



# Chief Explains How Army Engineers Control Rivers, Stop Floods, Put Water To Work For the People

Damage Avoided Exceeds Cost Of Building Dams

Major General Lewis A. Pick declared on March 8, soon after he had been appointed Chief of the Corps of Engineers, U. S. Army, that flood damage estimated at \$500,000,000 had been prevented by dams that had been built by the Federal government at a cost of \$483,000,000, that flood control works planned for future construction, together with those now in operation or being built "will, when completed, reduce the calculable losses from floods on our Nation's rivers by \$700,000,000 annually."

General Pick gave these figures, and other facts about the work of the Engineers in an address at the annual meeting of the National Rivers and Harbors Congress on March 4. He said:

"Federal flood control on a Nation-wide basis is still in its infancy. The first act for flood control, general, was passed in 1936. The first appropriation act pursuant to the authorization of this 1936 legislation was made for the fiscal year 1938—only 11 years ago. We lost four working years of this short period during the war."

"Yet by the end of the fiscal year 1948 the Corps of Engineers had completed 172 local protection projects and 56 reservoirs."

"The cost of these projects amounted to \$483,000,000. And I am happy to report that the estimated value of flood damages already prevented by these works exceeds \$700,000,000."

"By the close of the current fiscal year we will have increased the total of completed projects to 60 reservoirs and 201 local protection works."

"The 1950 program for flood control, general, as contained in the President's budget, provides for the continuation of work on 150 projects, 90 of which will be completed during the fiscal year."

"Flood control works now planned for future construction, together with those now in operation or under construction, will, when completed, reduce the calculable losses from floods on our Nation's rivers by \$700,000,000 annually."

"These figures, of course, do not translate into dollar benefits the alleviation of human suffering, protection of life, and stabilization of community enterprise. They place no dollar value on the contribution of projects to our national defense, yet the assurance of uninterrupted transportation facilities and the protection of strategic industrial areas are of vital importance in any national emergency."

"Major elements of the general flood-control program are the comprehensive river basin plans of improvement, authorized in the Flood Control Act of 1938."

"At the present time, Congress has authorized 10 of these comprehensive plans. Congress has further recognized the importance of these basin plans in flood control acts subsequent to 1938, by increasing monetary authorizations with the authorized expenditure for partial accomplishment now totals \$1,507,500,000. This is 60 per cent of the total monetary authorization for general flood control."

"Since these plans include work in the major river basins, where the greatest flood hazards exist, it is important that they be proceeded at a uniformly rapid rate, in accordance with efficient scheduling and planning. This procedure actually results in ultimate savings in construction costs to the Federal Government. Of even greater importance, however, are the facts that floods continue to occur, and that flood losses will continue until these plans are completed and in operation."

"The comprehensive river basin plans are actually a program for the control and use of flood waters, and for conservation of the water resources of the Nation. Congress has specifically directed that the Corps of Engineers—in reporting on projects for flood control and other purposes—must consider related water problems and uses—such as navigation, power development, water supply, recreation, preservation of fish and wildlife, and abatement of pollution."

"In many cases, dams required for flood control also afford opportunity for development of economical hydroelectric power. To leave this major water use undeveloped would be grossly inefficient and wasteful. Moreover, it would not be in accordance with congressional directive."

"Recreation is not given economic value in our estimates of benefits to be derived from completed reservoirs."

"Yet the recreational needs being served today by our completed reservoirs is strikingly reflected in the rec-

*The Southwest Corner*

"How's your boy getting on in school?" "Well, he's reached the age when he thinks less of passing an examination than of passing the car ahead."

## Chief of the Engineers a Virginian

Maj.-Gen. Pick Came From Brookneal—Rose Rapidly

A native of Virginia, Lewis A. Pick, is Chief of Engineers, United States Army, and therefore is top man of the Corps in charge of the planning and construction work of the dams and reservoirs in the Roanoke River basin.

Born at Brookneal, Campbell county, on November 18, 1890, Lewis Pick attended the Virginia Polytechnic Institute at Blacksburg, where he was lettered in three major sports, made all-conference tackle and captained the football team. In 1914 he was graduated with a Bachelor of Science degree.

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### Served in China—India, Too

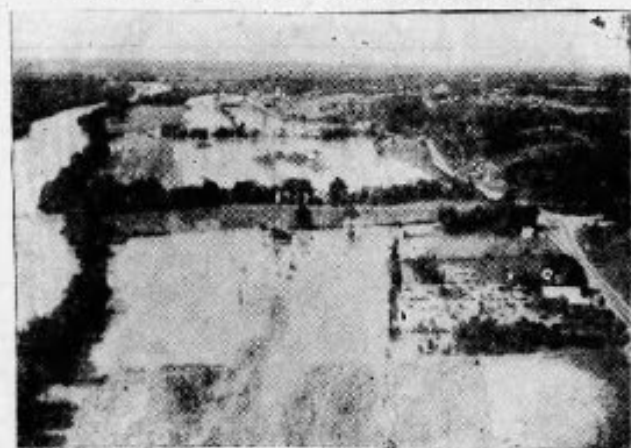
In October, 1943, he was given an assignment in the China-Burma-India Theater of Operations and was subsequently announced as commanding an Advanced Section, Army Service Forces, India-Burma Theater of Operations. While there he was responsible for the supply of United States and Chinese troops operating in Burma and for the construction, operation and maintenance of the Ledo Road.

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## When the Waters Rise

Two Views at Floodtime in Danville Area



IN THIS ISSUE there are many references to the floods—some of them very destructive—that have occurred in the Roanoke River basin.

