valley City	
Earle F. Tucker	Bismarck	
J. J. Walsh	Bismarck	State Engineer
<b>Corps of U. S. Engineers:</b>		
Col. W. K. Wilson, Jr.	St. Paul District	
George Lyon, Engineer	St. Paul District	
Attorney D. P. Guinness	St. Paul District	Corps of Engineers
William C. Lincoln	Construction Engineer	Baldhill Dam
G. A. Craven	Valley City	S & L Company
A. E. Helm	Valley City	Montgomery Ward
Vaughn Cowell	Valley City	County Commissioner
John T. Heimes	Valley City	Farmer
John Carlisle	Valley City	Merchant
Gordon Myer	Valley City	Farmer
Gene M. Bong	Valley City	Merchant
Woodrow Gagnon	Valley City	Woody's
J. O. Bjerke	Valley City	Times Record
C. T. Bechtie	Valley City	Barnes County Auditor
L. T. Sproul	Valley City	Attorney for Ashtabula Twp.
R. E. Eggert	Valley City	Chairman, Ashtabula Twp. Bd.
J. B. Yepsen	Valley City	Penney Store
Lawrence Meldahl	Valley City	Firestone Store
Hollis E. Button	Valley City	Button's Studio
George W. Fogarty	Valley City	Ace Hardware
C. J. Pegg	Valley City	Pegg Garage
O. N. Bergman	Valley City	Light and Power
E. L. Fouks	Valley City	Banking
E. W. Johnson	Valley City	Ford Garage
Melvin Anderson	Valley City	
Al Geisler	Valley City	Geisler Implement
P. M. Barnes	Valley City	Consulting Engineer
John Klockmann	Valley City	County Road Superintendent
Frank W. Luessen	Valley City	City Alderman
Chas. Winter	Valley City	
Bernard Grotberg	Valley City	
V. E. Grant	Valley City	
L. T. Halvorson	Valley City	
H. P. Melhouse	Valley City	
J. D. Parkman	Valley City	
Larry Iverson	Valley City	County Agent
A. M. Paulson	Valley City	Chamber of Commerce
Oliver E. Peterson	Valley City	
Ralph F. Croal	Fargo, North Dakota	Lawyer
W. P. Tarbell	Fargo	Civil Engineer
Oscar Lunseth	Grand Forks	Alderman
O. A. Holkesvig	East Grand Forks	
M. L. Ladbury	Dazey	Farmer
Joe Berger	Dazey	Farmer
Joseph Kunze	Dazey	Farmer
E. A. Duff	Dazey	Farmer
C. W. Jaeger	Dazey	County Commissioner
Herman Amann	Dazey	Sibley-Trail Township
Karl Burkhardt	Dazey	Sibley-Trail Township
Ernest Johnson	Dazey	Sibley-Trail Township
Joseph H. Wieland	Dazey	Sibley-Trail Township
Edwin J. Heinze	Dazey	Sibley-Trail Township
Bernard Kunze	Dazey	Sibley-Trail Township
Alfons Eberle	Dazey	Sibley-Trail Township
Bernard A. Wieland	Dazey	Sibley-Trail Township

**RECEIVED**  
MAY 13 1949  
STATE WATER  
CONSERVATION  
COMMISSION

<u>Name</u>	<u>Address</u>	<u>Business or Representative</u>
Joseph Heinze	Dasey	Sibley-Trail Township
Wm. J. Wisland	Dasey	Sibley-Trail Township
George Berger	Dasey	
Ernest Ladbury	Dasey	
Henry Kunze	Dasey	
J. B. Kunze	Dasey	
Selmer Gilbertson	Nome, North Dakota	Co. Commissioner, Barnes Co.
Einar Holden	Eckelson	Barnes Co. Commissioner, Farmer
Harold Schroeder	Oriska	
A. W. Koch	Luverne	Member, Ashtabula Twp. Board
Emil Dahl	Luverne	
W. L. Curtin	Luverne	
C. L. Cruff	Rogers	
Clarence Colville	Rogers	
Della A. Kuder	Rogers	
Ray Kuder	Rogers	

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Mayor Curtis Olson presided.

The following is not an official transcript but essentially the gist of the remarks made at said meeting.

