

## Governor Edward Arn correspondence, subject files

### Section 24, Pages 691 - 720

These folders contain correspondence subject files with Governor Arn. The subject of this box is floods. Starting on July 13, 1951, one of the most costly floods in Kansas' history swept down the Kansas River valley into the Missouri River basin. The Kansas River valley had flooded before but not with this magnitude and damage. During the period of July 9-13, some areas in the Kansas River basin received 18.5 inches of rain. The eastern half of the basin averaged 8 inches.

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CORPS OF ENGINEERS, U.S. ARMY  
Office of the District Engineer  
Tulsa District  
Tulsa, Oklahoma

Address reply to  
District Engineer  
Corps of Engineers, U.S. Army  
P. O. Box 61  
Tulsa 2, Oklahoma

4 August 1951

Honorable Myron George  
House of Representatives  
Washington, D. C.

Dear Mr. George:

On 3 August 1951 the following persons called in the Tulsa District Office to discuss possible improvement of the Arkansas City, Kansas, Levee which provides partial protection from floods on the Arkansas and Walnut Rivers:

Mr. Stanley F. Spencer, President, Arkansas River  
Valley Flood Control and Conservation Association  
Mr. Wayne E. Lambert, City Manager  
Mr. H. D. Smith, Kansas Gas & Electric Company  
Mr. F. A. Deering, Kanotex Refining Company

During the conference, local interests from Arkansas City stated that they considered the existing levee at Arkansas City to be inadequate for protection of floods on the Arkansas and Walnut Rivers since it was partially overtopped during the flood of April 1944. They also stated that they desired improvement of the levee to provide a reasonable degree of flood protection at the earliest possible date. They requested this office to summarize the problem and advise you.





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The existing Arkansas City Levee was constructed as a WPA project prior to 1940 at a total estimated cost of \$189,330.35, contributed in part by the United States and in part by the City of Arkansas City. The project was constructed as a work relief measure and does not provide full protection against either experienced floods or larger floods which could reasonably be expected to occur. Under authority for emergency relief contained in the 1944 Flood Control Act, the Corps of Engineers expended \$107,342.83 for repair of the levee following its damage during the April 1944 flood.

Based on the flood experienced in 1944, the design of the present Arkansas City Levee is not balanced, and a raise in grade and extension at the upper end of the levee would be highly desirable. Local interests at Arkansas City have been previously informed that there was no authorization under which the desired improvements could be made. Mr. Wayne E. Lambert, City Manager, stated that the estimated cost of the desired improvement would amount to about \$300,000.

As you may know, pursuant to the 1950 Flood Control Act, an Inter-Agency River Basin Committee has been formed for the purpose of preparing a coordinated report on the land and water resources of the Arkansas-White-Red River Basins. Improvement of the levee at Arkansas City will be investigated by the Corps of Engineers under that general authorization; however, the final report is not scheduled to be completed until 1 July



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1954. Local interests at Arkansas City are apprehensive because of the lengthy period required for preparation of the report and the long period of time required for processing, obtaining the necessary authorization from Congress, and obtaining the necessary appropriation of funds for the improvement. They consider that during that period of time, a disastrous flood could occur which would cause damages many times in excess of estimated cost of providing the necessary remedial work.

There is no apparent solution to the request of local interests that the remedial work on the Arkansas City Levee be undertaken within the near future. In the event that a solution could be found to this problem, it is considered that more detailed surveys and investigations should be made to accurately determine the required grade and section for an adequate design of the improvement, and to determine its estimated construction cost. This would be necessary since it is possible that these studies would indicate that the cost of a levee to acceptable standards would be greater than estimated by local interests.

In order that the Chief of Engineers may know of your interest in this matter, we are taking the liberty of forwarding a copy of this letter to him.

Sincerely yours,

/s/ H. D. Weston

H. D. WESTON  
Lt Col, CE  
Acting District Engineer



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cc - Mr. Wayne E. Lambert, City Manager, Arkansas City, Kansas  
cc - Mr. Stanley F. Spencer, President, Arkansas River Valley  
Flood Control and Conservation Association, Arkansas  
City, Kansas

- - -

REPRESENTATIVE RUSSELL V. MACK, Washington: Mr.  
Chairman, may I ask the General a question?

REPRESENTATIVE GEORGE: Yes, sir.

