



US Army Corps  
of Engineers  
St. Paul District

# Crosscurrents

Vol. 6

No. 3

November 1982

## District commander mobilizes SAME meeting

by David Christenson, PD-FS

"Mobilization preparation is our contribution to the deterrence of war.

"There is untapped deterrent value in the engineer and construction communities," said St. Paul District Commander Col. Edward G. Rapp.

Col. Rapp emphasized the importance of mobilization during his presentation, "Your Role In Deterrence," at a Society of American Military Engineers (SAME) meeting on Oct. 14.

The meeting was held at Awada's Restaurant in Downtown St. Paul, Minn.

Speaking to both private industry and government SAME members, Col. Rapp pointed out, "You are the nucleus of our mobilization response.

"Your entrepreneurial skill and management experience are vital components in an effective response to national defense emergencies."

Col. Rapp identified the strategic importance of the Twin Cities during any national emergency, "We are located at the head of the two most important transportation systems in the United States--the Mississippi River and the St. Lawrence Seaway.

"One of our jobs will be to keep these (river) systems functioning to transport the tremendous amount of resources, food and lumber, during any emergency."

Col. Rapp, who was born in St. Paul, became the St. Paul District Commander last June.

Prior to this assignment, he served as the Special Assistant for Mobilization and Readiness in the Office of the Chief of Engineers, Washington, D.C.

Col. Rapp continued, "Being prepared to mobilize is the key to deterrence. We must let the other side know that we are prepared to work the miracle of 1942 in 1982 if we have to.



Col. Edward G. Rapp.

"In World War II, the Axis countries underestimated the United States' willingness and capability to quickly mobilize our vast construction industry.

"We must never let our enemies underestimate us again."

Col. Rapp added that the issue of mobilization support is discussed in a document entitled, "Construction Support For Mobilization: A National Emergency Planning Issue."

This document discusses how construction support is of prime importance in building for troop training during emergencies.

The document is available from the St. Paul District Technical Library, 725-5921, or from the Emergency Management Office, 725-7606.

## Take a day off from smoking

*Extracted from "The Eagle," October 1982; the Federal Executive Board of the Twin Cities, Fort Snelling, Minn.*

The annual observance of the Great American Smokeout focuses public attention on cigarette smokers from coast to coast.

The smokeout is a good natured effort to encourage smokers to give up cigarettes for 24 hours, if only to prove to themselves that they can.

The smokeout is held each year on the Thursday before Thanksgiving. This year's date is Nov. 18.

The event is sponsored by the American Cancer Society (ACS), but thousands of other organizations, businesses and hospitals join the nationwide effort.

The 1982 goal of the smokeout is to get at least one in every five smokers to give up cigarettes from midnight to midnight on Nov. 18.

Larry Hagman is returning as national chairman for the 1982 smokeout.

Last year, Hagman sponsored a "Quit Smoking Letter-Writing Contest." The winner, Janet MacAinsh of Michigan, broke her pack-a-day habit by wearing a rubber band on her wrist and giving it a healthy snap each time she craved a smoke.

The smokeout is now in its sixth consecutive year as a nationwide celebration.

The first mass movement by smokers to give up cigarettes was led by Lynn R. Smith, editor of the "Times" in Monticello, Minn., in 1974.

Smith's idea, "D-Day," quickly spread throughout Minnesota.

In 1976, it skipped west to California, where it became known as the Great American Smokeout.

In 1977, the smokeout was observed for the first time nationwide.

In 1981, an ACS follow-up study of a sample group of 1980 smokeout participants showed that 6.7 percent still weren't smoking more than 11 months later.

Another group who did not choose to join the 1980 smokeout but subsequently tried to quit on their own, had an 11-month success rate of only 1.1 percent.

In 1981, according to a survey conducted by the Gallup organization, just over 16 million American smokers attempted to give up cigarettes on Smokeout Day.

Just under five million succeeded for a full 24 hours. One to 11 days later, nearly three million reported still not smoking.

**The next deadline for all articles to be submitted to Crosscurrents is Nov. 22.**

*CROSSCURRENTS is an unofficial publication authorized under the provisions of the AR 360-81, published monthly by offset press for employees of the St. Paul District. Views and opinions expressed are not necessarily those of the Department of the Army. Address mail to CROSSCURRENTS, Public Affairs Office, U.S. Army Corps of Engineers, St. Paul District, 1135 U.S. Post Office and Custom House, St. Paul, Minnesota 55101. Telephone: (612) 725-7505.*

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## Former co-worker hosts Pig's Eye tour

Former Corps of Engineers employee Ed De La Forest will host a tour of a new sludge processing facility at the Pig's Eye Metropolitan Wastewater Treatment Plant in St. Paul, Minn., on Nov. 18.