Presented here are pictures of two scenes, snapped by a photographer during the flood of August, 1940, which did much damage.

The upper picture, made from an airplane shows the Dan River, looking south along U. S. Highway 58 (at right), when

it got out of bounds and flooded many fields and farmsteads.

The lower picture shows how the river flooded streets, railroad tracks and business property.

All such flooding will be a thing of the past when Bugs Island and other dams are completed and the waters held in control.

The pictures above were supplied to this paper from the files of the Danville Chamber of Commerce.

## THE MIGHTY RIVER

A Look at Various Features of a Basin 9,580 Miles Square

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under the supervision of the engineers.

These are the Bugs Island dam and reservoir, situated on the lower Roanoke River in Virginia, 20 miles downstream from Clarksville; and the Philpot dam and reservoir, located in the headwaters of the Smith River in Virginia, three and one-half miles upstream from Philpot.

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### Nine Others Planned

The nine other similar projects, varying in size and hydro-electric capacity according to location and other contributing factors, are to be developed at progressive future dates as the need for their facilities materializes.

Under the plan recommended by the Army Engineers and adopted by Congress, the locations of these nine other river projects will be at Gaston, Roanoke Rapids, Smith Mountain, Leesville, Taber, Malrose, Randolph, Stuart, and Schoolfield.

Together, 11 hydro projects would have an installed capacity of 269,000 kilowatts and would generate an average of about 1,790,000 kilowatt-hours per year at an average cost of 2.31 mills per KW-hour (1 for a cent) at the powerhouse.

Reports of the Federal Power Commission from years back have indicated a growing need for additional electrical generating capacity in the important industrial areas situated along the Roanoke River watershed.

Other sections of the two-State area of Virginia and North Carolina also are seriously short of electric power. The projected river basin hydro developments, when completed, are expected to furnish this needed output of energy in adequate volume.

In addition, they would provide effective flood control means throughout the basin and aid in the future extension of an existing navigation project which is dependent upon the provision of a suitable channel between Palmyra and Weldon, in North Carolina.

Army engineers report that the existing

navigation project may be extended from Palmyra to Weldon, with a navigable depth of eight feet, after completion of the initial reservoir at Bugs Island, which will assure the necessary minimum flow.

The navigation project already has been completed from Albemarle Sound to Palmyra, which is 16 miles below Weldon.

The Federal Power Commission has stated that, besides the 11 Roanoke River Basin projects authorized by the Flood Control Act of 1944, there are additional dam and reservoir sites in the river basin "which will merit investigation at some future date."

These are enumerated as the Walnut Cove site on the upper Dan River above Pine Hall, N. C.; the Anglin Mill site on the Mayo River, a tributary of the upper Dan River; the Carr Pond site on the Page River, a tributary of the upper Roanoke River; sites on the Banister River, a tributary of the Dan, and on the Hyeo, also a tributary of the Dan.

The Roanoke River Basin lies in an area covering a portion of south-central Virginia and northern and eastern North Carolina. Parts of 13 counties in Virginia and 17 counties in North Carolina are included in the watershed.

The basin is about 220 air-line miles long and from 10 to 100 miles wide; it is bounded on the north by the watersheds of the James and Chowan Rivers, on the west by the watershed of the New River, and on the south by the watersheds of the Tar, Neuse, Cape Fear, and Pee Dee Rivers.

After rising on the eastern slope of the Appalachian Mountains in south-central Virginia, the Roanoke River twists and turns 416 miles in a generally southeast direction toward the Atlantic Ocean and empties into Albemarle Sound seven miles below Plymouth, N. C. Its total fall in its 416-mile course is 2,906 feet.

The Roanoke River Basin covers a drainage area of 9,580 square miles, 6,100 of which are in Virginia and 3,480 in North Carolina.

The principal tributary of the Roanoke is the Dan River, which enters from the right bank at Clarksville, Va., 200 miles above the mouth. Smith River is the principal tributary of the Dan and enters from the left bank 94 miles upstream from the mouth of the Dan.

Above Clarksville, the Roanoke River is locally referred to as the Staunton River to the mouth of the Page River and as the Roanoke River upstream from this tributary. Elsewhere, this reach of the river is referred to as the Upper Roanoke River. It drains 3,445 square miles.

The flow of the Upper Roanoke River is

augmented by the Backwater, Pigg, Goose, Otter, and Felling Rivers.

The most important tributaries of the Dan River are the Mayo, Smith, Sandy, Banister and Hyeo Rivers.

The streams of the Roanoke River system are rugged in their flow in the region of the headwaters and the river area is characterized by deep gorges in the upper reaches, although some of the upper valleys range in width to 2,000 feet.

From a distance of 138 miles above its emptying point to Albemarle Sound the Roanoke flows easily, with a flood plain ranging in width from one to six miles.

Although the Roanoke is non-tidal, the stream flow is affected at Williamston, 38 miles above the mouth, by backwater from the Albemarle Sound. In this 38-mile stretch wind action causes material variations in the Roanoke's water levels.

The total population of the Roanoke River Basin, according to last census figures, is estimated at 463,000, of which 441,500 are in Virginia and 21,500 in North Carolina. More than half of the population is rural; about 27 per cent of the total live in cities and towns of 2,000 or more.

The average number of inhabitants per square mile in the basin is about 70, as compared to 65 in Virginia, 48 in North Carolina, and 43 for the United States as a whole.

The variety of minerals found in the basin is extensive, but because of limited quantities their commercial importance is small. Mining operations are devoted chiefly to the production of coal, granite, coal alone, sand, and gravel.