REPRESENTATIVE MACK: General, this Pick-Sloan plan  
has been frequently mentioned during the hearing. Is it your  
professional opinion as an engineer that if the plan had been  
carried out and completed prior to June of this year that this  
disastrous flood in this entire area would have been prevented?

GENERAL SHINGLER: It is, sir.

REPRESENTATIVE MACK: And I understand from General  
Pick's testimony before the Committee that the entire cost of  
the plan, as far as flood control is concerned, is about  
\$300,000,000, which is only one-quarter to one-third of the  
amount of damage done by this single flood, is that correct?

GENERAL SHINGLER: That statement was made and it  
is fully within--it agrees with all of the facts presently  
known to us, sir.

REPRESENTATIVE MACK: Thank you, General.

REPRESENTATIVE GEORGE: We must hurry along. We  
have a gentleman here from the semi-arid part of Kansas which  
has suffered a disastrous flood loss in his city. I would like  
to call on the City Manager of Hays at this time, if he is





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present.

MR. BEN BRUNGARDT, City Manager, Hays, Kansas: My name is Ben Brungardt, representing Hays as its City Manager.

Hays is a community of 8,600 people in Ellis County on Big Creek, which is a tributary of the Smoky, which in turn turns into the Kaw River. Our community was probably the first one struck by the disastrous flood of 1951. On May 22, as the result of a record amount of rainfall in a short time within a few miles of Hays a wall of water came down, which inundated approximately a third of the community. There was a loss of six lives in and immediately around Hays. The amount of destruction of physical property has been estimated variously at between Five Million and Seven Million Dollars, and as time elapses since the floods we begin to believe now that that was grossly under-estimated.

We are concerned about two things. After the flood of May 22 we tried to console ourselves by the thought that the last disastrous flood which we had before that time was in 1928 and that probably we would not have another one for another 20, 30, or 40 years, and we so told the people. But before two weeks were up the people in the southeast corner of the community had to move out twice and on June 22, exactly a month after the first flood, another wall of water came down from the west, inundating exactly the same amount of territory and again forcing the people to be rescued. That was on June 22.





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The water subsided and vent back into the channels of Big Creek and the night of June 23 we had again exactly the same type of a flood. We have reached the stage where we cannot say to the people of our community that these things occur only once in a lifetime.

We are at a place where we think that there ought to be some type of emergency relief, something which we could do at the moment, to prevent floods in the immediate future. We have consulted with engineers, with the U. S. Engineers, with the State engineers, with the Reclamation Bureau Engineers, and we seem to be of the same opinion, that one of the first things to be done should be a clearing of the channel to take out all of the timber so that the flow would be faster. We realize that that, of course, would not be a complete solution of the problem, but temporarily it would at least prevent, partially, some of the destructions which we have had recently.

Then we believe probably that minor diking would help us. In other words, what we are concerned about is some type of emergency relief which will let us protect against the floods in the immediate future. We are, of course, interested in the type of a project which would be of the master kind, the type of a project which would permit us to protect the city for all time to come. Of course we would like to ask that we be included in any study by the U. S. Engineers for flood protection out in that section of the state and that after the



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master project is drawn up that we receive the benefit of it.

Immediately--let me repeat--the city of Hays is interested in some type of protection which will prevent somewhat, anyway, the disastrous floods which we had on May 22, on June 22, and on June 23.

Thank you. (Applause.)

REPRESENTATIVE GEORGE: I have a list of three gentlemen here from Sedgwick County and I wish that one of them would come forward. They represent our largest county and our largest city. Whoever is the spokesman for that group, will you please make your statement hurriedly?

MR. O. A. GARNELL, Wichita, Kansas; Congressman George, members of the Committee:

My name is O. A. Garnell of the Wichita Chamber of Commerce. We have delegations here from both the city and the county governments.

Wichita is the most populous city in the State of Kansas, located on the main stem of the Arkansas River at its junction with the Little Arkansas River. We have had ten floods in the last eight years, starting with 1944, our most disastrous flood being that of 1944, at which time about 20 percent of all of the houses in the city of Wichita were under water.