De La Forest, former chief of the General Engineering Section with the St. Paul District, will discuss his role as the senior project manager for the multi-million-dollar facility.

The tour is sponsored by the Society of American Military Engineers (SAME). It begins at 5 p.m. and will be followed by a dinner at the St. Paul Ramada Inn.

### DE LA FOREST

Employed by the Kellogg Corporation since 1981, De La Forest coordinates engineering and technical work for the construction of the processing facility.

As senior manager, he works with local and national contracting firms, architecture-engineering firms and plant engineers.

According to De La Forest, the facility was designed by Toltz, King, Duval, Anderson of St. Paul, and Paul A. Laurence Company of Minneapolis, Minn., is the general contractor for its construction.

The Kellogg Corporation, headquartered in Littleton, Colo., is providing engineering management during the construction.

The corporation also has an office in the Twin Cities to service the Midwest.

### THE FACILITY

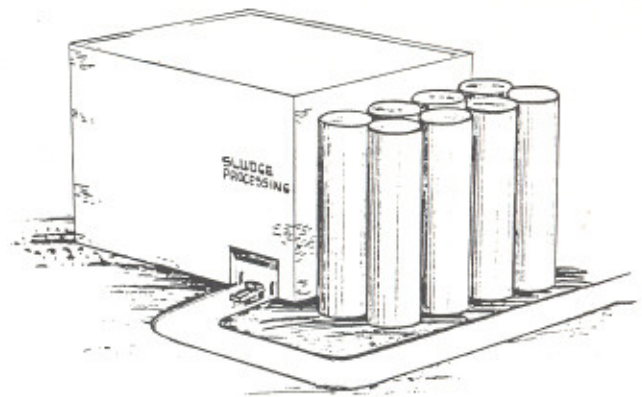
The processing facility, scheduled for completion in the spring of 1983, is part of the overall plan for the wastewater treatment plant.

Six incinerators were built to handle the total volume of sludge produced at the plant, said De La Forest.

"The facility uses highly-instrumented equipment for automated control of the burning process.

"The incinerators are designed to burn by themselves once the process is started," he said.

Heat recovery equipment is used with the incinerators, which are approximately five stories high, to recover waste heat for use in other areas of the plant.



The sludge processing facility.  
(Illustration by Jean Thurmer, ED-D)

### THE TOUR

The tour will include viewing the six multiple hearth-type incinerators, waste heat boilers and heat wheels, ash and sludge handling equipment and other support equipment.

David Christenson, the SAME program director, is arranging the tour with De La Forest.

Christenson indicated that reservations for the tour and the dinner can be made with him at 725-5995, no later than Nov. 15.

"Since this is a construction site, I advise visitors to wear appropriate clothing," says Christenson.

"Also, due to the limited number of hard hats available at the site, visitors are asked to bring their own if they have them."

According to Christenson, parking is available at the construction field office, but visitors must check in at the plant's front gate.

The plant is located at the end of Child's Road along the Mississippi River.



## Keeping the river safe: dredging the Mississippi with Dredge Thompson

*Text and photo from "Tower Times," Vol. 4, No. 6, October 1982; Corps of Engineers, Rock Island District.*

When authorizing legislation was passed in 1930 charging the Corps of Engineers to provide a navigation channel of nine-foot depth and a minimum 400 feet width on the Upper Mississippi, the Corps accomplished this task by a system of locks and dams and supplemented by dredging.

Thus, the Rock Island District became involved in dredging on the Mississippi.

From 1937 to 1958, dredging within the district was done by the district's hydraulic cutter-head dredge, the Rock Island.

When the Rock Island was transferred to the St. Lawrence Seaway project, the district's dredging needs were met by utilizing the Rock Island's sister ship, the William A. Thompson, which belongs to the St. Paul District.

When the Thompson comes to the Rock Island District to do the necessary dredging, it is met by Rick Vale, Channel Maintenance Section of Operations Divisions, who directs the district's dredging operations.

The Tower Times (Rock Island District's employee newspaper) recently met Vale on board the Thompson while a dredging operation was

underway near Keithsburg, Ill.

According to Vale, the Thompson normally comes to the district in August and needs to stay through October to get all of the required dredging done.

Vale added that in the case of an emergency though, the dredge could be requested at any time of the year.