A. M. Paulson, Secretary  
Civic and Commerce Association

Transcript made by Jean Ejerks, Ass't Sec'y

MAYOR:

Gentlemen, we will call this meeting to order. This meeting today is called for the purpose of getting a better understanding of the present status of Bald Hill Dam. (The Mayor introduced members of the Water Commission--Governor Aandahl, Chairman, Earle Tucker, J. J. Walsh, chief engineer, Binar Dahl, Severt Thompson.) The Mayor then introduced Colonel Wilson.

COLONEL WILSON:

Well, we are pretty well along with the structure. The present contractor is due to finish putting in the gates on top of concrete spillway this summer. When he completes that work that will be the spillway complete. Then we will only have the major job left of closing the gap the river is now going through and allowing the pool to start forming. (At this point the blackboard is brought out for him to demonstrate on.) The bottom of the river is about 1220 elevation. When we make the closure the first thing the water will go through is two round culverts there which will be sufficient to carry normal low flows of water. The bottom of the elevation of those is 1238. For those who have been out there 1238 is pretty near bottom of that approach channel on the north side. If we go ahead with our program as planned and let another contractor make that closure starting about the first of July, in general terms, over the years the water will take about a week or so to back up and work as high as 1238, and it probably wouldn't get any higher than about 1240 until you had your next spring run-off. Based on what has happened for the previous years it is logical to presume that about two foot of head on the bottom of that culvert will force all the water through those culverts that show up. The next step is presuming we go up to top of spillway--top of spillway is 1252. The first time you have a spring run-off these culverts would not be big enough to pass the water and would back up as high as 1252 and a little higher. In other words, once we make the closure 1252 is as low as we could consistently hold the pool. Between now and next spring we can keep it down around 1240. At the time it gets up to 1252 if you had a spring like you had this year the capacity of that spillway is such that it would raise up about 1254 $\frac{1}{2}$  or 1255 with the gates closed. If you had a spring like you had last year it would get up around 1257. Now, the one you had last year was the highest flood you had since 1852, so that means if we don't close the gates on that spillway then you haven't got much chance of getting water higher than 1257. Our proposed operation will be to hold the level at 1266. That means that if you have a flood like you had a year ago that we can't get it out of there fast enough so you will get a couple of feet at the most. In other words, the water, just the backing up effect, it might get up to 1267. That will be the ultimate pool that we try and maintain. It will stay up there most of the summer on into the fall. It will stay up there through the normal recreation season when you want to have a nice looking pool.

The normal procedure will be that during the winter is the time we have to let the most water out, because downstream from there when river is frozen it requires a greater amount of water to take care of sewage, etc. You need more water in the winter time than in the summer time, so the greatest drain on the reservoir will come in the Winter months.

With that pool operating like that we have found by studying what happened in the thirties that you would be able to provide water out of that reservoir to provide for most domestic needs and improve conditions--drinking water and water to take care of their industries. From the viewpoint of the purpose for which it is built the reservoir can be pretty effective. During the thirties, if the pool had been completed, we would have been able to supply water enough to take care of the principal needs downstream during that drouth period.

It might be interesting to see how the different elevations tie into some of the road crossings. No. 1--elevation is 1246. Road crossing the bridge that is between two and a half and three miles north of the dam. Near Howard Martin's farm. No. 2--elevation is 1244. About two more miles upstream. Goes right by Richard Eggert's place. No. 3--elevation is 1254. Ashtabula bridge. No. 4--elevation is 1252. No. 5--Highway Number 26. No. 6--Two miles north of Highway 26. Elevation is 1262. Keys Bridge. No. 7--elevation is 1265.

The reason for the diagram is to give you some idea--when we make the closure this summer, if we leave the culverts open this will be about as high as the water can conceivably get--1240. That's about as high as she'll get. At the time the next spring flood comes along it will get up at least as high as 1252. If it gets above 1257 it will get higher than what happened last spring or in 1882. So we are pretty safe in saying that 1257 is as high as it is reasonably going to get. We will have to start closing the gates eventually, and obviously once we close the gates, then we are over the top of all of them. The highest it will get is about 67 $\frac{1}{2}$ , so it would be about 5 $\frac{1}{2}$  feet above the present deck.

MAYOR:

Any questions?

**GOVERNOR AANDAHL:**

I would be interested in a statement of the schedule of work as the corps of engineers have it proposed and how soon are you ready to go ahead with this spill in closing off the bend.