In the floods here in Kansas occurring on the 12th and 13th of July, Wichita suffered no great damage. It happens, however, that we foresaw that water coming in our case and spent



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some \$25,000 in sand bagging the banks of the Little Arkansas River. In spite of that we got considerable damage, not comparable to that which was suffered here in Topeka, but considerable damage nevertheless. We have had innumerable overflows on the water courses in Sedgwick County resulting in a total loss to the road and bridge system there of \$550,000, our county engineer informs us. We have sanitary sewers that have collapsed and have been repaired at very extensive costs, and many of them are not yet repaired.

Now, it happens that we have a flood control project, local protection works, that has been authorized and is under construction, but only a half Million Dollars of the Fourteen Million dollar project has been carried out. The construction work started about five years ago. We had standing to our credit in addition to that Half Million Dollars \$1,200,000, which was withdrawn from the project and frozen.

Now, we have had, as I say, ten inundations in about eight years. That is inside of the city limits of Wichita proper. We have had many others in the agricultural regions of Sedgwick County. Certainly we need some flood control works and need them badly. What we are urging is that the project there may receive an appropriation, it having been turned down by the House Committee, and that those works may go forward.

REPRESENTATIVE GEORGE: Thank you.

(Applause.)





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REPRESENTATIVE GEORGE: The President of the Kansas County Commissioner Association is present. Mr. Lew Peneer, will you please speak for your group.

MR. LEW PENEER: Mr. Chairman, Governor Arn, members of the Committee:

I am not going to take very much time. I represent Johnson County, Kansas, and in that county we have no large cities. Ours is principally a farm problem. We are on the lower regions of the Kaw where our farm land in this last flood has been just pretty near destroyed.

Now, we have been suffering from successive floods in the lower reaches of the Kaw for a number of years and during the '40's we had several floods which we have been able to stand, but this flood has been something that has knocked us for a row. We don't know how to recover.

We are down where the current is swift; it has cut across our valleys. We are ardent supporters of the Pick-Sloan plan and have been for a number of years. However, that is to come. We are now looking forward for something for present relief.

The current has cut across the bends in our valleys down there, we have many channels cut across, and the farmers of our locality do not seem to have the heart to go back in there and try to plant a crop unless something is done to restore these cut-away banks, because a very small flood at the





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present time would inundate a great part of the valley again. So I think our great problem today is some immediate restoration of this valley so that the farmers can have an urge to go back and redeem their land and continue to farm it.

I presume that is a matter to be taken up with the Army Engineers. They are in our locality now helping us restore roads. That is something we could not do ourselves and we appreciate it very much.

Now, as I say, and I won't take much more time, I think that we would like to be in contact with somebody who would tell us how to proceed--

REPRESENTATIVE GEORGE: Mr. Pender, Mr. Angell would like to ask you a question.

REPRESENTATIVE HOMER D. ANGELL, Oregon: Mr. Pender, the Committee saw large areas similar to those you have described where two to three feet of sand, even more, has been deposited over this very fine agricultural land. What in your judgment can be done with land which is damaged in that way to restore it?

MR. PENDER: I think that land could be leveled, to start with, deep tillage methods used, maybe not bring it back in the immediate future but as time goes on part of it be ready for crop this fall in certain areas. The rest of it will take time to restore, which will take deep tillage methods and level methods, but the first problem is to hold the waters off.





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Now, we are down where the current is swift, as I state. This has taken the bends and cut straight through. Mine is just from Douglas County here, my county, and it cut across these bends and each one it cut this channel through.

Now, the thing that we are going to have to have is to restore the height of this bank to keep the normal low floods off.

REPRESENTATIVE ANGELL: It was the other problem I was particularly interested in, what you do with that land that has been covered over with sand, whether or not that land will produce.

MR. PENER: If they had some assistance to remove the debris, which in this instance is logs, it could be restored by leveling this ground, then it will take deep tillage methods.

REPRESENTATIVE GEORGE: I would like to call on the Sullivan River Valley Association. Whoever is the spokesman for that Association, please?

MR. L. A. McNALLY, Minneapolis, Kansas: Mr. Chairman, my name is L. A. McNally of Minneapolis, Kansas. We represent 26 cities and towns located along the Solomon River. I observe from looking at the map that is before you and the map that was before you before that it is not quite accurate.

The Solomon River begins out near the Colorado line and comes across 17 counties, with a total population of 187,000 people. It drains an area of more than 8,000 square miles.