Quarries and Factories.

Large quantities of stone, suitable for building purposes and road construction, occur throughout the Piedmont region, with developed quarries in several sections of the two States. Commercial gravel deposits occur in the Coastal Plain area of North

Carolina. Several ceramic industrial plants in the basin are engaged in the production of structural clay products.

Manufacturing establishments, producing a variety of commodities, are located throughout the watershed. The principal products are textiles, pulp, paper, rayon, building materials and furniture. The principal industrial centers in the basin are Roanoke, Danville, Martinsville, South Boston, Bassett, and Salem in Virginia; and Lenoirville, Redeville, Spray, Roanoke Rapids, Weldon, and Williamston in North Carolina. Industrial activity also flourishes in the cities and towns along the Smith River in Virginia.

Favorable climatic conditions prevail throughout the basin area. These conditions, together with an abundance of labor, transportation facilities, and potential electric power resources, make this region eminently suited for continued industrial development in future years.

Rainfall in the basin is well distributed. The heaviest rainfall occurs over the Coastal Plain area and on the eastern slope of the Blue Ridge Mountains. The least rain falls in the Piedmont region, which comprises the major portion of the watershed.

The average annual precipitation for the basin is approximately 43 inches. This varies from a minimum of 41 inches at Roanoke, Va., to 60 inches at Pineville, Va., 100 miles west of the Smith River Basin on the mountains, and 49 inches at Williamston, N. C., in the Coastal Plain area.

Agriculture accounts for probably more than half of the occupational activity of the Roanoke River Basin area. The soil resources of the watershed are devoted chiefly to diversified crops and livestock production.

The principal cash crops are tobacco, cotton, and peanuts. Subsistence crops consist of corn, potatoes, small grains, garden, and

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## Forsee Many Intangible Benefits From Reservoir Development

Besides the tangible, evaluated benefits by which the Roanoke River Basin will profit from the comprehensive plan of reservoir development, there are, according to the Army Engineers, a number of intangible, unevaluated benefits which cannot be itemized in terms of dollars and cents but which will be realized by the valley, nevertheless, through the long-term development program.

The unevaluated benefits have been cited as follows:

(a) Reduction of the probable future loss of life during floods in the Roanoke River Basin.

(b) Reduction of damages to normal future property development.

(c) Reduction of soil erosion downstream from the dams.

(d) Conservation values as wildlife refuge areas.

(e) Recreational values.

(f) Possible values of some of the reservoirs for future domestic water supply and for stream pollution abatement.

(g) Value of reservoirs as factors aiding in the further industrial development of central and southern Virginia and northern and eastern North Carolina.

(h) Value of the Roanoke River Basin hydro-electric developments in time of war or during other power emergencies.



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# GEN. BIXBY'S ACTION WINS WIDE PRAISE

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His Voluntary Retirement Has  
Paved Way for Advance  
of His Friend.

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Washington, Aug. 18.—Army officers are pointing with a good deal of professional pride to the friendship between General William H. Bixby and Col. T. William Russell. On Aug. 12 the former voluntarily resigned as **Chief** of **Engineers** of the Army, so that his life-long friend, Col. Russell, might be promoted to that important station.

In the natural course, General Bixby would not have retired for another five months, and before that time had elapsed, Col. Russell would have been retired from the Army. It had been Col. Russell's chief aim in life to attain the post of **Chief** of **Engineers**, but in order for him to reach this position, it was necessary to create a vacancy.

General Bixby, his life-long friend, knowing of the colonel's condition, made the sacrifice, asked for retirement, and Col. Russell is now the new **Chief** of **Engineers**. Gen. Bixby retires with the grade of Major General, and Russell advances from the grade of Colonel to Brigadier General.

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## GEN. BIXBY, CHIEF OF U. S. ENGINEERS, RESIGNED SO HIS FRIEND, COL. ROSSELL, COULD HAVE PLACE



COLONEL WILLIAM T. ROSSELL. GENERAL WILLIAM H. BIXBY.

Amid the selfishness and excitement of politics, the capital and almost every officer of the United States army have been interested in the unusual case of General William H. Bixby, **chief** of **engineers** of the army, and Colonel William T. Rossell, next in authority in that bureau of the army.

The men had been lifelong friends, and General Bixby knew it was the ambition of Colonel Rossell to attain the position of **chief** of **engineers** before he retired, the position which could only be reached when Bixby himself quit. His retirement was to come by the age limit in five months. But before that time Colonel Rossell would also have been retired by the age limit. So General Bixby announced he would resign before his term expired so his friend Colonel Rossell would step in as **chief** of **engineers**. This photograph shows the two old friends at the moment General Bixby turned over his office to the colonel.



## PROMOTIONS IN THE ARMY. |

### Three Chiefs of Engineers and Why.

WASHINGTON, D. C., April 29.—The President to-day made the following appointments:

**Chief of engineers** with rank of brigadier-general—John W. Barlow, George L. Gillespie, Henry M. Robert.

Judge Advocate-General, rank of brigadier-general—Thomas F. Barr, John W. Clous, George B. Davis.

Judge Advocate, rank of colonel—George B. Davis, Edward Hunter.

Judge Advocate, rank of lieutenant-colonel—Jasper N. Morrison, Enoch H. Crowder.

Judge Advocate, rank of major—John Biddle Porter, Arthur Murray.

Brigadier-generals of volunteers—Merritt Barber, Lasker H. Bliss, Oscar F. Long, John G. Ballance, James Allen, Enoch H. Crowder, and Herbert E. House.