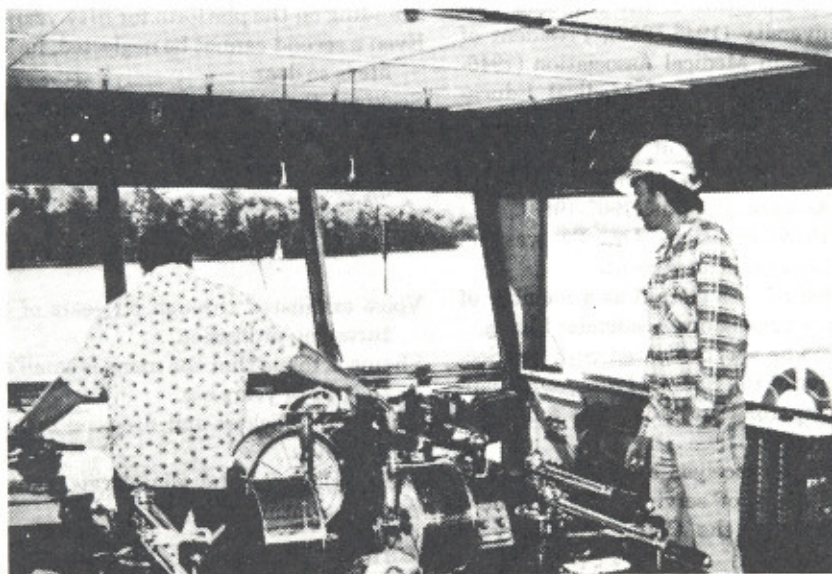
While it seems like an idyllic life to be on board, Vale was quick to point out that the Thompson had 45 people running three, eight-hour shifts; working 10 straight days and then getting four off--"not exactly your weekend cruise."

As far as dredging with the Thompson goes, Vale said, "She's one fine, old gal."

With its six-foot diameter cutter-head and 20-inch pipe, the Thompson can make a cut 400 feet wide and can put out about 1,200 cubic yards per hour.

When doing a job, they often dredge deeper than nine feet, because, as Vale pointed out, if it's a problem area and we only dredge to nine feet, we would probably be back at the same spot next year.

While it is not the most glamorous job nor the easiest, you get the feeling while watching Vale on the job that there's nowhere in the world he'd rather be.



Vale (right) stops in the pilot house of the Thompson to check on progress with the leverman. The leverman controls the cutter-head and the movement of the dredge as it makes its cuts on the river bottom.

## Co-worker is named director

Co-worker Richard Laddusire, chief of the Recruitment and Placement Branch, was recently elected to serve as the Midwest Cooperative Education Association (MCEA) state director for Minnesota for 1983.

He was elected during the eighth annual MCEA conference, held Sept. 29 through Oct. 1 in Minneapolis, Minn.

The conference included seminars, lectures, discussions and networking meetings on the improvement of cooperative education programs in the Midwest, with the theme, "As you grow...co-op grows."

About 200 educators and employers from 23 states and one foreign country attended the conference.

The featured speaker at the conference was Dr. Donald Super, a noted psychologist. He spoke on career development.

The 3M Company received the Employer of the Year Award from MCEA for its efforts in cooperative education programs.



Richard Laddusire (right) was congratulated by former MCEA Minnesota state director Roger Spilde for his election to the 1983 position. (Photo by Bill Banks, AS-P)

## Save energy when using cars

*From "DA Scene," Nov. 1, 1982; Department of Army, Washington, D.C.*

There are more than 100 million registered cars in the United States.

A typical car averages less than 15 miles per gallon, travels about 10,000 miles each year and uses well over 700 gallons of gasoline each year.

### METHODS TO SAVE GAS

Join a carpool. About one-third of private automobile mileage is for commuting to and from work.

If the average passenger load were increased by just one person, enough gasoline would be saved for some 67,000 cars to drive from San Francisco to New York City and back.

Stop unnecessary trips. Take one less short trip each week. Do several errands in one trip and combine trips with those of friends and neighbors.

Drive at moderate speeds. Most cars get about 21 percent more miles per gallon on the highway at 55 miles per hour than they do at 70 miles per hour.

Watch that idling. Don't let the motor idle for more than a minute. It takes less

gasoline to restart the car than it takes to let it idle.

Usually, there is no need to press the accelerator down to restart a warm engine.

Keep your car in prime condition. Regular tune-ups can save as much as 10 percent on gasoline costs.

Keep the engine air filter clean and check tire pressures regularly.

Steel-belted radials give better mileage and last longer.

Choose accessories wisely. Buy only the options and accessories you really need.

Use the air-conditioner at highway speeds. The "drag" from open windows uses more energy than the air-conditioner when driving at 55 miles per hour.

If you plan to buy a new car, buy the most energy efficient car of the size and model you want.