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Since 1941 the Solomon River has flooded at Minneapolis, Kansas, 18 times. Seven of these times were within a half foot or above the 1903 mark. In the last year three times were above the 1903 mark. We have had six floods in 1950 and five so far in 1951. At the peak of the flood which was so disastrous on July 13, under the Bennington Bridge about 14 miles above the source of the Solomon River, 100,000 cubic feet of water a minute flowed through that bridge. At the peak at Kansas City when the Kaw was emptying into the Missouri River, 500,000 cubic feet were emptying into the Missouri River; so that the Solomon River could furnish a total capacity for the flood that was so disastrous of 20 percent.

Now, the dams that are proposed on the Solomon River are Bureau of Reclamation dams. They haven't been mentioned too much and we feel that we have been sort of orphans in a way in the flood control business. But when you look at western Kansas and you see the Kanopolis reservoir and the Cedar Bluffs reservoirs and the reservoirs on the Republican River, if those reservoirs had not been in operation at the time of the 1951 flood the water works in Topeka and Kansas City would both have been out of commission.

The Solomon River can lift enough water immediately off this flood to give great relief downstream. The project on the Kirwin reservoir is so that a contract can be let within 60 days if Congress authorizes and appropriates the money. My



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understanding of the situation in Congress is this, that the appropriation has been made, it will take a supplemental appropriation of some kind to give us money so that the Kirwin reservoir can be completed. The Glen Elder reservoir, which is shortly below the Solomon River reservoir, and the Webster reservoir, all three of them, would take approximately 400,000 cubic feet, acres feet, of water off the flood down the Kaw River.

Now, we don't speak to the exclusion of any of the Pick-Sloan plan. We are for all of it and we will be for all of it until the last dam is constructed, because we want immediate relief, and to get immediate relief on the Kaw Valley and on the Solomon you can begin out on the Solomon River and construct your reservoirs now which will be constructed in a short length of time and will give you immediate relief from flood control.

I thank you, gentlemen. (Applause.)

REPRESENTATIVE GEORGE: At this time I would like to call on Willard Breidenthal, who represents Kansas City, Kansas. Mr. Breidenthal.

MR. WILLARD J. BREIDENTHAL, Chairman Flood Protection Planning Committee for Greater Kansas City: Mr. Chairman, I didn't expect to be called on.

REPRESENTATIVE GEORGE: I have your name.

MR. BREIDENTHAL: I didn't turn my name in myself. But I am glad of the opportunity to tell this Committee a little



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something about the history of the flood control as it began here in Kansas prior to the 1936 Flood Control Act of Congress, which for the first time declared the responsibility for controlling floods on the navigable streams and their tributaries as a Federal responsibility. Now, we probably could have been more or less lulled to sleep, as you might say, because Congress then declared that they were going to do something about this situation. We hired engineers who went up and down the Kaw Valley and its tributaries and surveyed every stream, prepared a plan in conjunction with the Corps of Engineers, and made recommendations for certain reservoirs, none of which have yet been built. We have been very successful at Kansas City in getting our own protection construction, with the result that none of the upper stream control is under construction except Harlan County, which was just made within the last 30 days on that stretch so it did not function in the recent flood.

We are anxious to see this Pick-Sloan plan put in operation, completed, in order that we may have the protection that is necessary. You gentlemen have witnessed the fortitude of the people here in fighting back to reclaim their homes that have been taken and destroyed by flood. It might do at this time, but if we don't get this protection before the next flood those areas will be abandoned completely. Industry cannot seek location on the hills. It must locate in the valleys where the railroads and where the low grades are located. We have



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built in our area in Kansas industry to the extent of over \$500,000, which has almost been destroyed by this last flood. We can't stand those kinds of losses, gentlemen, and the Federal Government is going to be the largest single loser in this whole catastrophe. The loss in income tax revenue, the loss in state income tax revenue, the evaluation of properties, is going to be tremendous and it is going to force a situation on the state and the local governments that is going to be hard to meet.

I want to submit to you here a memorandum that was submitted to the Committee on Public Works of the House of Representatives on May 18, 1949, subject: Review of Report on the Kansas River. This has to do with the Kansas River Report on the strength of which I think Senator Carlson and Senator Hennings of Missouri have recently introduced a bill in the Senate to authorize at least two of those projects. There are a number of local projects which are very important to these local communities. I hope this Committee will authorize every one of them and put them in line for appropriations.

Thank you. (Applause.)