**COLONEL WILSON:**

We have the money right now. Our plans and specifications are already drawn up, and we are just about ready to advertise to go ahead and make a contract and make that closure. We ought to finish up before next spring, but it won't affect farm land that we have not already got possession of before next spring. We would have to acquire the remaining real estate that is necessary by next spring, but we wouldn't bother with any crops this summer.

**AANDAHL:**

The road question is our question. As far as farm land you are taking care of that.

**MAYOR:**

This meeting was called on recommendation of Governor Aandahl who felt it should be called to give you a better understanding of this thing. (The mayor then introduces governor as a speaker.)

**AANDAHL:**

Mr. Chairman, Colonel Wilson, members of the Water Commission, gentlemen-- The North Dakota Water Commission, of course, is very much interested in the speedy completion of all of the water projects that are under way in the state. At the present time the Garrison Dam, the Heart Butte Dam on the Hart River, the Dickinson Dam on the Heart River, the Bald Hill Dam and the Homme Dam are under construction. We expect that before very long the Cannon Ball Dam will be under construction. It is not going to be very long until Jamestown Dam will be under construction, and there are half a dozen other dams that are going to be put under construction in North Dakota before many years have lapsed. There is a tremendous water development program under way in the State of North Dakota and other states in the Missouri Basin. We are just a small part of this thing that is happening basin wide. There is an enormous water development program under way in the State of North Dakota, and when we add together all the benefits--irrigation, hydro-electric power, adequate water supply for municipal satisfaction and flood control--we are thinking in terms of benefits to have a far reaching influence on the future economy of our state, and as governor and chairman of the Water Commission, I am very anxious to see the construction of these water development projects progress smoothly and speedily to final conclusion.

It does not make much difference what kind of public project is under way. There are going to be some spots where it brings a certain amount of inconvenience. If a railroad builds a track across a state or through a community, they have to use the right of eminent domain and cause some inconvenience to property owners who are in the way. In this matter of water development projects we have the same problem. There is right of way needed for the project, and it brings inconvenience. It is expected and it is the plan that there shall be reasonable compensation for those disadvantages that come to those people, but in the light of progress it is important that we go forward with these various projects.

In the case of the Bald Hill Dam we know there is a problem of relocating roads so that the people who live adjacent to the reservoirs will have access to their community centers and towns that they wish to go to. The Congressional act that authorized the Bald Hill Dam and the Homme Dam and several others provides that the relocation of roads is a local responsibility, and when we say local responsibility we mean some group other than the Federal Government, and those are the conditions under which the Bald Hill Dam and Homme Dam in North Dakota are under construction. The water commission has no financial capacity to build roads. Any assurance that the water commission might give with respect to the relocation of roads is merely a transmittal of assurances that the Water Commission has received from the other political subdivisions. The State Highway Department, however, does have a road building responsibility, and as soon as the problem of relocating highways in the Bald Hill area was brought to the attention of the Highway Department a special effort was made by which the State Highway Department would cooperate with local interests in giving whatever assistance was possible in the relocation of highways and providing adequate access to the towns for the people who live in the area adjacent to the Bald Hill reservoir. I have here a map prepared by Mr. Hagen of the Highway Department. Mr. Hagen works out the cooperative agreements with the counties allocated federal aid to roads that are on the County Federal Aid System. The red on this map are state primary highways. The touch of green is state secondary, and the blue line is the additional mileage that the Highway Department is trying to place on the Federal Aid Secondary System to assist in giving an access road to the people in the Bald Hill Reservoir area. And when this additional mileage is placed on the County Federal Aid System then half of the construction costs will come from

federal highway funds. I asked Mr. Hagen to prepare a statement, and his statement just says that this route that is marked in blue has been requested for Federal Aid Secondary System, and they expect clearance on that in three or four weeks; and then, in addition to having that mileage placed on the secondary system, specific requests have been made for authorization for certain construction.

The first is the Sheyenne River Crossing. That will be the bridge two miles north of present Highway 26. Second item is Bald Hill Creek crossing. Third item is Bald Hill Dam.

The Highway Department has asked for permission for construction of those three segments. We want to do everything possible to bring about the speedy construction of the access roads that are needed by the people in the community.