You can base it on the combination of purchase price and estimated fuel costs for as long as you plan to keep it.

Generally, the best fuel economy is associated with low vehicle weight, small engine, manual transmission, low axle ratio, low frontal area (the width of the car times its height) and drag.

# A Veteran's Day memory: now that Vietnam is over

by Paul French, PD-RC

*The following essay is a personal opinion and observation. The essay does not necessarily reflect the views of the U.S. Army Corps of Engineers or the U.S. Department of Defense.*

This is written in remembrance and recognition of a group of distinguished Americans--the veterans.

We sometimes take for granted our freedom and forget that the sacrifices veterans made are a major reason why we are free.

We should all be thankful to veterans for giving up part of their freedom (and in some cases, their lives) so that our country could be free.

## AN UNPOPULAR WAR

Since I am a Vietnam veteran, I feel a special fellowship with all of them. Most know the hard road we faced when we returned "to the world."

We were criticized and abused by many politicians and even by some of our next-door neighbors and families.

That was very ironic because other veterans returned to the world with ticker tape, while the Vietnam veteran received red tape.

All we had done, or all we attempted to do, was to try to do what was right, as our government deemed, and to help others retain their freedom.

We were in an unpopular war, so consequently we became unpopular soldiers and sailors throughout the country, in general.

I really don't think the general public understood the type of war infantrymen, combat engineers, marines and support groups fought in Vietnam.

About the only similarity between the Vietnam war and the wars before that time was that it was hell.

## THE NORTH VIETNAMESE

The North Vietnamese and Ho Chi Minh (their leader) were very clever and elusive. Compared to past wars, there was no proverbial "front line."

This war was fought from the most northern part of North Vietnam to the most southern tip of South Vietnam.

Anyone entering Vietnam at any point was considered to be in a combat zone.

The Viet Cong, or Charlie, as he was called, fought with everything their imagin-

ation could conjure.

They recruited children from age 12 and women of all ages to fight.

These women and children placed booby traps throughout the dense jungles of the countries and all around American compounds, so mobilization was very dangerous even if you thought that the area had been cleared of Viet Cong.

As a landclearing-soldier with the 62nd Landclearing Group, I had the job of sweeping areas with Rome plows (a bulldozer with protective armor) for mines and to clear the jungles, so Charlie couldn't hide.

The more men, women and children that were killed, the more Ho Chi Minh sent. People power had no limit; anybody and everybody who was North Vietnamese and big enough to carry a weapon, was a potential soldier.

Some of our soldiers were forced to kill these women and children to keep themselves alive.

That would drive an average person mad, and I am sure many did go off the deep end after thinking about the terrible nightmares they had committed.

## WHO WAS THE REAL ENEMY?

This war was also different, regarding the question of who the enemy was.

For example, during World War II, the United States seemed to have had no problems in recognizing its enemies.

However, in the Vietnam war, troops had to decide if a group of Vietnamese people were civilians or North Vietnamese soldiers.

I've heard of many instances where troops took civilian North Vietnamese for granted and no sooner than they moved on, the troops were obliterated from behind by those same civilians.

This occurred in battles fought against North Vietnamese.

In the case of the South Vietnamese, it was even more difficult.

Dealing with the Vietnamese from the north side, soldiers were, in most cases, more cautious.

Dealing with what was supposed to be our allies on the south side, was a real problem.

You never really knew if the civilians were south-side friends or north-side, deadly enemies who had infiltrated in from the north.

*(See page seven)*

## Vietnam

(From page six)

To amplify this point, all I want to say is to remember Me Lai ("Me Lie") and Lt. Calley. This was a case of mistaken identity and probably combat jitters and fatigue.

### THE DRUG SCENE

Last but not least important, they used drugs to fight us. Both countries were flooded with heroin.

It was not the heroin junkies use here in the United States, but almost uncut heroin (80 to 95 percent pure).

Let me give you an example of that type of potency: the government estimates in 1970 revealed the heroin in the streets of the United States was 18 to 20 percent pure.

So, here were soldiers in Vietnam fighting battles in a divided country, mistakenly killing civilians, watching their buddies get "blown away" in an ambush or from stepping on a booby trap, losing an arm, leg or worse, their lives.

These soldiers were men. I don't like to use that term--men--because the majority of the American soldiers were boys. I turned 18 years old in Vietnam.

We were fighting under these conditions, when all of a sudden, Viet Cong disguised as civilians were running dope all over the country.

You didn't even have to ask for it. It seemed Vietnamese from both sides were keeping the U.S. soldiers' habits going.

So, a lot of U.S. soldiers ended up trying to cope with the war by doing a little "coke" and the end result was heroin addiction.