REPRESENTATIVE THADDEUS MACHROWICZ, Michigan: I would like to ask the gentleman a question.

I want to say that I come from a state where we know no such thing as a flood disaster, but I am fully convinced from what I have seen here that we must act and we must act fast and that Federal funds must be spent to relieve the situation.



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But I am also intrigued to find in one of your local newspapers an editorial that flood control appropriations may cause inflation.

Don't you think that there is less danger from the inflation than there is the fact that we may not spend money where it is needed as it is here?

MR. BREIDENTHAL: I certainly do.

REPRESENTATIVE MACHROWICZ: Federal expenditures for natural assets and the building for natural assets is the best spending that can be had.

MR. BREIDENTHAL: I agree with you absolutely.

(Applause.)

(The following is the memorandum to which Mr. Breidenthal referred:)

### FLOOD PROTECTION PLANNING COMMITTEE for GREATER KANSAS CITY

A committee representative of various local interests organized in 1934 for the purpose of cooperating with federal agencies in the development of the most practicable plan for flood control for the Kansas Citys

W. J. Breidenthal  
Chairman  
Riverview State Bank  
Kansas City, Kans.

John B. Gage  
Bryant Building  
Kansas City, Mo.

A. M. Reece  
Vice-Chairman  
K. C. Southern Bldg.  
Kansas City, Mo.

E. L. Hinzman  
Gudshy Packing Co.  
Kansas City, Kans.

G. F. Scott  
Treasurer  
925 Wyoming St.  
Kansas City, Mo.

Ray W. Wilson  
Secretary  
Room 2901, City Hall  
Kansas City, Mo.



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May 18, 1949

Committee on Public Works  
House of Representatives  
Washington, D. C.

Subject: Review of Report on  
the Kansas River

Gentlemen:

The problem of flood control at and near the confluence of the Kansas and Missouri rivers at the Kansas Citys has been under study by the Corps of Engineers and local civic bodies for more than 40 years. On various occasions representatives of the Corps have described the flood hazard existing here as the most serious of that at any large metropolitan center in the Mississippi river basin, if not in the entire country.

Investigation of past records shows that the two most disastrous floods at the Kansas Citys occurred in 1844 and in 1903. It was estimated that the damages at the Kansas Citys caused by this latter flood amounted to about \$23,000,000, and 19 lives were lost in this immediate vicinity. At this time the maximum discharge of the Missouri river below the mouth of the Kansas river was 548,000 second-feet, of which 260,000 second-feet was contributed by the Kansas river.

The flood of 1844 reached a stage three feet higher at the Kansas Citys than that of 1903. The discharge of the Missouri river below the mouth of the Kansas river was estimated at 625,000 second-feet, of which 360,000 second-feet was



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contributed by the Kansas river. As recently as June, 1943, the Missouri river reached a stage of 29.1 feet, 7.1 feet above flood stage, with a discharge of 330,000 second-feet below the mouth of the Kansas. From the above records it will be seen that the greatest cause of floods at the Kansas Citys is the Kansas river.

In 1935 the Flood Protection Planning Committee for Greater Kansas City employed a nationally recognised consulting engineer, the late Mr. Frederick H. Fowler, of San Francisco, to cooperate with the Corps of Engineers in making a thorough investigation of physical and economic conditions at the Kansas Citys and in the Kansas river basin. As a result of these studies it was concluded that the most economical and practicable method of furnishing flood protection to the area was to construct reservoirs in the Kansas river basin and supplemental levees and flood walls and channel improvement at the Kansas Citys. It was determined that this system of reservoirs would reduce the design-flood discharge, which is somewhat above that of 1844, to approximately equal to that of 1903.

The three retention reservoirs on tributaries of the Kansas river which are recommended by the Corps of Engineers in its "Review of Report on the Kansas River," which is the subject of this hearing, would have reduced the stage of the Missouri river during the 1903 flood by 4.6 feet. The most important of these from the standpoint of flood control at the Kansas Citys is the Tuttle Creek reservoir on the Blue river





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above Manhattan, Kansas, which has been authorized by Congress. Next in importance is the Milford reservoir on the Republican river above Junction City, Kansas, and following this in importance is the Perry reservoir on the Delaware river not far from its mouth.