I will be very interested in the discussion as we proceed and the further information that we might get relative to what needs to be done. Again let me say that as governor and chairman of the Water Commission I am very anxious to see this construction work that Colonel Wilson has outlined proceed as speedily as possible. Of course, any delays in a program of this kind results in inefficiency.

**MAYOR:**

As a matter of record, when this road program was laid out what they gave to us was \$250,000, public roads agreed to pay half of that, which brings it down to \$130,000. Assuming that the county used their own equipment, we could call it \$90,000.

Now, this is the place to air your gripes and get this thing ironed out.

**GOVERNOR AANDAH:**

I might say, Mr. Chairman, that I think that the over-all relocation of the roads is something that does not need to be completed immediately. That is, this is a construction program that in its total should probably last several years, and a portion of it will really be absorbed in a long time over-all work that you just normally intend to do, because these roads that you have need to be improved from time to time, and in so far as you can absorb a part of the reconstruction cost that is going on all the time you reduce the total amount that we are talking about. The figures that you used there are based on contract work, and here in Barnes County much of the work is done by the county equipment, which also gives you an actual cost which is somewhat less than the total figures that were used there, but as we approach this let's think of it as a gradual project over a period of two or three years.

**FARMER:**

Mr. Mayor: Are these boys up in that neighborhood satisfied with these two bridges you folks mention? There are six or seven bridges in that neighborhood. Are those people satisfied with one or two?

**MAYOR:**

From what we can gather they are satisfied with two bridges.

**FARMER:**

I would like to ask the governor to read the original resolution.

(The governor reads the resolution)

**HEIMES:**

I have got no interests in either side of the river. I think it is a good time right now to discuss the feasibility of dropping the Bald Creek bridge and proposing a bridge over what is known as the Ashtabula Crossing. That bridge will do away with some road work; it will hold the township of Ashtabula as one; it will hold Weiland Church and give them the same distance to church. The people living south of Bald Hill Creek will not be affected by the bridge as far as Valley City is concerned. The bridge is going to cost more money, but it will be quite an asset to Valley City and to the people that live up in that district. I think it is up to the township boards up in those townships and I think it is a good time for them to express their opinion. It is a regrettable thing to break up a township. I hope that somebody that lives in these townships will express their opinions.

**MR. ART KOCH:**

Speaking for Ashtabula Township as the road situation is mapped out now we would have to go four miles north of our township in order to cross the river. That is four miles north of our north line. We would have to go approximately three miles south of our south line to cross the river on the south. That is, you can see by looking at the map where the river enters into our township approximately two miles from the northeast corner and goes out about a mile and a half or two miles

from the southwest corner. Whereas if we had a bridge at our north line at the Ashtabula crossing we could go up the Getchell road that goes right through our township. As far as we are concerned in there I believe it would just about mean the difference between us staying in the township or dissolving. And that same bridge there I think would affect Sibley Trail.

MR. COLVILLE:

Mr. Chairman, I am not from Sibley Trail. I am from Rogers Township. Mr. Heimes and Mr. Cook have lead us to believe now that this proposed bridge at Ashtabula would give access to the west side of Ashtabula township. I beg to state that that is not possible unless they could go south to the dam or up through Sibley Trail and down across this proposed bridge. That would be the only means that would be acceptable to the west side of Ashtabula. There are some nine to twelve families on the west side of Ashtabula Township that must be served either by going south of the dam or across the creek at this proposed creek crossing. Therefore, I maintain that a bridge at the creek crossing is necessary.

MR. KOCH:

I think if you would consider the two projects, the one across the river and the one across the creek, it is feasible to construct the one across the creek at a later date and, if it is feasible to construct one across the river, now is the time it would have to be built.

CARL BURKHART:

I am from Sibley Trail. There has been so much confusion about these crossings that I don't know what the majority of the people want up there. For us in Sibley Trail it would be much better to have the crossing at Ashtabula. Most of us drive there. We always have, and as Mr. Cook said this other one can be built any time.

FARMER:

It seems to me that the Ashtabula project would be the logical one for Sibley Trail. That is our crossing, always has been, and that is the shortest road to Valley City.

FARMER:

We called Hagen yesterday, and again he said he would give Mr. Aandahl an estimate of the Ashtabula bridge. Did he do that?

GOVERNOR AANDAHL:

No.

MR. COLVILLE:

The Ashtabula crossing amounted to \$145,000.00. That is the grade and the rip rap and the bridge. Figures given by Mr. Barnes.