Before Uncle Sam realized what was going on, the Viet Cong's plan had already been implemented. Thus, the big drug problem of Vietnam vets began.

### AND THEN WE CAME HOME

As I said before, those problems were just a tip of the iceberg. We had to come home one day.

When we came back, we were denied any respectable status.

We were a bunch of kids who had experienced more trauma in 12 months than most people do in a lifetime.

We were labeled misfits, drug addicts and insane.

When we were all back home, it seemed that you couldn't turn on a television with-



out seeing a show with a plot being a Vietnam vet going off and killing people.

Or maybe you've seen the plot where the soldier is having flashbacks of battle and going on a shooting spree.

### MY REALITY

Reality for me came when I went to apply for a common-labor job and 20 civilians were hired ahead of me, when Uncle Sam had promised me preference.

Where was that preference? It seemed as though I would have been smarter if I didn't say, "I am a Vietnam vet."

I felt that the country turned its back on me.

Now that it's over, I hope that all Vietnam vets are getting a head start of preference in job openings. They deserve it.

If veterans' preference denies a civilian a particular position, don't be upset with the vet.

If you didn't realize it and I hope you do now, we gave our best and we deserve the best treatment our country can afford and allow us.

This preference wasn't given to us; we had to earn it.

Working for the Corps of Engineers has a special meaning for me.

I feel the Army now is paying me back.

When I was in the Army, there was an old saying, "The Army takes care of its own."

I've been lucky and fortunate.

I am proud to have served in Vietnam and most of all, in the U.S. Army.

# People

GET-WELL WISHES go to Marge Johnson, SO, who is home recuperating after hip surgery.

GET-WELL WISHES go to Herb Schwensohn, ED-D, who was hospitalized.

SINCERE SYMPATHY is extended to Leroy Campbell, Leech Lake, whose wife died.

SINCERE SYMPATHY is extended to Jerome K. Lyngdal, L&D 4, whose father died.

FOND FAREWELL and best wishes go to Donald E. Parker, a general supply officer with the Procurement and Supply Division, who retired on Sept. 14 after approximately 32 years of federal service.

FOND FAREWELL and best wishes go to Leo S. Leisen, a lock and dam operator at Lock and Dam 5, who retired on Oct. 1 after approximately 32 years of federal service.

FOND FAREWELL and good luck go to the following who recently left the Corps: Georgette M. Ricci, SP-P; Laurie J. Stammes, Steve C. Schwager and Cynthia L. Brandenhoff, CO-RF; Willis A. Young and Christine A. Remackel, DO; Nancy S. Nehotte, ED-D; Sheron Rouse, PD-RC; Sheryl K. Petschen and Dawn M. Maurer, ED-GH; Duane F. Highcrane, CO-M; Rebecca L. Rhoades, AS-R; Daniel J. Kumlin, L&D 8; Wilbert O. Wills, Leech Lake; Jeffrey R. Schroenghamer, Pine River Dam; Curtis J. Johnson and Peter W. Breitbach, Gull Lake; Edward J. Kaduck, Orwell Lake; Rojean E. Meyer, L&D 7; Glen A. Gibbons, Fountain City Service Base; Kyle M. Funmaker, Nanette M. Spindler and Lisa A. Allison, St. Anthony Falls L&D; Walter E. Wolf, Vincent A. Nolin, Craig A. Morrison, David R. Lowell and Randy L. Duret, Hired Labor Forces; Peggy L. Livingston, L&D 2; Theresa A. Jetter, L&D 10; and James P. Kistler, Winnibigoshish Lake.

SINCERE SYMPATHY is extended to the family of Chester G. Hallmark, who died after an extended illness on Oct. 27. He was the chief of the Geotechnical, Hydraulics and Hydrological Branch.

# Around the district

YOUR HELP IS NEEDED with the Minnesota Ride-share Program at 297-3800. Present vanpools that need more passengers are from the home location of Forest Lake to the destination of Downtown St. Paul; Hastings to Downtown St. Paul; Prescott, Wis., to Downtown St. Paul; Hastings to Downtown Minneapolis; Prescott to Downtown Minneapolis; Coon Rapids to South Minneapolis; and Oakdale to Pentagon Park in Edina. Vanpools that are trying to form are River Falls, Wis., to Downtown St. Paul; Osseo to Downtown Minneapolis; River Falls to Downtown Minneapolis; and Champlin to Arden Hills.

GREAT DECISIONS '82 is a publication of impartial background on eight of the important foreign policy decisions facing the United States: (1) America's defense; (2) Western Europe and the United States; (3) Central America; (4) the Palestinians; (5) protecting the world's resources; (6) Japan; (7) global inflation; and (8) the U.S.S.R. and Poland. The publication is available from the St. Paul District Technical Library, Room 1120, 725-5921.