Of the 20 floods that have occurred at the Kansas Citys subsequent to 1903, these three reservoirs would have effected reductions in the river stage on the Kansas City gauge from a minimum of approximately one foot to a maximum of 4.3 feet. This effect, diminishing progressively downstream, would be felt as far away as the Mississippi river below the mouth of the Missouri. It is interesting to note that of the 20 floods at the Kansas Citys since 1903, ten have been experienced since 1940, following the several years of drought in the thirties.

The program of local protection works authorized by Congress and now under construction at Kansas City, now about 50% completed, provides a high degree of protection for the area along the Missouri river. However, without the degree of reservoir control for the Kansas river as recommended by the Corps of Engineers, the industrial and residential areas along the Kansas river are subject to disasters similar to that of 1903. Furthermore, the entire area is subject to flooding in the event of recurrence of a flood similar to that of 1944. It is estimated that a single flood of such magnitude would result in damages of \$80,000,000 to the Kansas Citys. The



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District Engineer has estimated the total value of property in the areas subject to destruction or damage by a major flood at from \$450,000,000 to \$500,000,000.

It, therefore, is apparent the works that have been constructed at the Kansas Citys and those which are under construction will not provide the necessary degree of protection unless proper reservoir regulation in the Kansas river basin is obtained. The interest of the Kansas Citys in the Kansas river basin reservoirs therefore is based on: (1) the great need for flood protection; and (2) the essentiality of reservoirs as a part of the comprehensive plan to provide the degree of flood protection which has been approved by Congress.

While the progress on the local flood protection works at the Kansas Citys has been progressing steadily, though slowly, since work was started in 1940, this is only a part of the broad plan. Without the reservoirs the local works will fall short of affording protection against the design flood which reasonably may be expected. The Committee respectfully urges that the Milford and Perry reservoirs be authorized by the Congress so that they may be included in the complete plan for flood protection of the Kansas river valley and the Missouri valley at and below the Kansas Citys.

Respectfully submitted,

W. J. Breidenthal  
Chairman





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REPRESENTATIVE GEORGE: At this time I would like to call on Howard Emil.

MR. HOWARD EMIL, Iola, Kansas: I just want to supplement Mr. John Redmond's statements. Unfortunately John Redmond couldn't talk longer. I would like for him to talk all day, because the waters of the Neosho River have been flowing through his veins for better than 30 years.

The statement has been made by the General as to the extent of damage proportionately speaking. I would like to give you just a few facts as to the Neosho-Cottonwood Valley in Kansas.

There are eleven counties. In our particular county of Allen we had property damage, real tangible property damage, in excess of Six Million Dollars or better than one-fifth of our assessed valuation. In Coffey County their damage was better than one-fourth of their assessed valuation. In Neosho County it is better than one-fifth. On the entire Neosho-Cottonwood Valley river basin in Kansas we had a damage in excess of Seventy-two Millions of Dollars, which is twice the cost of the construction of all of the approved projects on the Neosho River.

We realize that proportionately speaking we may be small. We don't want an over-emphasis to be placed on any other river. We are in favor of the entire project because we believe that our economy is integrated.





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I want to make just one more point that I think has been overlooked here. Harry Crane made some mention of it. Charles V. Stanton, who is Associate Editor of the Kansas City Star and the News Analyst in this area, made the statement, predicated on figures that were available to him, that on the basis of General Pick's estimates the cost of the completion of the Pick-Sloan plan was one-half of one percent--one-half of one percent!--of the entire monies that are being appropriated or are being considered for appropriation for national defense and for European aid. And I maintain, gentlemen of the Committee, that the economy of this country, the economy of the flood area, by any manner of comparison is definitely in excess of one-half of one percent in value, greater than one-half of one percent in value to this country.

Thank you very much. (Applause.)

REPRESENTATIVE GEORGE: As you folks know, this Committee is set up on a very tight schedule. They are going to have to eat lunch and get in their bus at 1:15. I want to tell each of you that you are certainly privileged and welcome to file a statement with this Committee, which will be made a permanent part of the record.

I have been urged by our Chairman to draw our meeting to a close at this time. We are sorry that we couldn't have heard all of you and the Chairman--

VOICE: Mr. Chairman.



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REPRESENTATIVE GEORGE: And the Chairman wants to make one statement.

REPRESENTATIVE DAVIS: What is the question?