GOVERNOR AANDAHL:

That makes almost a prohibitive cost on that bridge. Roughly that is three times the cost of that bridge that is designated number 6—the Keys bridge.

HEIMES:

I think that we should have the same man estimate both bridges. Somebody's crazy.

COLONEL:

I just rode over both of them. This bridge looked like the one that would be the cheapest because you have a very narrow opening across there—a rather short fill across to the other side. I am comparing the Ashtabula bridge—the one I rode over—and this one. I am not surprised to hear someone say it is going to cost two times as much to do this as that because you have to raise the fill a good deal higher. This is no estimate. I rode over it and took a quick look.

BARNES:

I wonder if the governor received from Hagen a copy of the application he and I made.

AANDAHL:

No. All I have is this brief report.

BARNES:

Mr. Hagen and I made an estimate on both the Keys job and the Bald Hill Creek job. Mrs. Hagen said they were in such a tentative state that he didn't want to send them out until they were more authentic.

AANDAHL:

We don't want to think of these figures as an engineer's careful estimate.

MR. KOCH:

Isn't it a fact that the Ashtabula is the narrowest crossing you have in the Sheshego Valley?



COLONEL:

We have some surveys of those crossings. We can look and see.

ENGINEER:

The crossing would be 350 and 1250. That is 1600 feet from the water level on the east side to the water level on the west side. 1900 feet at the Keys bridge. The big difference between them is the height of fill you have to put in there. So your Ashtabula crossing would be shorter across by 300 feet. The deep part at the Ashtabula would be 13 feet from water surface down to the deep part of the ground. The other crossing will be seven feet.

HEIMES:

It appears that the Ashtabula would be 300 feet short on the straight-a-way but considerably greater fill.

AANDAHL:

Would you have any notion on how large a span would be needed?

ENGINEER:

The opening would not have to be materially different. The span that will carry the water nowadays will still carry it after the lake is in.

HEIMES:

In other words the Ashtabula bridge fill would be six feet higher than the other bridge?

ENGINEER:

Yes. Your bridge cost should not be more than five per cent higher. Your bridge cost would be the same. Your fill cost would be the difference.

FARMER:

We can't get along without the Keys Bridge.

OLSON:

We realize that.

FARMER:

You know all this comparison has been made between the Ashtabula and the Keys bridge, but the question is the difference in cost between the Bald Hill bridge and the Ashtabula bridge.

HEIMES:

I think another survey has got to be made of these bridges. I just can't see why there should be that much difference.

BARNES:

I made a profile of the Ashtabula bridge. The Ashtabula bridge I figured would need twenty-one feet of fill. The top of my grade would be six feet above your pool level. I figured 36 inch stringers. I figured rip rap up four feet within two feet of the top, and when I made this profile last Friday I realized this six feet wouldn't be any too much. That was the basis on which I made a rough estimate of the Ashtabula crossing.

HEIMES:

I still don't get the difference in price.

BARNES:

I estimated the Keys bridge with Mr. Hagen.

AANDAHL:

I don't know if I have the figures you folks arrived at. The rough figure on Keys bridge is 55000 as compared to the 145000 that you have. Mr. Barnes, did you use about the same standards in your estimate on Ashtabula Bridge that you had previously used with Mr. Hagen on the Keys bridge.

BARNES:

No.

AANDAHL:

That could explain part of the big difference in cost. A cheaper type would not work on Ashtabula crossing.

HEIMES:

Does it take \$50,000 to put up an extra six feet?

**BARNES:**

It isn't an extra six feet yet.

**JANDAHL:**

There is an eight foot difference in the level of the bridges at the present time, 1254 to 1262.

The exact figures on these two bridges are something that would have to have much more detailed figures than we have here. I think it is safe to assume that Ashtabula bridge would cost two times as much as Keys bridge.

**KRONEBUSCH, SANBORN:**

I figure the thing before we are through will cost over half a million dollars. We have got to get down to brass tacks and find out how many bridges we must build.

**JANDAHL:**

It is never expected that all of these bridges will be replaced.

**KRONEBUSCH, SANBORN:**

If we once knew what those boys up there wanted then the county and water commissioner and governor could get together and work on a compromise. The engineers I think have been conservative on estimates. We have to know how much responsibility the county will be in for.