MANY ST. PAUL DISTRICT co-workers participated in Proud Saber/MOBEX '83 on Oct. 26-Nov. 5, as a test of readiness in responding to mobilization missions. This Army-wide exercise was conducted 24 hours each day.

THE ST. PAUL DISTRICT hosted this year's annual Division Engineer Conference at Madden's Resort on Gull Lake, near Brainerd, Minn., Oct. 23-25. Division engineers and commanders from throughout the Corps attended.

## Veteran's Day

Nov. 11



# New changes in Medicare can effect you

by Dean Lemke

From "The Eagle," October 1982; the Federal Executive Board of the Twin Cities, Fort Snelling, Minn.

The Tax Equity and Fiscal Responsibility Act of 1982 signed by the President on Sept. 3, extends hospital insurance under Medicare to all federal employees.

## WHAT DOES THIS MEAN?

The first factor is that federal employees will be subject to the hospital insurance part of the Social Security Tax (1.3 percent) beginning with all wages received after Dec. 31, 1982.

Using the estimated \$35,100 Social Security wage base for 1983, biweekly deductions will be taken until a maximum of \$456 is collected from an employee's earnings.

Deductions will range from \$4 to \$29 a payday depending on your salary.

The second factor is that federal employees will receive quarters of coverage for hospital insurance entitlement beginning Jan. 1, 1983.

These quarters may be used alone or in combination with regular Social Security quarters to establish Medicare eligibility.

A person age 62 in 1983 needs 32 quarters (eight years) to be eligible for Medicare.

The fourth factor and most important to those who will be retiring soon, is a provision that allows federal employees in service during January 1983, even one day, to count their federal service prior to that toward the quarters needed for Medicare.

For example, a federal employee age 62, who never worked under Social Security, retired in February 1983, needs eight years under Social Security to be insured for Medicare.

He/she can count his/her federal service toward this eight years and thus be insured for Medicare.

If the federal employee was 55 when he/she retires in 1983, he/she would need 10 years.

If either retired before 1983, they would not have Medicare coverage.

## WHAT DOES HE/SHE GET FOR THE 1.3 PERCENT OF PAYROLL?

Medicare is for persons age 65 or over or those disabled by the Social Security de-

inition for at least two years.

Part B of Medicare, or that part that pays your medical bills, has always been open to the federal employee and still is.

Currently, it costs you \$12.20 a month. The hospital insurance part of Medicare is what is new.

In the past, uninsured federal employees could have hospital insurance only by paying \$113 a month.

Now, beginning in 1983, no further monthly payment is necessary.

The hospital insurance will pay, at age 65, for up to 60 days in a hospital after you pay an initial deductible (\$304 in 1983).

It will pay for another 30 days with you paying a co-insurance of \$76 a day.

It would also pay for another 60 days with a co-insurance payment by you of \$152 a day.

Once you are out of the hospital for at least 60 days, the whole process would start again (except for the latter 60 days).

The hospital coverage also allows for payment of up to 100 days in a skilled nursing facility under specific conditions.

It also gives you payment of an unlimited number of home health visits by a health professional in a year (visiting nurse, speech pathologist, etc.).

For a specific explanation of how this new coverage might affect your situation, call your local Social Security Office.

As a final note, anyone who is considering retiring this year--1982--you should discuss it with the Social Security Office before you can get Medicare coverage.



# Undertows

by Henrik Strandkov, CO-RF

Here's another "Undertows" puzzler for you.

Remember John Beresford Tipton? He used to give someone one million dollars each week on television.

Well, Mr. Tipton is back, but now he gives away two million dollars (inflation, you know) and he makes it more challenging.

You'll see what I mean in the following:

## THE LURE

"Good afternoon, Mr. Corpsman," said the billionaire.

"I've invited you to my home this afternoon to play a little game with you--a game that you may find very profitable."

"Gee, that's great, Mr. Tipton," said the other man.

"As you know, I'm just a struggling, underpaid government engineer. I could sure use some extra money. How does the game work?"

On the desk was a large, loose-leaf checkbook--the kind with three checks on a page and stubs that stay in the book after the check is torn out.

"As you can see from this check stub, Mr. Corpsman, I have just written you a check for two million dollars."

"Great!," said the eager engineer, "Where is it? If you gave it to me now, I'll just have time to get back to K-Mart for that blue-light special."

## THE GAME

"Not so fast," said the billionaire, "You may or may not be leaving here with two million dollars today. Let me explain my little game.