VOICE: We have a large delegation from one of the watersheds in Kansas, the Big Blue Valley, and we would appreciate very much--we have a representative here, Mr. Glenn Stockwell, the President of the Blue Valley Flood Control Association, and we would appreciate very much if you would give him a few minutes' time. (Applause.)

VOICE: Fifteen minutes.

REPRESENTATIVE DAVIS: I think in all due deference, we haven't given anybody 15 minutes.

VOICE: We don't ask for 15 minutes. Will you please give him--

REPRESENTATIVE DAVIS: He will be recognized for 5 minutes and I will ask you to come to the center, if you will, because it must be appreciated, and you will pardon me if I do say this, we have over 105 miles to travel this afternoon by bus and there are other commitments that we do have. We have to go back to Kansas City tonight. This is a pretty hard schedule.

And if he will come forward for 5 minutes, your representative, we will appreciate the consideration.

MR. GLENN STOCKWELL, Randolph, Kansas: I represent an association that has been making extensive surveys of flood



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control over the past 13 years. We have summarized it and I will give my time to Mr. Wegner, who has prepared and will submit our summary.

Thank you.

MR. RAYMOND WEGNER, Osawkie, Kansas: Mr. Chairman, my name is Raymond Wegner, of Osawkie, Kansas.

REPRESENTATIVE JONES: Mr. Wegner, didn't you testify before the Committee in Washington?

MR. WEGNER: Yes, sir.

I wish to give this Committee copies of the weather bureau reports for the months of May, June, and July. And also I wish to call to your attention a resolution that our organization has recently passed:

"The executive board of the Kansas Soil Conservation and Flood Control Association adopted the following resolution in special session at Topeka, Kansas, Aug. 2, 1951.

### "RESOLUTION

"1. The Kansas Soil Conservation and Flood Control Association favors revision of the present policy stipulating multiple-purpose dams in order to permit dam construction for the sole purpose of flood control.

"2. We strongly urge a formula for flood control that best serves the greatest number of people, including:

"a. Widened channels and floodways where necessary.



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"b. Adequate dike protection where needed.

"c. Retarding dams, large and small, sufficient to prevent floods throughout the entire basin area.

"d. Use of methods of erosion control and soil conservation wherever possible.

"3. Whereas we recognize the necessity for prompt action, we recommend, however, in view of the fact no program of any type can be completed for several years, and in view of the billions of public monies involved, that unwise haste be avoided.

"4. Because agriculture is the basic industry of the midwest basins, we urge that the agriculture departments, state and federal, be given an equal share with other agencies in drafting the overall flood control program."

I will ask the Committee to accept this part, also submitting to the Committee a map, weather map, showing the authorized projects and their locations relative to the weather map that you have on the large scale there.

Also an article printed in the Topeka Daily Capital July 19, 1951, "Basin Committee Told Dams Might Have Prevented Flood."

A letter from the City of Valley Falls, Kansas.

An article by W. D. Keller of Missouri University.

An article from the Lawrence Daily Journal-World:

"K. U. Engineering Professor for a Retention Dam System."





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I am also submitting to the Committee a progress report of the Salt-Wahoo Creeks Watershed in Nebraska, which is a coordinated study being conducted thus far by the Corps of Engineers and the Soil Conservation Service.

I want to thank this Committee for this opportunity to appear before you and placing these articles in the record.

REPRESENTATIVE JONES: Just one question before you leave. As I recall, when you testified before the Committee in Washington you at that time opposed certain dams that were proposed in the Pick-Sloan Plan. Will you refresh my recollection of what dams they were?

MR. WEGNER: I was appearing on behalf of the Prairie Reservoir at that time.

REPRESENTATIVE JONES: On behalf of the Prairie Reservoir?

MR. WEGNER: That is right.

REPRESENTATIVE JONES: That is all.

(Applause.)

REPRESENTATIVE DAVIS: Thank you. I think you got a great deal of material in the record.

Mr. Pierson, will you pardon me for just taking a second, because the Chairman says we have one more witness who insists. We may not get to Manhattan after all, but I think it is important.

I want to introduce Mr. Pierson, the special





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representative of the Secretary of the Army, the Honorable Frank Pace, which indicates that the Secretary of Defense and the Secretary of the Army is particularly interested in the seriousness of this matter, and he is here observing everything that is being said and watching everything that we are seeing in order that he may assist in the fullest coordination of the efforts of the Army Engineers in whatever is authorized as the will of Congress.