In the army appointments announced to-day, Enoch H. Crowder is made a brigadier-general and also a lieutenant-colonel. He secures the latter promotion by the retirement of Generals Lieber, Barr, and Clous. The appointment of brigadier for General Crowder is given him for services in the Philippines, and he will hold the position until July 1st. Colonel Crowder has been longer in the Philippines than any other officer of prominence.

Of the other appointments of brigadier-generals of volunteers, announced to-day, General Bliss has been collector at Havana since the occupation of Cuba by the United States. General Allen is of the Signal Corps, and has a record for good work during the Spanish war and since in the Philippines. General Ballance is a major in the adjutant-general's department at Manila, and General House is lieutenant-colonel of the Thirty-fourth Volunteer Infantry.

With respect to the office of **chief of engineers**, the following general plan of action will be followed: General J. M. Wilson, the incumbent, will retire on his own application next Wednesday. Colonel Henry M. Robert will be made **chief of engineers** on that day, and immediately retired on account of age. Colonel John M. Barlow, the second ranking colonel of engineers, then will be appointed **chief of engineers**, and also placed on the retired list, immediately, on his own application. Colonel George L. Gillespie, who has been appointed **chief of engineers**, will enter upon the duties of that office by next Monday at the latest.



## Carter Page Is Recipient Of Army Award

Carter Page, Chief of the Planning Division, Civil Works, in the Office, **Chief of Engineers**, U.S. Army, September 1 was presented with a Department of the Army Sustained Performance of Duty Award for outstanding performance during the year June 1954 to June 1955.

Lieutenant General S. D. Sturgis, Jr., **Chief of Army Engineers**, made the presentation in his office, at the same time expressing appreciation of Mr. Page's many years of service. "You have," said General Sturgis, "made many significant contributions to the Corps of Engineers over the years; your outstanding attention to duty and superior accomplishments have consistently reflected credit upon the Corps."

Brigadier General E. C. Itschner, Assistant **Chief of Engineers** for Civil Works, in recommending Mr. Page for the award, wrote:

"His outstanding accomplishments during that period in assisting the **Chief of Engineers** have led to the formulation of basic policies and procedures in the field of water resource development and have been of major importance in the successful advancement of the Corps of Engineers in this field. Mr. Page's originality of thought, superior leadership, exceptional judgment, and his great capacity to rationalize complex problems far exceed the standards for his position of Chief of the Planning Division."

Mr. Page was born in Culpeper County, Virginia, and is a Civil Engineer graduate of Virginia Military Institute. He has been with the Corps of Engineers of the Army since 1929 when he was employed for work on the Nicaragua Canal Survey. Subsequently he served with the Board of Engineers for Rivers and Harbors and with the Mississippi River Commission and in 1939 was a member of the mission sent to Nicaragua to investigate canal matters. From 1940 to 1942, as the United States prepared for and entered World War II, he moved to the Office, Chief of Engineers and aided in organizing the Air Forces Section, Military Construction Division, which su-

pervised construction of Air Force bases in the United States and on outlying islands.

In 1942 Mr. Page entered the Army as Captain of Engineers and served until mid-1946, including three years in North Africa, Italy, France and Germany. He returned to the United States as Colonel of Engineers; and, after separation from military service, rejoined the Corps of Engineers as a Civil Engineer. He was assigned as Chief of the Planning Division, Civil Works, in the Office, **Chief of Engineers**, about a year ago. Mr. Page is married, has one son; and lives in Alexandria and at his farm near Rixeyville in Culpeper County.

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#### Served in China—India, Too

In October, 1942, he was given an assignment in the China-India-Burma Theater of Operations and was subsequently announced as commanding an Advanced Section, Army Service Forces, India-Burma Theater of Operations. While there he was responsible for the supply of United States and Chinese troops operating in Burma and for the construction, operation and maintenance of the Ledo Road.

#### Becomes Chief of Engineers

In September, 1945, he was assigned to the Office of the **Chief of Engineers**, Washington, and two months later became Division Engineer, Missouri River Division, Omaha, Neb. On March 1, 1949, he became **Chief of Engineers** for a four-year term by presidential appointment.

### BASIN CHAIRMAN



Bolling Lambeth, above, well known attorney of Bedford, Va., is the dynamic chairman of the Roanoke River Basin Association, which with the Roanoke River Flood Control Committee, has waged an unceasing fight for several years for development of the Roanoke River and its tributaries. Mr. Lambeth has given largely of his time and ability to the gigantic project.



# BEGIN AGITATION FOR REMOVAL OF BELT LINE RAIL BRIDGE

## Use Of Virginia's Structure Instead Is Proposed Maritime Board Meets To Act On Committee Report—Chamber Fails To Take Stand.

Agitation for the removal of the Norfolk and Portsmouth Belt Line bridge in Southern branch and the use of the Virginian Railway bridge for the Belt Line crossing is being started as a way out of the conflict of interest in connection with the approval of plans for the vehicular bridge over the stream by the United States district engineer. Opposition to a third bridge within a little more than a mile is expected to give weight to the movement.

Col. F. A. Pope, the district engineer whose report is now before the chief of engineers at Washington, declared the Belt Line bridge would eventually have to be rebuilt and he advised against permitting another structure at this point because of the location. He said the Belt Line and Virginian should use the same structure.

While there is a strong determination to fight the recommendation of the district engineer before the chief of engineers and his board of review, the door is not being closed to a movement that may bring about the joint use of the Virginian bridge by the Belt Line and its present owners.