**BJEEN:**

Did I understand the colonel right when he said it might be all right to take a gamble on the present Bald Hill creek bridge.

**COLONEL:**

It would be reasonable in my opinion to let it go for a year or two. The only thing is it would be good practice from a highway viewpoint to improve that, but in my own private opinion it would not have to be done immediately.

**KRONEBUSCH, SANBORN:**

Are those two townships satisfied? You know the county took over something there that is too big for the county to handle.

**GEORGE BERGER, SIRLEY TRAIL:**

I would like to know why, when Fargo, Moorhead and Grand Forks are deriving the benefit, Barnes County should pay for most of these roads. These people down there are benefiting much more than Barnes County.

**COUNTY COMMISSIONER JAMBER:**

I voted no on the relocation of roads, but since it has gone this far I think we should build a road around there and do everything we can, but we should build it as cheap as we can. If it costs more to go over the Ashtabula crossing, if we can get along with Bald Hill crossing, why not go through with that and save as much money as we can. If we haven't got the money it will serve everybody up north and omit the Ashtabula crossing. It is a feasible project, but we haven't got the \$100,000 it will cost.

**HEMES:**

We haven't got the money. Something should be done to put that bridge in there and the bridge has got to be put in soon. I think it is necessary. I have no plan to offer here right now on how to raise the money. The county has had two or three years to make arrangements to do some of this work, and they have done nothing until a month ago. They are in a tough spot. The townships were dissatisfied, and I don't blame them, but if the bridge was put in a lot of this secondary road could be eliminated. It would be a good saving of money to put in the bridge now and try to do something about it as to wait. Of course, at the present time we will have to stop all county road work, but I think it should be left open, and I think the city should say if they are interested in it. Nobody said anything from a town standpoint.

**MR. COLVILLE:**

Don't forget that we are isolated as far as roads are concerned. We don't want to lose our chance to get a road out to Valley City without going clear to Rogers to get there.

**MR. DEEP:**

Leaving out the cost problem I don't think there is any question that the attitude of the people north of Bald Hill creek is that they would much prefer to come across the Ashtabula crossing; so the road problem would not be a great item. If

you are going to compare the Ashtabula crossing with the Bald Hill crossing there is no comparison, but if you will go up there and look the hills over, I think you will agree that it is no road for heavy loads. The grade is too steep. Personally, I am not interested in that, but from that point I am sure that you could get ninety-five per cent of all the people north of the creek. —There are only two families who would have to go out of their way. Then you could go ahead out of Bald Hill creek and give these people a road to Valley City.

**MAYOR:**

How much further is it to Valley City coming over Bald Hill Creek bridge or Ashtabula bridge.

**MAN:**

There is not much difference.

**FARMER:**

I feel as Mr. Duff. I used to do a lot of trucking, and the Ashtabula is much the favored road.

**GARLISLE:**

From the standpoint of the business people in Valley City we feel that this Ashtabula crossing should be gone into in detail. We have no actual interest in it. We don't live out there, but the businessmen in town trade with people all over the county, and we are interested in getting the best possible access into our town with these farmers. In talking with farmers in that area it seems the farmers out there would greatly prefer the Ashtabula crossing to the Bald Hill creek crossing. If the Bald Hill creek crossing were left out for the time being, and the colonel explained it would be reasonable to let it go for awhile, much road work could be disposed of, and the money that would be saved on Bald Hill creek crossing plus the money spent on the road south of Bald Hill crossing, could pay for the Ashtabula crossing. Mr. Heimes pointed out the county is in a bad way financially, but I think people in Ashtabula and Sibley Trail township are fairly well satisfied with roads as they are. If it proved necessary within two years to put in a bridge, it seems logical that we can build a bridge today for a few cents on the dollar compared to what it will take two or three years from now. I am not an engineer, but it is possible that a good bridge might be built for the price of the road south of the Bald Hill Creek and the Bald Hill Creek bridge, and I think that avenue ought to be explored.

**MR. COVINGTON:**

You can't rob Peter to pay Paul. I have no fault to find with the bridge going across Ashtabula, but I don't want to have to sacrifice my road to get it.

**OLSON:**

On this Ashtabula crossing we do not know the Bureau of Public Roads will pay half on Ashtabula bridge which is so close to Number 26 bridge. That should be considered first before we discuss this too far. The Ashtabula supporters should be careful before they bring this before the public. I don't know that the public roads will O.K. that Ashtabula bridge.