"Pay attention now; this is very important. Look at the checkbook again. You will see that below the stub for the two million dollar-check, there is another stub with a check still attached to it.

"This check is for five thousand dollars--not exactly enough to make you a millionaire, but not a paltry sum.

"I am now tearing out the five thousand-dollar check and taking it over to this table.

"You see that there are two boxes on the table, labeled A and B.

"I am putting the five thousand-dollar check in the 'A' box. Are you following all of this, Mr. Corpsman?"

"Yup," said the dazed engineer.

"Good! But let me give you a quiz.

What is in the 'A' box, Mr. Corpsman?"

A greedy smile played over the man's lips as he answered, "A check for five thousand dollars made out to me!"

"Very good," said Mr. Tipton, "Now, tell me what you think is in the box marked 'B'."

An even greedier smile appeared on the engineer, "A check for two million dollars made out to me!"

## BY CHANCE

"Not so fast, Mr. Corpsman," said the billionaire, "This is where my little game gets interesting.

"You are right in believing that there does exist a two million-dollar check for you; the stub in the checkbook over there proves it and you also have my word on it.

"And it is also true that the check may be in the box marked B. Before you arrived today, I wrote out that check and then, I either put the check in the B box or I did not put it in the B box."

"What?" queried the confused engineer.

"I meant what I said," responded the rich man, "After I wrote that check, I flipped a coin to see whether I should put it in the box or not.

"As far as you are concerned, there is exactly a 50 percent chance that the check is in the B box.

"Now, tell me what is in each of the boxes so I'll know whether you understand all of this."

"Okay," said the engineer, "In the A box is a check for five thousand dollars. In the B box is either nothing or a check for two million dollars. Right?"

## THE CATCH

"Right," said the old man, "Now, here's the way the game works.

"You can open either of the boxes and keep whatever is inside. In other words, if you open the A box, you know you will get five thousand dollars.

## Undertows

(From page 10)

"If you open the B box, you may get two million dollars or you may get nothing.

"The catch is that as soon as you open one of the boxes, a special mechanism will vaporize whatever is inside the other box!"

"Wow," said the rapidly-thinking engineer, "So, if I open the A box, I know I'll get five thousand dollars, but I'll lose any chance at all of getting the two million dollars.

"But if I open the B box, there may be nothing in it and then the five thousand-dollar check will be vaporized and I won't be able to get anything at K-Mart."

"Don't be so pessimistic, Mr. Corpsman," said Tipton, "If you open the B box and the two million-dollar check is in there, then you won't care if the measly five thousand is gone."

### THE DECISION

"You're right," said the engineer, "But what an agonizing decision to make. Should I go for the sure five thousand or gamble on getting two million or nothing?"

"I know that it's a hard decision, Mr. Corpsman, and I will now leave the room to let you think about it in peace. No one will disturb you or watch you.

"When you have opened one of the boxes, pull that cord over there and I will return to you. Good luck."

After the billionaire left, the engineer stared at the two boxes for a long time.

Finally, he smiled a little and said to himself, "Well, at least I know how I can keep my chance of getting the two million dollars and still be absolutely certain of walking out of here with some of the money."

### THE QUESTION

What did the engineer do? Try to figure it out for yourself before you read the clever conclusion below.

### THE REPLY

The door opened and the billionaire came back in.

The engineer stood in front of the boxes, staring at a check and grinning widely.

"Two million dollars!" he said, "Just think of it, Mr. Tipton, I'm a millionaire!"

"Congratulations, Mr. Corpsman," said the wealthy, old man, "I'm glad to see you

had the courage to take a risk in order to win big. It reminds of the time..."

"Hold it, Mr. Tipton," interrupted the other man, "I didn't take a risk; don't forget that I'm an engineer."

With that, he walked over to the table, opened the B box and took out the check for two million dollars.

As he did so, he heard a sizzling sound in the A box--the five thousand-dollar check was vaporizing.

### THE SOLUTION

"But...but..." sputtered the old man, "I...I...I thought you had already opened the box."

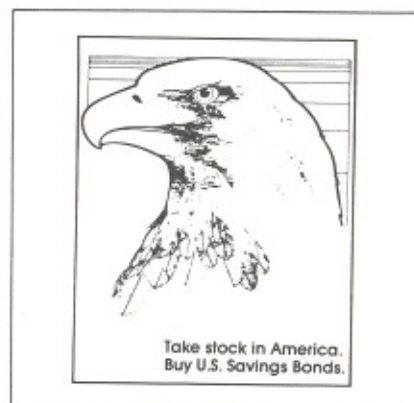
"That's what you were supposed to think, Mr. Tipton," responded the engineer, "You see, I played a little trick on you.