It is hinted in some quarters that the tenseness of the feeling of industrial plants owners on Southern branch would be considerably relieved if the Belt Line were to indicate its willingness to transfer its traffic to the Virginian bridge, although it is suggested that even the location approved by Colonel Pope is not the most desirable that could be secured.

There is no desire to clash with Colonel Pope's recommendations except as they affect the objections of steamship operators to a third bridge in Southern branch. It is realized that the district engineer in charge of a harbor like Norfolk's is a valuable asset and that no schism should be created that might bring about a break.

### Maritime Board to Act

A special meeting of the board of directors of the Hampton Roads Maritime Exchange is being held today "for the sole purpose of acting upon a report of the committee, in connection with the proposal to construct a vehicular bridge across the Southern Branch of the Elizabeth river."

It is anticipated that as a result of this meeting the exchange will take immediate steps to present the objections of the navigation interests to the construction of a bridge at the point contemplated under the present plans of the bridge proponents, before the Chief of Engineers of the Army, in Washington.

The meeting of the directors was called as a direct result of the discussion of the bridge project yesterday afternoon by a committee of Maritime Exchange members,

property owners representing the navigation interests of the Southern Branch area. This committee recommended a policy of vigorous opposition to the location of a bridge as the point on the Southern Branch now under consideration. This conclusion was arrived at after a careful reconsideration of all the facts in the case. It was the sense of the committee, just as expressed on previous occasions, that combination of the highway bridge with any existing bridge would meet their objections satisfactorily.

### Oppose Extra Obstructions

Members of the committee readily conceded the desirability of vehicular communication between the two sides of the Southern Branch, but they expressed their continued belief that this desirable result could be attained without erecting any further hindrance to navigation. The property owners strenuously objected, however, to any project which would place further obstructions in the way of commerce, the ultimate basis of the prosperity of the entire community.

Some of the members expressed the view that in spite of statements in the press to the contrary, the present belt line bridge is apt to be recognized from time to time and remain in its present position indefinitely. It is their opinion that the possibility of this bridge being discontinued does not constitute a valid reason for not building the new highway bridge in connection with it at the same location. It was said that it has not yet been definitely shown that the consolidation of the two bridges can not be effected.

The committee itself, however, avoided reference to any particular one of the existing bridges in making its recommendations.

### Want Permit Withheld

The immediate action taken was the filing of a protest by telegraph with the chief of engineers requesting that approval of the bridge project be withheld pending submittal of the objections of the navigation interests. A committee, composed of A. R. Griffin, R. B. Drennan and T. S. Southgate, was appointed to represent the property owners of the Southern Branch area in any further developments in connection with the bridge proposal.

The executive committee of the Norfolk - Portsmouth Chamber of Commerce considered the bridge problem at its meeting yesterday, but no definite action was taken in that connection. The matter was left in the hands of Leon T. Seawell, president of the chamber. He will probably send a telegram to Brig.-Gen. Jadwin, chief of engineers, in support of the request of the Maritime Exchange, that his decision regarding the bridge be deferred until further data can be placed before him.



## PROJECTED BRIDGE OVER THE JAMES.

The Daily Press is advised that as the navigable portion of James River lies wholly within the borders of Virginia, the consent of Congress is not necessary to build a bridge over the river at this point. Section 9 of the Act of March 3, 1899, being Section 9971 of West's Compiled U. S. Statutes reads:

"It shall not be lawful to construct or commence the construction of any bridge, dam, dike or causeway over or in any port, roadstead, haven, harbor, canal, navigable river, or other navigable water of the United States until the consent of Congress to the building of such structures shall have been obtained and until the plans for the same shall have been submitted to and approved by the Chief of Engineers and by the Secretary of War; Provided, That such structures may be built under authority of the legislature of a State across rivers and other waterways the navigable portions of which lie wholly within the limits of a single State, provided the location and plans thereof are submitted to and approved by the Chief of Engineers and by the Secretary of War before construction is commenced; And provided further, That when plans for any bridge or other structure have been approved by the Chief of Engineers and by the Secretary of War, it shall not be lawful to deviate from such plans either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Chief of Engineers and of the Secretary of War. (March 3, 1899, c. 425 s 9, 30 Stat. 1151.)"

It will be seen from this that only the consent of the General Assembly of Virginia would be necessary in this case, provided the location and plans of the structure were approved by the Chief of Engineers of the United States and the Secretary of War before the structure was begun.

The bill introduced in Congress to authorize a bridge across the James provides that "the consent of Congress is hereby granted to the James River Bridge Corporation, its successors and assigns, to construct, maintain and operate bridges and approaches thereto at points suitable to the interests of navigation across James River, between the city of Newport News, or Warwick County, and Isle of Wight County, and across Chuckatuck Creek between Isle of Wight and Nansemond County, from a point near the eastern end of Smith Neck Road to a point at or near Crittenden, and across the Nansemond River at or near the property of Fulgam to a point at or near Lees Landing, in accordance with the provisions of the Act entitled 'An Act to regulate the construction of bridges over navigable waters,' approved March 23, 1906, and subject to the conditions and limitations contained in this act."

Just why the projectors of the bridge went to Congress for an act of consent instead of to the General Assembly of Virginia is not known, but it is a matter which ought to come before the Virginia legislative body and fully threshed out in that body. It is a matter of local concern and of far more importance to the State of Virginia than to the Nation.

Our commercial bodies and the City Council must be on the alert, and should keep in close touch with Representative Bland, whose concern, of course, primarily is for the interests of the city of Newport News and the Lower Peninsula and the interests generally of the Congressional district he represents.