**GARLISLE:**

Couldn't we find that out. My point is that these possibilities ought to be explored. It is my contention that the feasibility of this bridge should be explored. There is a lot of misunderstanding. I would like to say that I think that a thorough investigation of this thing by engineers should be made before any conclusion is arrived at. And I am sure that these farmers that are caused some confusion on this thing would be in a much better frame of mind if we went to the proper agency with a set of concrete figures for them on the cost of these various bridges. We would like definite information obtained, and then if it is impossible to satisfy the people of Sibley Trail and Ashtabula Township, or wherever the farmers are, you can tell them why you can't satisfy them; but if it can be done it ought to be looked into. It will be February 1 before any of the present roadways or bridges are inaugurated, and I think some action should be taken by this group to definitely establish the feasibility and the cost of this Ashtabula crossing.

**FARMER:**

Mr. Hagen informed us there would only be \$40,000 available to Barnes County for secondary roads each year, and it would take a long time to build these bridges if that is all the money we have.

**FARMER:**

It occurs to me that a Keys bridge is of little use to Barnes County. Griggs County is more interested in that Keys bridge than we are it seems to me. Of course, if you have definitely decided to build Keys bridge, then I agree you couldn't have two. But I think we should have the Ashtabula bridge to take the place of the Keys bridge and let the Keys bridge go.

JAEGER:

The Pillsbury elevator handles 300,000 bushels of grain a year, and you can't tell me they don't get any grain from the west side of the river. You can't do away with Keys crossing.

LAYOR:

It is impossible. The Keys bridge can't be eliminated.

FARMER:

I think it is more important to get a normal route to where you sell your produce than it is to where you spend it.

FARMER:

When we conceived the idea of the Ashtabula crossing we had no intention, and we don't support any program now that will interfere with you fellows that go from south of the creek to Valley City.

AANDAHLL:

Just by way of summarizing, as I have listened to this discussion and associated it with the information that I have, it would be my off-hand opinion that the most we can hope for in 1949 is the construction of the Keys crossing. After that in succeeding years we can look forward to progress on this road going south. The cost of the Ashtabula bridge both to the local interests and to the Federal Bureau of Roads seems to be out of range for the present. That is just about the way I see this thing. Desirable as it is, it seems to be out of range for the present. This whole program of road relocation is something that we have to move into pretty gradually. As I listened to the discussion here those would be my off-hand conclusions. Let's try to get the Keys bridge this season, and let's try to proceed with the other roads as rapidly as we can arrange for the financing.

COLONEL:

If you were to decide four years from now to build one, and it would cost \$400,000 extra because the pool was in the way, I think we could arrange to get the pool lowered for a reasonable length of time. I can't promise you anything. I work for the government, and the government's promise isn't worth a damn. A good many of these crossings could be made much easier to work on in the future if we lowered the pool some when the time came. It seems logical that our office would be willing to cooperate in the future to the extent of lowering the pool at a reasonable time of the year in order to make these jobs feasible.

What we would like to do is to close these little culverts except for letting enough water through to take care of these needs downstream. We can't raise it any higher than this without lowering our gates, but we certainly wouldn't want to lower the gates before next spring, but after next spring I don't see how we can sit here any longer with a reservoir ready to operate and not operate it. I think we would be perfectly safe in saying we can keep it below the Ashtabula bridge between now and next spring.

FARMER:

When will it be flooded?

COLONEL:

If we start making enclosure around the first of July, within two or three weeks it will be around 1238, and at the end of July or early August it will be up around 1240, but I doubt if we would raise it too much more than that before next spring. We would have the means of doing it if there was a lot of flow by closing these culverts to some extent. But we want to work this so it comes out to the best interests of everybody concerned.

JAEGER:

What is going to happen according to the summons received by the County Commissioners? Will it have any effect on this dam?

GOVERNOR:

I am not too sure just what the status of that will be. The water commission and governor and secretary of the water commission is included in that Summons. I just read it this morning and have not had an opportunity to check the status of those proceedings. I do not anticipate that they are going to be very difficult though.

I would suggest that after the general discussion is completed the county commissioners and the supervisors of the townships and the representatives of the Eastern North Dakota Water Development Association gather around the table here for a business meeting.

It was decided to adjourn the meeting.