"While I was alone in here, I borrowed one of your blank checks from the checkbook. Then, I rang the bell. When you came in, I pretended that I had found the two million-dollar check in the B box.

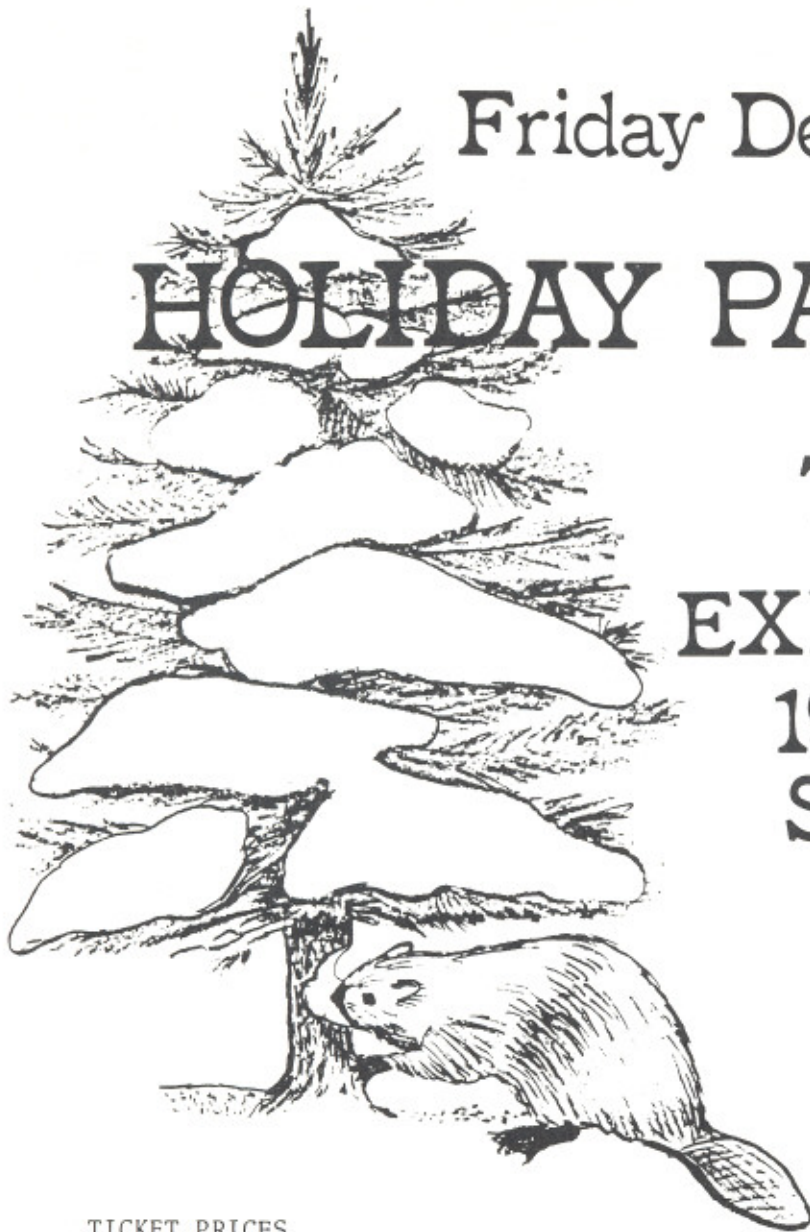
"If you had challenged me or expressed disbelief, I would have known the B box was empty and would have opened the A box and settled for five thousand dollars.

"Instead, you congratulated me on getting the bigger check. Therefore, I knew that the two million-dollar check was in the box. And now it is mine!"

"Very clever," said the billionaire, "Have a good time at K-Mart, Mr. Corpsman. The butler will show you out."



IT'S THAT TIME OF THE YEAR AGAIN . . .



Friday December 17th

# HOLIDAY PARTY 82

THE INN  
EXPO CENTER  
190 N. Smith  
St. Paul, Mn

## AGENDA

Socializing  
Buffet Dinner  
Short Program

## MENU

Roast Round of Choice Beef  
Whipped Potatoes - Gravy  
Glazed Carrots  
Relishes  
Sweet Cole Slaw with Pineapple  
Italian Salad  
Holiday Dessert

## TICKET PRICES

Meal Ticket - \$6.50  
Beverage Ticket - \$1.50

Tickets on Sale December 1st  
Purchase by December 15th

Retirees or people outside the District Office may call Sue Johnson for ticket reservations or any additional information at 725-7592.