# Names Listed Of Witnesses In Bilbo Case

WASHINGTON, Dec. 11.—(AP)—Names of seven War Department witnesses for a hearing tomorrow on the relations of Senator Theodore G. Bilbo (D-Miss.) with a group of war contractors were made public by the Senate War Investigating Committee today.

They include:

Major-General Thomas M. Robbins (retired), former assistant chief of engineers

Douglas I. McKay, special assistant to the chief of engineers.

Brigadier-General Samuel D. Sturgis, assistant chief of air staff, and formerly chief of district engineers at Vicksburg, Miss.

Brigadier-General Ludson D. Worsham, former chief of division engineers, Mobile, Ala.

Colonel R. E. York, former resident engineer at the Air Mechanics Training School, Biloxi, Miss.

Major-General William F. Tompkins (retired), former executive assistant to the chief of engineers.

Colonel John R. Hardin, former chief, construction section, Corps of Engineers.

## ALLEGATIONS SUMMARIZED

The Senate committee has authorized an investigation into allegations that Bilbo accepted more than \$30,000 in cash from war contractors he aided in obtaining contracts; also that he received from them his "dream house No. 2," furniture for the house, and an expensive car.

The Senate Campaign Expenditures Committee held hearings in Mississippi last week on charges that Bilbo had tried to keep Negroes from voting in last Summer's primary.



# Red Cross Wins Bet On Bridge

## Lieutenant Loses Wager On Time Taken To Reopen Structure

PUTNUM, Conn. — The American Red Cross here is \$40 richer because a young lieutenant in the Army Corps of Engineers lost a five-dollar bet.

All this was an aftermath of the flood following Hurricane Diane. The bridge over the Quinebaug River leading to the town's only hospital was knocked out. Mayor John Dempsey was heard by First Lieutenant Frank S. Tarbell of 260 Chidsey Avenue, East Haven, Conn., to say:

"The bridge won't be opened for at least a week."

The lieutenant, who is stationed with the Office of the Division Engineer, New England Division, disagreed.

"Mr. Mayor, this is only my estimate, but I'll bet you five bucks that the Army Engineers have a bridge in here in five days."

The lieutenant lost his bet — by two hours! but he was not allowed to pay off. Instead, when word of the wager reached him, the lieutenant's commanding officer, Brigadier General Robert J. Fleming, Division Engineer, declared:

"The United States Army not only encourages but demands initiative of its younger officers. They

in turn have, I believe, the right to expect that their military superiors will back them up to the utmost.

"I have, therefore, directed Lieutenant Tarbell not to pay this 'bet.' Instead, every officer in this office senior to him and every officer in the military chain of command above him up to and including the Chief of Engineers has decided to pay it for him."

Payment was made in the form of eight five dollar checks payable to the local chapter of the American Red Cross. They were signed by the lieutenant's superiors, including:

Lieutenant General Samuel D. Sturgis, Army Chief of Engineers;

Major General Charles G. Holle, Deputy Chief of Engineers for Construction; and Brigadier General Emerson C. Itchner, Assistant Chief of Engineers for Civil Works.

## POLICE GET THEIR GOAT

SAN DIEGO, Calif. (AP)—Two Canadian sailors from the destroyer Cayuga told police a brown goat was the ship's mascot.

The police took sailors and goat to the pier where the Cayuga was tied up. The ship's guards said they had never seen the goat before but they recognized the sailors.

Goat went to the city pound. The sailors were taken aboard.

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## MANY APPOINTMENTS.

How President McKinley Signalized His  
Departure for California.

(By Telegraph to Virginian-Pilot.)

Washington, April 29.—The President today made the following appointments:

Chief of engineers, rank of brigadier general—John W. Barlow, George L. Gillespie, Henry L. Robert.

Judge advocate general, rank of brigadier general—Thomas F. Barr, John W. Clous, George B. Davis.

Judge advocate, rank of colonel—George B. Davis, Edward Hunter.

Judge advocate, rank of lieutenant colonel—Jasper N. Morrison, Enoch H. Crowder.

Judge advocate, rank of major—John Biddle Porter, Arthur Murray.

Brigadier generals of volunteers—Merritt Barker, Lasker H. Bliss, Oscar F. Long, John G. Ballance, Jas. Allen, Enoch H. Crowder and Robert L. Howze.

### A COMPLIMENT.

In the army appointments announced today Enoch H. Crowder is made a brigadier general and also a lieutenant colonel. He secures the latter promotion by the retirement of Generals Lieber, Barr and Clous. The appointment as brigadier general of volunteers is a compliment given him for services in the Philippines, a position he will hold until July 1st. Col. Crowder has been longer in the Philippines than any other officer of prominence.

### OTHER BRIGADIERS.

Of the other brigadiers of volunteers, announced today, Gen. Bliss has been collector at Havana since the occupation by the United States. Gen. Allen is of the signal corps and has a record for good work during the Spanish war and since in the Philippines. Gen. Ballance is a major in the adjutant general's department at Manila, and Gen. Howze is lieutenant colonel of the Thirty-fourth Volunteer Infantry.

### CHIEF OF ENGINEERS.

With respect to the office of chief of engineers the following general plan of action will be followed: Gen. J. M. Wilson, the incumbent, will retire on his own application next Wednesday. Col. Henry M. Robert will be made chief of engineers on that day and immediately retired on account of age. Col. John M. Barlow, the second ranking colonel of engineers, then will be appointed chief of engineers and also placed on the retired list on his own application. Col. George L. Gillespie, who has been appointed chief of engineers, will enter upon the duties of that office by next Monday at the latest.