Mr. Pierson, will you stand up, please, sir.

(Applause.)

I am sorry, I must apologise to the rest of my associates because I can't introduce all of them. I would like for you to know them personally. They will understand that that is impossible.

Mr. George, when you introduce this last witness, after the last word is spoken we will move quickly to the bus.

REPRESENTATIVE GEORGE: Mr. Lamar Phillips from the Marais des Cygnes River watershed, please.

MR. LAMAR PHILLIPS, Ottawa, Kansas: Mr. Chairman, I will make this just as brief as I can.

I represent a large group of residents of the Marais des Cygnes Valley who have for a number of years urged the authorization for construction of the projects recommended by the Corps of Engineers, U. S. Army, for control of floods of the Marais des Cygnes-Osage River, Kansas and Missouri.



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This group has also gone on record as being in favor of the entire program of the Pick-Sloan plan for development of the Missouri river and its tributaries, and other streams outside the Missouri Basin, as recommended by the Corps of Engineers and other cooperating federal agencies.

Just what the total damage figure for the July, 1951 floods on streams in the middlewest will be is not yet clear. Certain it is, however, that the crests of these flooding rivers reached stages that brought thousands of dollars in damage--yes, millions of dollars in damage, to areas never before reached by flood waters.

I have made inquiries, but I find that the compiling of figures on flood damage is still in progress, and it will be some time before a full report can be given.

I did, however, receive from the soil conservation service of the department of agriculture, a report on the number of farm acres that were inundated in the counties of Osage, Franklin, Douglas, Johnson, Miami and Shawnee. These counties were blasted by floods of the Kaw and the Marais des Cygnes.

Total acres of farm lands inundated in these six counties, according to the soil conservation service, were 185,407. Families affected in that area of flooded farm land numbered 1,344.

The flooded acreage of farm lands is divided as follows: Osage county, 32,607, with 384 farm families affected;



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Franklin county, 30,300 acres and 260 farm families affected; Douglas county, 36,700 acres and 215 farm families affected; Johnson county, 5,500 acres and 94 farm families affected; Miami county, 21,300 acres and 71 farm families affected; and Shawnee county, 59,000 acres and 320 farm families affected.

In the valley of the Marais des Cygnes I have estimates on the damage in two of the towns--Ottawa and Oswatomie.

First estimate on the damage in Ottawa is \$6,200,000, this estimate being made early by the Corps of Engineers. The figure represents a damage of \$620 for each man, woman and child in the city of 10,000 population. Twenty business houses were destroyed, 45 homes were destroyed, 1,070 homes were damaged by the flood waters in Ottawa. Water in the Ottawa business district reached depths of as much as 17 to 18 feet. Farm lands in the county were swept clean of crops in the strip through the county from west to east when the Marais des Cygnes went to a stage 18 feet higher than flood stage at Ottawa.

At Oswatomie about 60 percent of the town's area was covered by water from the Marais des Cygnes and from the Pottawatomie, a tributary. Water did not flood the business district of Oswatomie severely, it being located on higher ground between the river and the Pottawatomie. Farm lands around Oswatomie and other towns in the lower Marais des Cygnes basin near the Missouri border were further damaged by the flood waters of Bull creek, another tributary. Damage in Oswatomie





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is estimated at a half million dollars at least. Four hundred families were affected in Oswatomie, and 185 families in the town have become cases for Red Cross disaster assistance. In Ottawa the number of Red Cross cases totals 510 families.

In addition to the visible damage to property in the Marais des Cygnes valley and other valleys there are many instances of heavy loss from idle businesses. Many of these businesses have not yet resumed operations, and a number have announced they cannot resume operations at all. All of this damage was from just one flood. The valley has been flood-blasted for generations.

Two transcontinental railroads in the Marais des Cygnes valley, the Santa Fe and Missouri Pacific, were stopped cold by the floods and did not roll a single train for days. This was true of other transcontinental lines in the Kaw Valley. We have been told that construction of river control projects had to be stopped and delayed because of national defense preparations.

The railroads I have mentioned carried, during World War II, tremendous tonnages of war materials as well as thousands of men of the armed services. We feel that we are not being unreasonable when we say that the plans for defense of our nation are not adequate, are not complete, and are not proper, so long as the whim of the weather can stop our transcontinental railroads for days at a time.