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Sullivan's High Street Row House

# Water Quality Plan Subject Of Hearing

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The Corps of Engineers will conduct a regional public hearing at Annapolis, Md., Sept. 10 to receive comments on its new permit regulations designed to protect water quality against the discharge of dredged or fill material.

The Annapolis meeting, one of four regional public hearings, provides an opportunity to the people in the eastern United States to comment on the regulations published in the Federal Register July 26.

The hearings at Annapolis will be at the Francis Scott Key Memorial Hall, St. Johns College (College Avenue and St. Johns Street) at 1:30 p.m. and 7:30 p.m.

Brig. Gen. K. E. McIntyre, deputy director of civil works of the Office of the Chief of Engineers in Washington, D.C., will conduct the hearings assisted by several staff members from the Office of the Chief of Engineers.

Following a discussion of the background and content of the regulations, comments will be received. Citizens and groups are encouraged to attend and present written statements; however, oral presentations will be heard and recorded.

Written comments may also be mailed directly to the Office of the Chief of Engineers, ATTN: DAEN-CWO-N, Forrestal Building, Washington, D.C. 20314, by Oct. 24.

The regulations, published July 25 and presented for a 90 day public comment period, implements Section 404 of Public Law 92-500, the Federal Water Pollution Control Act Amendments of 1972. The regulation became effective upon publication; and, as announced at that time, the Corps of Engineers plans a moderate and reasonable approach in expanding its authority through the permit system to protect the rapidly disappearing wetlands

of the nation. The program will be implemented in three phases over the next two years.

Phase I, effective July 25 extends the existing permit procedures now applicable to traditional "navigable waters of the United States" to include adjacent wetlands.

Phase II, effective July 1, 1976, will expand the permit regulation into primary tributaries of "navigable waters of the United States"; natural lakes greater than five acres in surface area and their adjacent wetlands.

Phase III, after July 1, 1977, will extend to the corps' regulatory authority into other "navigable waters" generally up to the headwaters, where streams flow less than five cubic feet per second.

In addition to the four regional meetings conducted by the chief of engineers' office, the corps' district engineers will conduct local public information meetings to explain the provisions of the new regulation and to address local applications. Corps officials will also meet with state and local officials and coordinate activities with regional offices of the Environmental Protection Agency.



# Ask \$1,300,000 For Work On City's Harbor

## Widening Of 40-Foot Channel Recommended By Chief Of Engineers

### Would Use Half Million To Let Big Ships Come In Wants \$400,000 Development Of Inland Waterways To Beaufort

Recommendations for \$1,300,000 appropriations for improvements in Norfolk harbor and in the Norfolk district are carried in the recommendations of the chief of engineers of the army in his annual report.

This amount is to be included in the rivers and harbors appropriation bill to be submitted after the Christmas recess.

As the recommendations are understood to have been worked out by the chief of engineers in co-operation with the budget commission, headed by Gen. Charles G. Dawes, there is a reasonable chance for the passage of the appropriations, it is believed here.

Principal among the recommendations are the following:

\$4,000,000 for widening the 40-foot channel in Hampton Roads and Norfolk Harbor.

the inland waterway from Norfolk to Beaufort Inlet, N. C.

\$76,399 for work on the Appomattox river.

In addition, the chief of engineers urged the expenditure of \$164,592 for dredging in Norfolk harbor from funds now available.

Authority to use \$130,452 from available funds on the inland waterways to Beaufort Inlet is asked.

#### Depth Now at 40 Feet

The forty-foot channel to Norfolk is now practically complete, but its width at present is not sufficient to permit the safe passage of larger ships which would make Norfolk.

Col. J. C. Oakes, district engineer, said this morning that he did not know just what other local projects were included in the \$1,300,000 asked for, as the recommendations had been made up by the chief of engineers working with the budget commission.

"We can spend all the money on needed improvements that congress will allow," Col. Oakes added.

#### Inland Waterways Important

Next to the appropriation for widening the channel to Norfolk, the recommendation for improvements on the inland waterway to Beaufort Inlet is perhaps the most important.

The plan is to improve the Albemarle and Chesapeake Canal and the route through Albemarle and Pamlico Sounds.

The inland waterways is one of the most important potential feeders for Norfolk harbor, and development of the Beaufort route is a part of a general program of inland waterways improvement.

No recommendation has been made for deepening the channel to forty feet.



# ENGINEER CHIEF MAKES REPORT TO LEGISLATORS

## Urges Addition Of \$1,410,- 800 To Sum Carried In Pending Harbor Bill

## Deal Confident Of Action By Congress This Winter

More than a million and a quarter dollars are asked for Norfolk harbor and the Norfolk-Beaufort inland water way for the fiscal year beginning July 1 next, in the report of the **chief of engineers** submitted to Congress today. A total of \$1,410,800 is asked for Virginia including \$100,000 for the James River.

This amount is addition to the funds carried in the rivers and harbor bill for the current year which failed of passage at the last session of Congress, and which will be insisted upon at the short session opening today.

### Deal Confident of Action

Representative J. T. Deal, before leaving for Washington last week, predicted that the pending bill would pass. It carries appropriations for work on Thimble Shoals channel, Norfolk harbor, deeper channels on the Eastern and Southern branches, for a 40-foot channel to Newport News, for the inland waterway, and purchase of the Dismal Swamp canal, amounting in all to more than \$2,000,000.

Whether or not the recommendations of the **chief of engineers** for additional appropriations for next year will be reported in a new bill or will be consolidated with the pending measure has not been determined. At the National Rivers and Harbors Congress in Washington, December 10 and 11, a strong plea will be made for the enactment of both measures, which will insure appropriations of nearly \$3,500,000 for the present and the next fiscal years.

### Carrying on Old Projects

Work on authorized projects in the Norfolk district has been carried on to a limited extent by the U. S. engineers, but no new projects have been undertaken as a result of the failure of the pending bill to pass before adjournment last summer. Among the projects held up was one for a 25-foot channel to the Ford plant on Eastern branch, and another for a similar channel beyond the navy yard on Southern branch.

The report of the **chief of engineers** for the next fiscal year shows the amount needed for completion on each project, and his recommendation for expenditures for that period.

### What Report Shows

Norfolk district: Norfolk harbor, completion \$2,090,500; new work, \$350,000; Thimble Shoal channel, Va., completion \$625,840; new work \$400,000; James river completion, \$2,837,400; new work \$100,000. Appomattox river maintenance \$10,000; Pagan river maintenance \$2,000; inland waterway from Norfolk, Va., to Beaufort Inlet, N. C., completion, \$3,287,000; new work \$365,000; maintenance \$155,000; Blackwater river maintenance, \$3,000; Meherrin river, N. C., maintenance, \$3,000; Roanoke river, N. C., completion, \$42,000; maintenance \$3,000; New Begun creek, N. C., completion, \$42,000; maintenance \$9,000; Scuppernon river, N. C., maintenance \$1,000; Manteo (shallow bag) Bay, N. C., maintenance \$2,000.

Where the word "completion" is used is understood to mean completion of existing project.

### Asks Total of \$54,000,000

A total of \$4,183,390 is asked of Congress by the **Chief of Engineers** for general river and harbor works

throughout the United States and its territories, during the coming fiscal year. Last year's report recommended a total of \$45,428,065, but the amount which was finally carried in the War Department Appropriation Bill on June 7, 1924, and was allotted to the various river and harbor projects of the country was only \$37,250,000.

The budget bureau's estimates for the coming fiscal year have not yet been made public, but it is expected that the amount included for rivers and harbors will again be far below that recommended by the **Chief of Army Engineers**. As big a fight in Congress is looked for this year between backers of the Engineers' Corps recommendations and those who maintain that smaller amounts will be adequate to carry on the work, as has been waged in the past two years.

### Allotted \$718,600 This Year

Virginia waterways were allotted \$718,650 from the last river and harbor appropriation for expenditure in the current fiscal year. Of the total allotment for the state, the Potomac River at Alexandria got \$65,000; Occoquan Creek, \$6,700; Rappahannock River, \$17,600; Mattaponi River, \$8,300; Pamunkey River, \$9,700; Norfolk Harbor, \$157,400; Thimble Shoals Channel, \$60,000; Appamattox River, \$15,000; Inland Waterway from Norfolk to Beaufort Inlet, \$371,500; and Blackwater Creek, \$7,500.

No expenditures of funds other than the balances already available were considered necessary in the next fiscal year by the army engineers for the Channel at Newport News, the Nansemond River, the Onancock River, the waterway from Norfolk to the Sounds of North Carolina, the Potomac River below Washington, D. C., nor for Leckies Creek.

### Harbor Channel 40 Feet

With the \$350,000 recommended for Norfolk Harbor for the fiscal year 1926, it is proposed to continue dredging for widening the 40-foot channel toward project dimensions, and to restore to project depths the completed portions of Norfolk Harbor channels.

An unexpended balance of \$372,015.11 is now available for new work in widening the channel between the junction of the southern and eastern branches of Elizabeth River and Hampton Roads, for maintenance of the channels, for repairs to Craney Island bulkhead, and other work.

### James River Work

In the James River, the new work proposed consists of stabilizing the channel in the upper reaches of the river, and for additional dredging. At the close of the last fiscal year, there was a balance on hand of \$194,556.30 for expenditure on the James River project, which is being expended for dredging to restore the channel dimensions of 400 feet wide and 20 feet deep at mean low water, attained by dredging about twelve years ago, on a number of shoals between the river's mouth and City Point; also to enlarge parts of other channels between City Point and Drewry Bluff, about six miles below Richmond.

It is proposed to expend \$10,000, the recommended allotment for the Appomattox River, for continuation of maintenance dredging for restoring shoaled portions of the channel to project dimensions. The sum of \$15,000 allotted from the act of June 7, 1924, to this river, is available now for dredging shoaled portions of the channel between Petersburg and Point of Rocks.

### Thimble Shoals Channel

The \$400,000 recommended for Thimble Shoals Channel would be applied to increasing the dimensions of the channel between Hampton Roads and the ocean. Of the \$520,000 recommended for the Inland Waterway between Norfolk and Beaufort Inlet, \$365,000 is intended to be applied for new work in dredging, construction of bridges, etc., and \$155,000 for maintenance work.

Dredging, repairing dikes, removal of snags and similar obstructions, engineering, supervising, etc., are included in the proposed new work for other river and harbor projects of the state.

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# Witnesses Named In Bilbo Case

## Probe Relations With Contractors

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Douglas I. McKay, special assistant to the **chief of engineers.**

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Brig. Gen. Ludson D. Worsham, former **chief of division engineers,** Mobile, Ala.

Col. R. E. York, former resident engineer at the Air Mechanical Training School, Biloxi, Miss.

Maj. Gen. William F. Tompkins (Ret.), former executive assistant to the **chief of engineers.**

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